COMMONWEALTH

NAVY ORDERS.

1959.

Registrar

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C.N.O's 1-32/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
7th January, 1959

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

CONTENTS.

Section 1.

ADMINISTRATIVE AND GENERAL

1.—Issue of Navy Orders—1958.

The last Navy Order issued for 1958 was No. 1174.

(H.N.B.: 3712/20/34)

UNCLASSIFIED

2.—Organisation and Methods Unit.

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

2. More particularly, the Unit is responsible for:

a) Existing Organisation and Methods — A systematic examination of Departmental activities in accordance with a cyclical organisation and methods review programme, encompassing such items as:

i) Allocation of functions.
ii) Structure or pattern of organisation.
iii) Management techniques.
iv) Procedures, records and documents.

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

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

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

d) Office Machine Processes — Review of all office machine processes in the Department in accordance with a machines review programme. Agreement to the introduction of all machines and equipment prior to purchase action.

e) Accommodation and Layout — Review of office layout and accommodation and agreement to any proposed alterations.

f) Instructions — Concurrence in the appropriateness of instructions which affect organisation and methods of the Department.

g) Work Measurement — Review of work measurement or workloading techniques used in the Department and the development of new techniques.

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

i) *Staff Suggestions* — Reporting on submissions under the staff suggestions scheme and oversighting the introduction of new methods following the acceptance of suggestions.

j) *Research and Development* — Fostering improvements in organisation and methods and collaboration with the Departmental training and welfare officers on matters of common interest.

k) *Implementation of Proposals* — Oversight and advice on the implementation of accepted recommendations, as may be necessary.

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

m) *Liaison* — Collaboration with Organisation and Method Units in other Departments and authorities.

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

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

5. Navy Order 565 of 1955 is hereby cancelled.

(O.M.: 3031/20/38)

(Navy Order 565 of 1955).

UNCLASSIFIED

3.—Senior Officer, Royal Malayan Navy—Change of Title.

(A.F.O. 2819/1958).

The title of Senior Officer, Royal Malayan Navy, has lapsed and has been replaced by that of Commodore, Royal Malayan Navy, in consequence of the transfer of the Royal Malayan Navy to the Federation of Malaya.

2. The title of Deputy Chief of Staff (Navy) will continue to be used in correspondence with the Government of the Federation of Malaya only.

(D.T.S.R.: 3391/21/31)

Section 2.

PERSONNEL.

UNCLASSIFIED

4.—Educational Tests—Instructions and Syllabus for the Higher Educational Test.

Navy Order 989 of 1957 is to be amended as follows:

Paragraph 6. *Delete* and *substitute*.

"6. When a rating passes for the first time in one or more subjects of the Higher Educational Test, a note of the subject(s) passed and the date of passing is to be recorded in the "Educational Qualification" box on the Divisional Officer's Record Sheet (Form A.S.264—revised 1957). When a rating is awarded a Higher Educational Test Certificate it will be forwarded to his Commanding Officer. The date of award is not to be inserted in the "Educational Qualifications" box until the certificate has been received in the ship or establishment. The Higher Educational Test Certificate is to be placed with the rating's Certificate of Service (Form A.S.459) and the notations "H.E.T. 1st Class" or "H.E.T. 2nd Class" and "Passed Educationally for . . . . . ." are to be entered on page 3 thereof."

(H.P.B.: 4017/7/299)

(Navy Order 989 of 1957).

UNCLASSIFIED

5.—Jewish Sacred Festivals—1959.

(A.F.O. 2829/1958).

Subject to the exigencies of the service, leave of absence may be granted to Royal Australian Navy personnel belonging to the Jewish Faith, who may desire to observe the following festivals during 1959:

Festival of Passover	23rd April to 30th April.
Festival of Pentecost	12th and 13th June.
New Year	3rd and 4th October.
Day of Atonement	12th October.
Festival of Tabernacles	17th and 18th October, and 24th and 25th October.

2. Leave should be granted, if possible, so as to enable those concerned to reach their destination by sunset the previous day in each case.

3. Leave granted is to be regarded as part of the annual leave of officers and ratings in question.

4. Navy Order 204 of 1958 is hereby cancelled.

5. This order will be reprinted for posting on notice boards.

(H.P.B.: 4022/1/238)

(Navy Order 204 of 1958).

UNCLASSIFIED

6.—Non-Public Funds in Ships and Establishments—Appointment of Auditors.

(A.F.O. 2767/1958).

It has been found advantageous to appoint the auditors of the larger non-public funds at the beginning of an audit period instead of at the end.

2. The benefits are twofold. Firstly, the auditors can spread the checking task over the whole period, for example checking of wine chits into the wine books and the check on pricing and totals in individual wine accounts can be done monthly, and checking of receipts of stock can be compared periodically with invoices. Thus the time taken on the final part of the audit is greatly reduced and the complete audit is more carefully done. Secondly, the caterer or treasurer has a committee to whom he can turn for advice on the more difficult accounting procedures.

3. Admiralty has advised that Q.R. and A.I. Article 1584 is being amended.

(D.G.S.: 4814/11/31)

UNCLASSIFIED

7.—Officers—Communications Concerning.

(A.F.O. 2406/1958).

In order to facilitate the handling of official correspondence and signals about individual officers, the appropriate specialist abbreviation is in future to be quoted in all communications as follows:

a) General List Officers
The appropriate symbol is to be inserted after the name, when first mentioned in the communication, but not in addresses or subsequent references in the same communication, e.g., Lieutenant B. C. Smith (E), Lieutenant-Commander C. Black (X).

b) Special Duties and Supplementary List Officers
The titles of Special Duties officers and Supplementary List officers in the Seaman specialization are to carry the suffix (SD) or (SL) and a sub-specialization symbol, e.g., Lieutenant (SD) White (G), or Lieutenant (SL) Brown (P). The titles of non-Seaman ocers are to carry a prefix, for example Supply Lieutenant Black, or Electrical Lieutenant Green.

2. If this practice is not followed, serious inconvenience and considerable delay may result.

3. Admiralty has advised that Q.R. and A.I., Article 5211(a), is being amended to show the new abbreviations.

(H.P.B.: 3325/3/520)

UNCLASSIFIED

8.—Reimbursement by the Commonwealth of Portion of Medical Expenses of Dependants Who Accompany Members Overseas.

Reimbursement by the Commonwealth of portion of medical expenses of members of the family who accompany members overseas at the expense of the Department will be made under the conditions set out in this order. Reimbursement is in recognition of the excessive costs of medical, surgical and hospital treatment overseas and in other cases the high incidence of sickness in certain regions and is intended to help defray costs in excess of those which a member might have been called on to meet in Australia. This approval does not apply in respect of members serving in New Guinea.

Medical Examination of Dependants.

2. In the interests of the Commonwealth and the member proceeding abroad, it is desirable, but not compulsory, that the members of his family should be medically examined and passed as medically fit for travel and residence overseas. It is left to the member's own decision whether the members of his family will undergo this examination. The benefits of this scheme will, however, not be extended to any member of the family who has not been accepted as medically fit. (*See* also paragraph 6 of this order).

3. For the purpose of determining whether financial assistance by the Commonwealth is justified, overseas posts have been divided into the following areas:

a) The United Kingdom.
The benefits of the United Kingdom Health Scheme are available to naval personnel (and their families) stationed abroad so that no assistance appears to be necessary. If a member for any reason becomes involved in heavy medical costs and he is an applicant for Commonwealth assistance, the case is to be submitted to the Naval Board for decision.

b) North America.
Comprehensive insurance schemes covering medical, surgical and hospital benefits are available in North America and members are expected to insure themselves and their families against expenses arising from illness. If a member so covered still incurs heavy medical expenses, the case is to be submitted to the Naval Board for special consideration.

c) Areas other than (a) and (b) where an adequate form of health insurance is available.
Where the Senior Australian Government representative in the area certifies that an adequate medical insurance scheme exists, the procedure to be followed will be as set out in (*b*).

d) Malaya.
Treatment will be provided through the United Kingdom medical organisation in the area at no cost to the member but a deduction of 1/- a day will be made for this service from the allowances payable to the married accompanied member.

e) Other areas where no adequate form of health insurance is available.
If the Senior Australian Government representative in the area certifies that no satisfactory scheme is available, the Commonwealth will make, to the member on application, a refund in part of the costs actually incurred and paid in respect of a member of his family for

i) medical or surgical treatment by a qualified medical practitioner;

ii) treatment and medicines as a patient at a hospital; and

iii) medicines and medical supplies obtained on the prescription of a qualified medical practitioner.

The cost of optical services, dental services and dentures is excluded except the cost of dental treatment obtained at a hospital where the Senior Australian Government representative in the area is satisfied that hospitalisation is reasonable in the circumstances.

4. The amount of the refund referred to in paragraph 3(e) will be two-thirds of the admissible expenditure subject to the following conditions:

a) The amount payable by the member shall be one-third of total admissible costs subject to a minimum payment by the member in any one financial year of £35; and

b) Payment by the Commonwealth shall not exceed £100 in the case of any one illness. Any claim in excess of this amount shall be referred to the Naval Board for approval.

5. The following additional general conditions will be observed:

a) Where, under (*b*) and (*c*) of paragraph 3, policies include a franchise clause under which the insuree is not covered for minor expenditure, no reimbursement will be made by the Commonwealth;

b) "Member of a family" includes wife and dependent children. No claim will be accepted in respect of any other member of a family without Naval Board approval; and

c) Taxation concessions will not be allowable in respect of the amount borne by the Commonwealth.

6. On request by a member, the Captain will arrange the required medical examination of the members of the family free of charge, normally by a naval medical officer. However, when the family lives at a place where examination by a naval medical officer is impracticable or uneconomical, arrangements may be made for examination by a civil medical practitioner, in which case the certificates will be endorsed by a naval medical officer.

7. Examination of the family should, if possible, be carried out in conjunction with any necessary vaccinations.

8. Entitlements whilst overseas to both Commonwealth and Society benefits, if contributing to a registered Hospital or Medical Benefits Society, e.g., the Naval Health Benefits Society, will not be affected by this order.

Approval and Payment of Claims.

9. Claims for reimbursement in respect of members of the family eligible, vide paragraph 3, should be submitted to the Senior Australian Government representative in the area, who has the power to effect reimbursement provided he can certify that—

a) no satisfactory form of medical benefits scheme or medical insurance scheme is available in the area (*see* paragraph 3(e)); and

b) the costs were reasonable and properly incurred.

(M.D.G.: 3809/1/145)

UNCLASSIFIED

9.—Uniform—Officers'—Gold Laced Trousers—Re-introduction.

(A.F.O. 2555/1958).

Approval has been given to the re-introduction of gold laced trousers for wear by officers of Captain's rank and above only, with the following dresses:

No. 2B Modified Ball Dress
No. 11B Modified White Ball Dress
No. 6A Modified Mess Dress
No. 11A Modified White Mess Dress.

Mess Dress (No. 6) and White Mess Dress (No. 11) which are at present in abeyance may, from the date of this order, be worn on suitable occasions by these officers.

2. The wearing of gold laced trousers is optional and they will not be provided at public expense.

3. The width of the gold stripe is to be 1¼-ins. The wider stripe formerly worn by flag officers will remain in abeyance, but may be worn by those who still possess it. Limited stocks of 1¼-in. gold lace are available from Service sources. When these stocks are exhausted, supply of 1¼-in. gold lace will be a matter for private arrangement by the officers concerned.

(D.V.: 4716/1/420)

UNCLASSIFIED

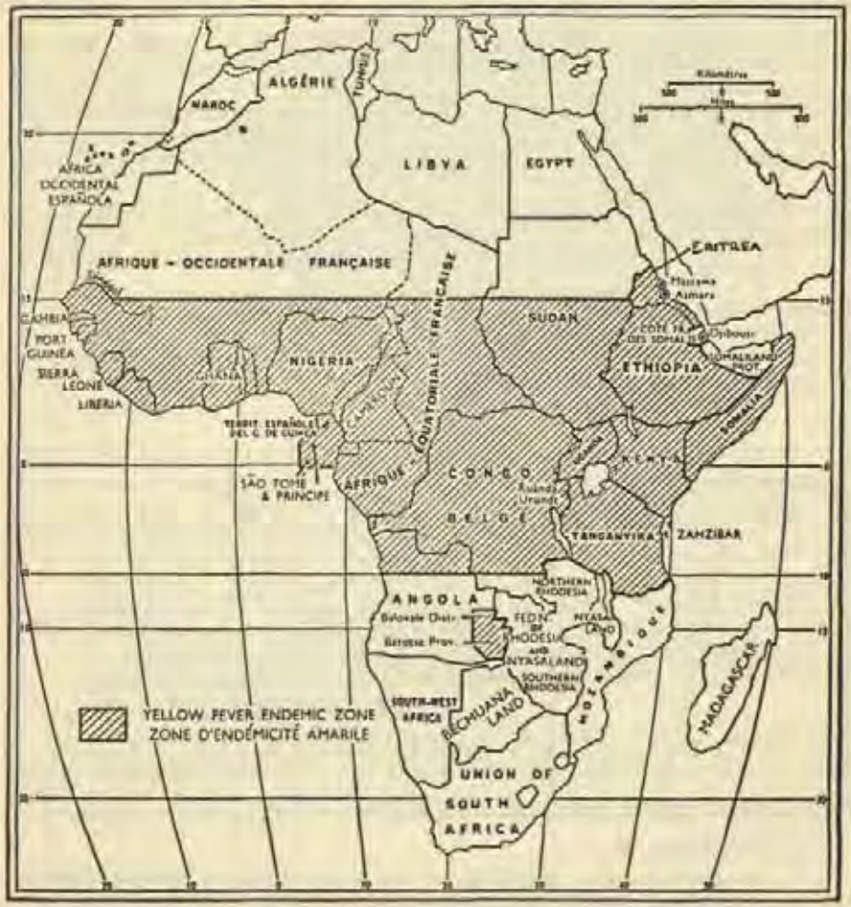
10.—Vaccination and Immunisation.

Navy Order 390 of 1958 is to be amended as follows:

a) Paragraph 55. *Insert* following map and legend.

MAP 1. YELLOW-FEVER ENDEMIC ZONE IN AFRICA

as provisionally delineated by the Organization



b) Paragraph 56. *Insert* following map and legend.

MAP 2. YELLOW-FEVER ENDEMIC ZONE IN THE AMERICAS

as provisionally delineated by the Organization

c) Paragraph 63

i) *Amend* sub-paragraph (e) to read "12 days prior to arrival in Pakistan."

ii) *Add* the following sub-paragraph

"*f)* Proceeding for service on the Arabian Seas and Persian Gulf Station (including those destined for establishments.)"

d) Paragraph 64. *Amend* penultimate sentence to read "12 days after immunisation".

e) Paragraph 68. *Add* after "East Indies Station", "Arabian Seas and Persian Gulf Station".

(M.D.G.: 4018/5/183)

(Navy Order 390 *of* 1958*).*

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED

11.—Fire Control—Tables, Clocks, Boxes and Computors—I-Pots—Maintenance.

(A.F.O. 2622/1958*).*

The original I-Pots, A.P.10723, have been superseded by an improved version bearing the same pattern number. The improvements mainly consist of the fitting of ball bearings instead of plain bushes, an increased skew of the carbon roller to give a better "turn-to-turn" voltage gradient, and an improved terminal block. The two types are interchangeable, and manufacture of the original type has ceased.

2. Most of the troubles experienced with I-pots have been due to an excessive quantity of grease on the tracks. This has collected carbon and other dust, with consequent poor contact.

3. Although it has been found that I-pots give satisfactory service if all grease is removed from the tracks, it has been decided that for seaborne purposes it is preferable to retain a minimum amount of clean neutralised petroleum jelly on the tracks to prevent oxidisation of the copper.

4. The manufacturers have been instructed to apply only the minimum of petroleum jelly on assembly in future, but since a number of I-pots, held in store or in ships, may not have been inspected for excess grease, ships' staffs are to take the following action:

> I-pots received from stores are to be opened up and inspected. Where necessary the grease and all traces of foreign matter are to be carefully removed from the tracks and interior of the I-pots, using a piece of clean linen, free from loose fibres. A thin smear of clean neutralised petroleum jelly, A.P.12812, is then to be applied to the tracks, great care being taken to ensure that a bare minimum is used.

5. Revised maintenance instructions are in course of preparation and will be issued to all ships and authorities holding books of electrical maintenance schedules.

(D.E.E.: 4430/3/39)

UNCLASSIFIED

12.—Valves—Salt Water Systems—Defective Cast Gunmetal Valves—Alloys To Be Used for Replacement.

Investigation of recent cases of deterioration of cast gunmetal valves in sea-water systems of H.M. ships has shown that a major factor is the composition of the gunmetal used.

2. It is known that the 85/5/5/5 (Copper/Tin/Zinc/Lead) alloy (B.S.1400-LG2) is unsuitable for this service; it is therefore not to be used. It is also known that the 88/10/2 alloy (B.S.1400-G1) is satisfactory. Service experience with the 86/7/5/2 alloy (B.S.1400-LG3) in certain systems indicates that this alloy may not have such a long life as the 88/10/2 alloy and experiments are in hand to prove its suitability.

3. Until these experiments are complete the 88/10/2 alloy to specification No. D.N.C./C12 or B.S.1400 G1-C is to be used for replacements made necessary by corrosion or erosion.

4. Navy Order 969 of 1955 is hereby cancelled.

(D.N.C.: 3757/21/109)

(Navy Order 969 of 1955).

UNCLASSIFIED

13.—Ammunition—Fuzes—Withdrawal of Fuzes, Time No. 401 of Other Than Australian Manufacture.

(A.F.O. 1393/1958).

Following upon failures in R.N. service, it has been decided to withdraw from service all JY.300 and JY.313 fuzes, time, No. 401 of other than Australian manufacture. Fuzes of Australian manufacture are distinguished by lot numbers prefixed "ME".

2. The withdrawn fuzes are to be regarded as coming under N.M.E.R. (B.R.862/1956), Article 304, Category (f.f.) i.e. not dangerous but may have a percentage of failures to function.

3. H.M.A. ships are to arrange for all fuzes, time, No. 401 of other than ME lots held on board to be exchanged for Australian manufactured fuzes at the earliest opportunity.

4. Separate instructions have been forwarded to Armament Depots.

(D.O.U.W.: 4442/28/437)

UNCLASSIFIED

14.—Ammunition — Propellant — Landing — Destruction — REPORTS.

(A.F.O. 2667/1958).

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing them 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 to Navy Office for instructions.

Propellant lot or sub-lot No.	*Propellant nature and size*	*Nature of gun ammunition, etc., which may be involved*
RC 1693 RC 1694 RC 1696	FNHP 022	Q.F.40/60
RNC 695 RNC 697 RNC 1043XD	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.).
RNC 765XA	SC 109	B.L. 6-in.; Q.F. 4.7-in.
RNC 693 RNC 700	SC 122	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4.5-in.

Propellant lot or sub-lot No.	*Propellant nature and size*	*Nature of gun ammunition, etc., which may be involved*
RNC 1979 RNC 1985 RNC 1986 RNC 1988 RNC 1989 RNC 1996 RNC 1997 RNC 1998 RNC 2001 RNC 2006 RNC 2007 RNC 2010 RNC 2015 RNC 2016 RNC 2217XA RNC 2406XB RNC 2414XB	HSC/T 134-055	Q.F. 3-pdr.; Q.F. 2-pdr.
RNC 4502XH RNC 4503XH RNC 4516XH RNC 4528XH RNC 4529XH	HSCK/T 134-055	Q.F. 3-pdr.; Q.F. 2-pdr.; D.C.T.; Squid; A/S mortar.
RNC 699	SC 150	B.L. 6-in.; impulse torpedo.

2. Attention is drawn to Article 211 of Naval Magazine and Explosive Regulation 1956, B.R.862 and paragraphs 6, 7 and 9, Article 53, of Naval Cordite Regulations, B.R.862A.

3. Separate instructions have been issued to R.A.N. Armament Depots.

(D.O.U.W.: 4445/6/140)

UNCLASSIFIED

15.—F.P.S.3 and F.P.S.2—E.C.U's and T.C.U's—Modification.

a) Authorities concerned:	Ships and establishments so fitted. Gunnery Equipment Depots.
b) Part of equipment affected:	E.C.U's Mark 4 Mod. 3 and T.C.U's Mark 4 Mod. 3.
c) Purpose of modification:	To prevent stripping of gear teeth.
d) Nature of modification:	To replace 2-No. gears, drawing No. D.F.C.53992, Item 7, by gears to D.N.O.11222. (Navy Order Diagram Issue 1/1959)
e) Drawings and Navy Order Diagram:	D.N.O.11222 (Navy Order Diagram Issue 1/1959)
f) By whom to be done:	Dockyards with ship's staff assistance.
g) When to be done:	As convenient.
h) How to be treated:	As a defect.

2. Gear wheels to D.F.C.53992, item 7, are also fitted in E.C.U.'s and T.C.U's Mark 4 Mod. 2 (F.P.S.2) but are to be replaced by gears to D.N.O.11222 only when failure occurs.

3. This modification is to be recorded as modification A.N.1 to F.P.S.2 and 3.

(D.O.U.W.: 4430/2/62)

UNCLASSIFIED

16.—Gun Mountings—4.5-inch Twin R.P.41 Mks. 6 and 6*—Shell and Cartridge Hoists, Combined Control and Cut-off Valves.

Navy Order 1050 of 1958 is to be amended as follows:

Paragraph 1. *Delete* "lifted" and *substitute* "fitted".

(D.O.U.W.: 4429/23/343)

(Navy Order 1050 *of* 1958*).*

UNCLASSIFIED

17.—Guns—Q.F. 4-inch and 4.5-inch Guns—Introduction of Rubber Muzzle Covers.

(A.F.O. 2625/1958*).*

AT630 cover, muzzle, for medium calibre guns has been introduced in the R.N. and will be brought into service in the R.A.N. when stocks of AT422 muzzle covers have been exhausted.

2. In peace time, when muzzle swells are burnished but tampions can be used, these covers will only be used to protect the swells from rust. They are made of grease-proof rubber and should be used over greased muzzle swells for maximum protection. In harbour, canvas covers should be used as they are smarter. Canvas covers may be used on top of the rubber covers, and this is probably the best procedure in prolonged bad weather in harbour.

3. In limited wars, the rubber covers will be used at all times in the operational area, and will only be used at sea elsewhere, except that they may be used under canvas covers in harbour as in paragraph 2.

4. In war when gun swells are painted but tampions can rarely be used, rubber muzzle covers will be required to protect the gun bores at all times. Nose-fuzed shells, except those with N3 fuzes, can be fired through these muzzle covers with safety. It is possible, however, that a TM or VT fuze fired under these conditions may be blind.

5. Warrants of Naval Armament Stores will be amended as necessary.

(D.O.U.W.: 4442/128/151)

UNCLASSIFIED

18.—Diving—Accidents and Unusual Incidents—Inquiries and REPORTS.

(A.F.O. 2175/1958*).*

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. Serious accidents 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 Director of Ordnance and Underwater Weapons, Navy Office, and the Captain, H.M.A.S. WATSON.

3. Expert advice is available from the Medical Director-General or Director of Ordnance and Underwater Weapons, or H.M.A.S. WATSON. An early visit by physiological or equipment specialists should ensure that no pertinent evidence is lost and may assist in a subsequent Inquiry. Requests for such advice should be made by signal or telephone to:

a) A.C.N.B.
b) H.M.A.S. WATSON.

4. Examples of incidents on which information is required are:

a) Decompression sickness.
b) Oxygen poisoning.
c) Loss of consciousness under water (*See* Appendix A).
d) Effects of nitrogen.

5. In addition to a general description of the occurrence and remarks of the senior officer, reports should include where applicable:

a) Diver's own account of his feelings.
b) Medical report and also in special cases the reports of the medical and underwater physiological specialists (*See* Appendix A).
c) Special attention should be given to the effects of nitrogen, the symptoms generally showing in the form of loss of judgment and skill with a sense of elation common to alcoholic intoxication. Heavy cyanosis is not usually apparent.
d) 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.
e) Whether work was being done or not.
f) Diver's previous training or experience.
g) Type of diving apparatus used and gear worn and a full report of its state before and after the incident including any defects found. (*See* Appendix B).

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.

Composition of Board of Inquiry.

7. Boards of Inquiry into diving accidents should whenever possible include a qualified Diving Officer and a Medical Officer experienced in underwater physiology. Suitably qualified diving officers are:

a) *For accidents in self-contained diving equipment*—A qualified Clearance Diving Officer.
b) *For other diving accidents*—An officer qualified in diving or an Instructional Diving Officer.

The advice of Fleet and Command Medical Officers should be sought on the selection of Medical Officers suitably experienced in underwater physiology.

8. If suitable Diving or Medical Officers are not available in the Command the details of the accident should be reported to the Naval Board by signal so that a decision may be made as to whether or not the circumstances warrant flying a specialist officer to sit on the Board of Inquiry.

9. Steps are to be taken to ensure that all officers and ratings qualified to supervise diving operations are aware of the contents of this order.

10. Navy Orders 497 of 1957 and 323 of 1958 are hereby cancelled.

APPENDIX A

LOSS OF CONSCIOUSNESS OR ILLNESS — UNDERWATER SPECIALISTS' REPORTS.

If in a diving accident or incident a man loses consciousness under water and from the preliminary investigation this cannot be attributed to an identifiable material defect such as a faulty breathing apparatus, or, for example, to an obvious physical cause such as the diver having over-indulged in food or alcohol before diving, the case should be treated as seriously as one of unexplained loss of consciousness on shore. The man should be referred to a medical specialist to eliminate any possible medical factor that might have not come to light at previous examinations.

2. The results of these examinations should be collated and appended to the report of the incident before it is submitted to the Naval Board.

3. Fleet and Command Medical Officers should be consulted for advice on suitable medical officers to make the specialist examinations required.

APPENDIX B

REPORT ON DIVING APPARATUS USED.

The data to be furnished concerning the diving apparatus used will vary depending on the type used. The various types and information required in each case are listed below:

(1) *Compressed Air Breathing Apparatus.*

a) The breathing set on recovery is to be treated as follows:

i) Close any open cylinder valves noting the number of turns to do this, detach cylinders and record their individual pressure.

ii) Forward the cylinders, or if empty, a sample of the air from the main supply, to the nearest dockyard laboratory quoting this order as authority.

b) As soon as possible, a qualified Diving Officer is to check the condition of the set with attention to:

i) Condition of demand valve.

ii) Condition of reducing valve.

iii) Position of the emergency supply valve.

iv) Overall mechanical performance.

(2) *Surface Supply Breathing Apparatus.*

a) Condition of demand valve.

b) Condition of air pipes.

c) Condition of compressor filters and air reservoir.

d) If the air supply is suspect then a sample of the air from the reservoir is to be forwarded to the nearest dockyard laboratory quoting this order as authority.

(3) If the diver was being supplied from the pressurised reel, then action as for 1(a), and 1(b) (ii) and (iv), is to be taken.

(4) *Standard Diving Apparatus.*

a) Conditions of inlet valve on helmet.

b) Condition of outlet valve on helmet.

c) Condition of air pipe in use.

d) Condition of associate equipment.

e) System of air supply in use. If the purity of the air supplied is in doubt, gas analysis of the air supply to the diver is to be carried out.

(5) *Decompression and Recompression Chambers.*

a) In the event of decompression sickness (or loss of consciousness during decompression) inspect the resuscitation apparatus and forward the soda lime to the Dockyard Laboratory, Sydney, in a sealed container for test.

(6) *Breathing Apparatus A.P.5561A and 5562A.*

a) The breathing set, on recovery, is not to be interfered with in any way except as follows:

i) Close any open cylinder valves noting the number of turns necessary to do this. On no account should closed valves be opened.

ii) Close mouthpiece cock if open.

iii) Seal outlet valve with adhesive tape. Care should be taken not to exhaust any gas which may be in the counterlung.

b) As soon as possible, the breathing set should be delivered to a qualified Diving Officer. He is to note the general external condition of the set.

c) The set should then be carefully packed to avoid damage, together with a tin of CO_2 absorbent and the sample of the gas from the storage cylinder, and forwarded, by the quickest route, to the nearest H.M.A. dockyard laboratory quoting this order as authority.

d) When the analyses have been completed, the dockyard laboratory is to return the set, with the report, to the ship or establishment concerned. The report should include:

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) Result of activity test on CO_2 absorbent in canister.

iv) Result of activity test on CO_2 absorbent from a tin from the same box as the tin used to fill the canister.

v) Any mechanical defects found.

e) The set should then be checked, under the supervision of a qualified Clearance Diving Officer, for performance and mechanical defects.

(D.O.U.W.: 3383/27/18)

(Navy Orders 497 of 1957 and 323 of 1958).

UNCLASSIFIED

19.—U.V.696 Ohmmeters, Safety, N.3, Mark 1—Restriction—Not for Use with C.C. Initiators.

(A.F.O. 2670/1958).

U.V.696, Ohmmeters, Safety, N3, Mark 1, are used for testing electrical circuits and also for determining insulation resistance values within the limits 0 to 2 megohms. These instruments develop a potential of between 30 and 50 volts.

2. New explosive igniters and primers containing conducting compositions, which are being introduced for certain naval ammunition, are sensitive to low voltages (threshold firing 3 volts) and Ohmmeters, Safety, N3, Mark 1, are not to be used for testing these items, whether loose or assembled, as there would be a risk of the store firing.

3. The stores concerned in the R.A.N. are:
Conducting Composition Primers (N40 series) for Cartridges, Q.F. 4.5-in.

4. H.M.A. ships and establishments are to arrange for all Ohmmeters, Safety, N3, Mark 1, to be marked in red in a prominent position with the warning:
"NOT TO BE USED WITH C.C. INITIATORS".

5. Separate instructions were issued to Armament Depots in G.A.C.L.503.

(D.O.U.W.: 4437/73/3)

UNCLASSIFIED

20.—Alteration and Addition Items—Aircraft Carrier, H.M.A.S. MELBOURNE.

The following alteration and addition items are approved for Aircraft Carrier, H.M.A.S. MELBOURNE:

Class List Item No. 82 *Classification "A"*

Item:

To increase the capacity of the CCX in the Upper Operations Room and the Bridge Wireless Office by providing the following additional facilities:

a) One CCX unit Lower AP65274 in the Upper Operations Room

b) Linking of four circuits from the unit in (*a*) to vacant CCX Units Upper AP65273 in the Bridge Wireless Office.

Class List Item No. 83 *Classification "A"*

To connect Control Unit Design 5 AP65244 in the Rating-in-Charge Bay, Bridge Wireless Office (Circuit C6 CCX Lower) to loudspeaker monitor exchange in R-I-C Bay via AF Amplifier AP32047 series (to be fitted).

Class List Item No. 84 *Classification "A"*

To extend the KHB Outfit to provide Design 5 Box AP65244 at the Local Operations Plot position in the Upper Operations Room (Circuit 9CCX Lower in Upper Operations Room).

References:

a) H.M.A.S. MELBOURNE'S proposed alteration and addition items, T.D.L., AQ, AR and A-S.

b) H.M.A.S. MELBOURNE's 108/29 dated 5th March, 1958.

c) F.O.C.A.F. memorandum A.F.1904/47 (521) dated 19th March, 1958.

d) Navy Office memorandum No. 66557 dated 23rd June, 1958.

e) F.O.I.C.E.A. memorandum No. 6/59/55 dated 15th October, 1958.

f) Garden Island Drawing No. 576/472.

(D.C.C.: 4278/2/544)

UNCLASSIFIED

21.—Naval Stores (Air)—Section 65B—Transfer of Items from Section 37C.

(A.F.O. 2721/1958).

The undermentioned items should be transferred to Section 65B, H.M.A. ships and establishments adjusting their ledgers in accordance with Article 109 (*a*) and (*f*) of B.R.4 (Naval Storekeeping Manual).

Section 65B			*Previously referenced*
New Ref. No.	*Part No.*	*Description*	
613	SU.0646	Washer	60508
614	SU.0284	Washer	60520
615	SU.02588	Washer	60532

(D.N.A.S.: 4404/44/481)

UNCLASSIFIED

22.—Naval Stores (General) (Class E, Group 7)—Plastic Polish for Linoleum—Withdrawal.

Bourne plastic polish when used as a surface treatment on linoleum in H.M.A. ships has proved unsatisfactory. It has been found impracticable to keep areas free of traffic for sufficient time to allow proper application.

2. It has been decided therefore to withdraw this material from service and pending further investigation normal floor polishes are to be used.

3. Navy Order 383 of 1958 is hereby cancelled.

(D.N.A.S.: 4512/71/421)

(Navy Order 383 of 1958).

UNCLASSIFIED

23.—Naval Stores (General) (Class B, Group 11, Parts C to F)—Hand Tools—Introduction of New Specifications.

Future purchases of the hand tools listed in Appendix A will be made to the specifications quoted.

2. The items are to be accounted for under the pattern numbers shown.

3. No further purchases for stock will be made of the items listed in Appendix B. Present stocks are to be exhausted before issues of the new items are made.

APPENDIX A

Pattern	*Description*	*Specification*
B11C/H500	Adzes, heads, carpenter's, pin-head, 4-in. width of blade	DEF(AUST)803
B11C/ -	Axes, handled, 4½lbs. weight of head	DEF(AUST)802 Type A.
B11C/ -	Axes, handled, 1½lbs. weight of head	DEF(AUST)802 Type B.

Pattern	Description	Specification
B11C/ -	Bars, crow, chisel and claw 5-ft. 6-in. x 1⅛-in., octagonal	DEF(AUST)808 Type B Style 1.
B11C/ -	Bars, crow, chisel and point 6-ft. x 1¼-in., octagonal	DEF(AUST)808 Type B Style 2.
B11C/ -	Bars, pinch, bent and straight Chisel ends, 2-ft. 3-in. long x ¾-in., octagonal	DEF(AUST)808 Type D Style 1.
B11C/ -	Bars, wrecking, bent wedge, curved claw, 18-in. x ⅞-in., octagonal	DEF(AUST)808 Type E Style 1.
B11C/ -	Bevels, carpenter's, wood stock with 8-in. steel blade	DEF(AUST)804 Type A Style 1.
B11C/ -	Bevels, carpenter's, wood stock with 10-in. steel blade	
B11C/H156	Bevels, engineer's, metal, 6-in.	DEF(AUST)804 Type B Style 1.
B11C/H574	Dividers, spring joint, quick action, 6-in.	DEF(AUST)809
B11D/H1705	Planes, metal body, block, adjustable, 7-in. long, 1⅝-in. iron.	DEF(AUST)800 Type A.
B11D/ -	Planes, metal body, combination.	DEF(AUST)800 Type C.
B11D/H1712	Planes, metal body, jack, adjustable, 14-in. long, 2-in. iron.	DEF(AUST)800 Type D.
B11D/H1714	Planes, metal body, Rabbet, bullnose, 1-in.	DEF(AUST)800 Type G Style 1.
B11D/H1716	Planes, metal body, smoothing, adjustable, 9-in. long, 2-in. iron.	DEF(AUST)800 Type I.
B11D/7589	Planes, metal body, router, open throat, length 7½-in., with ¼-in., ½-in. and smoothing cutters.	DEF(AUST)800 Type H.
B11D/7588	Planes, metal body, fore, 18-in. long, 2⅜-in. cutter.	DEF(AUST)800 Type E.
B11E/ -	Frames, hand, hacksaw, adjustable, for 10-in. to 12-in. blades.	DEF(AUST)801
	Vices, bench, engineer's, offset	
B11F/ -	5-in. width of jaws	DEF(AUST)806 Type A Style 1.
B11F/ -	6-in. width of jaws	
	Vices, bench, engineer's, quick release	
B11F/H2954	3½-in. width of jaws	
B11F/ -	4½-in. width of jaws	DEF(AUST)806 Type A Style 3.
B11F/H2956	6-in. width of jaws	
	Vices, bench, engineer's, swivel base, plain screw.	
B11F/ -	3-in. width of jaw	DEF(AUST)806 Type A Style 4.
B11F/ -	4-in. width of jaw	
B11F/ -	Vices, bench, blacksmith's, 5-in. width of jaw	DEF(AUST)806 Type B.
B11F/ -	Vices, bench, pipe, chain, ½-in. to 4-in. pipe capacity.	DEF(AUST)806 Type E Style 1.
B11F/H2974	Vices, bench, pipe, hinged, ⅛-in. to 4½-in. pipe capacity.	DEF(AUST)806 Type E Style 2.
B11F/H2988	Vices, bench, carpenter's, steel, quick release, 9-in. width of jaws.	DEF(AUST)806 Type C.
	Wrenches, open end, adjustable, 22½° angle head, straight handle.	
B11F/ -	4-in.	DEF(AUST)807 Type A.
B11F/ -	6-in.	
B11F/ -	8-in.	
B11F/ -	10-in.	
B11F/ -	12-in.	

APPENDIX B

Pattern	Description
B11C/H2	Adzes, heads, carpenter's, pinhead, 4½-in. width of blade.
B11C/96	Axes, handled, felling, 4½lbs.
B11C/H97	Axes, handled, felling, 6lbs.
B11C/H102	Axes, handled, hand, Kent pattern, 3½lbs.
B11C/H101	Axes, handled, hand, Kent pattern, 2½lbs.
B11C/103	Axes, handled, junk, 2½lbs.
B11C/316	Axes, handled, hand, hatchet, 2lbs.
B11C/131	Bars, crow, chisel and claw, 3-ft. 6-in. x 1¼-in. round.
B11C/H133	Bars, crow, chisel and claw, 5-ft. 6in. x 1½-in. round.
B11C/135	Bars, crow, claw and point.
B11C/ -	Bars, crow, chisel and point, 6-ft. x 1-in.
B11C/H141	Bars, pinch, bent and straight, chisel ends, 2-ft. x ¾-in. round.
B11C/142	Bars, pinch, bent and straight, chisel point, 3-ft. x ⅞-in. round.
B11C/H143	Bars, pinch, bent and straight, chisel point, 3-ft. 6-in. x 1-in. round.
B11C/H146	Bars, wrecking, bent and chisel claw, 18-in. x ⅞-in. octagonal.
B11C/H154	Bevels, carpenter's, wood, 7½-in. blade.
B11C/H155	Bevels, carpenter's, wood, 10½-in. blade.
B11C/573	Dividers, spring, solid nut, 5-in.
B11C/ -	Dividers, wing, 6-in.
B11E/H2173	Frames, hand, hacksaw, adjustable for 8-in. to 12-in. blades.
B11E/2174	Frames, hand, hacksaw, fixed, for 9-in. blades.
B11F/ -	Vices, bench, offset, 4-in.
B11F/2953	Vices, bench, engineer's, 3-in.
B11F/ -	Vices, bench, engineer's, 3½-in.
B11F/ -	Vices, bench, engineer's, 4-in.
B11F/ -	Vices, bench, engineer's, 4½-in.
B11F/ -	Vices, bench, engineer's, 5-in.
B11F/ -	Vices, bench, engineer's, 6-in.
B11F/8097	Vices, bench, engineer's, quick release, 3¾-in.
B11F/H2955	Vices, bench, engineer's, quick release, 4½-in.
B11F/ -	Vices, bench, engineer's, swivel type, 3½-in.
B11F/H2964	Vices, leg, 4½-in.
B11F/2965	Vices, leg, 5½-in.
B11F/ -	Vices, bench, pipe, chain, ⅛-in. to 2-in. pipe capacity.

(D.N.A.S.: 4506/12/650)

UNCLASSIFIED

24.—Naval Stores (General) (Class F, Group 5)—Cover, Amber, Brownie Lamp, Pattern 8824—Amendment of Description.

(A.F.O. 2673/1958).

The description of Pattern 8824 Cover, amber, Brownie lamp used with air recording equipment has been amended to read as follows:

Pattern 8824, Safelight lamp, Amber, Brownie, complete.

2. The ship's accounting classification will remain "Consumable".

3. Admiralty has advised that relevant publications will be amended.

(D.N.A.S.: 4518/51/42)

UNCLASSIFIED

25.—Naval Stores—Issues on Loan To Be Arranged Through Storekeeping Officer.

When loan of Naval Stores for any purpose is approved, issue should be made through the Storekeeping Officer, who will be responsible for ensuring that proper receipts are given and that follow-up action is taken if the item is not returned after expiration of the period of loan.

2. Any temporary withdrawal of items on loan to departments of a ship or establishment should be covered by return and issue vouchers, Forms A.S.1091 and A.S.156.

3. Navy Order 233 of 1955 is hereby cancelled.

(D.N.A.S.: 4501/4/55)

(Navy Order 233 of 1955).

UNCLASSIFIED

26.—Naval Stores (Motor Transport)—Sub-assemblies and Spares—Classification as Permanent Stores.

The sub-assemblies and spares detailed in the appendix to this order are in future to be regarded as permanent Naval Stores in addition to all major assemblies from M/T vehicles, i.e., complete engine assemblies, gear boxes, front and rear axles and transfer boxes. All other descriptions of M/T spares are to be accounted for as consumable Naval Stores.

2. Navy Orders 595 of 1955 and 907 of 1956 are hereby cancelled.

APPENDIX.

LIST OF PERMANENT M/T SUB-ASSEMBLIES AND SPARES

Air compressors (brakes)
Ambulance warning bells/sirens
Ammeters
Armatures
Batteries
Bottom blades (trailer mower)
Brake cylinders (master and wheel for hydraulic brake systems)
Brake shoes
Brush assemblies (trailer sweeper)
Bumpers, car (for replating)
Camshafts
Carburetters
Clocks
Clutch assemblies (complete)
Clutch driven plates
Clutch pressure plate assemblies
Coils, ignition
Connecting rods
Crankcases — top half
Crankshafts
Current Controllers
Cutting cylinders (trailer mower)
Cylinder blocks (and barrels for motor cycles)
Cylinder heads
Differentials (front axle)
Differentials (middle axle)
Differentials (rear axle)
Direction indicators
Distributors
Drawbars
Dynamos
Exhausters
Flywheels
Fog Lamps
Fork assemblies, front (motor cycle and bicycle)
Frames, bicycle
Fuel injection pumps (for compression ignition engines)
Fuel Lift Pumps
Fuel Tank Gauge Units
Handlebar Assemblies (bicycle)
Head Lamps
Horns

Hubs
Injectors
Instrument Panels
Magdynos
Magnetos
Oil gauges
Oil pumps
Pass lamps
Power take-offs
Pressure gauges
Propeller shafts
Radiator cores
Road springs (complete)

Refueller Parts:
Air separators
Boom assembly
Fuel meters
Gauges
Manifold assembly complete with valves
Nozzle, fuelling
Pumps (main delivery)
Pumps, revolution indicator
Rellumit tank filling device
Streamline Filters
Searchlights (M/T)
Servo units
Shock absorbers
Speedometer heads
Spot lights
Starters
Steering assemblies
Suspension units, front
Switch boxes
Tipping gear pumps
Tipping rams
Tyres and Tubes
Universal joints (with Hardy Spicer bearings)
Vacuum gauges
Water Pumps
Water Temperature Gauges
Wheels (car and truck)
Wheel Assemblies (motor cycle and bicycle)
Winches
Windscreen Wiper Motors

(D.N.A.S.: 4737/12/168)

(Navy Orders 595 of 1955 and 907 of 1956).

UNCLASSIFIED

27.—Naval Stores—Procedure for Reporting Defective Items.

In the event of any Naval Stores proving unsatisfactory in service, a report on the matter, including the following information, should be forwarded to Navy Office through the usual channels:

a) Yard or depot from which received.

b) The (S) N.S.O.'s registered number and date of the relevant supply note.

c) The nature of the defects and whether they are considered attributable to any extent to conditions under which items were stowed in the ship's storeroom.

2. The defective article should invariably be suitably labelled and returned at the first opportunity to the storing depot, accompanied by a copy of the report.

3. The foregoing directions are supplementary to, and do not supersede current instructions for reporting defects in particular classes of stores, which should be complied with as necessary.

4. Navy Order 868 of 1955 is hereby cancelled.

(D.N.A.S.: 4501/30/59)

(Navy Order 868 of 1955).

UNCLASSIFIED

28.—Naval Stores (Technical) (Class F, Group 1A/1)—W/T—Obsolete Stores—Disposal.

(A.F.O. 2188/1958).

The stores detailed in the appendix to this order are now obsolete. Any stocks held in H.M.A. ships or establishments are to be returned to the nearest (S) N.S.O., who is to dispose of them, and any stocks already held, as surplus to requirements in accordance with instructions. No items referred to herein require mutilation for security reasons before disposal.

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

3. Strict adherence to the pattern numbers quoted is essential. No "A" pattern is to be considered obsolete where a "plain" pattern number is shown.

4. Admiralty has advised that the relevant publications will be amended.

APPENDIX.

Pattern.	*Description.*	*Pattern.*	*Description.*
51384	Switch	53997B	Receiver
53074	Fuse	54237	Time Base Unit
53290	Control Unit	54307A	Mounting
53291	Control Unit	54308A	Mounting
53291A	Control Unit	54772	Spark Quench Unit
53293	Tuning Unit	55298	Counting Mechanism
53301A	Air Dryer		

(D.N.A.S.: 4519/11/1847)

UNCLASSIFIED

29.—Naval Stores (Technical) (Class F, Group 9)—S.A.A.B. Hit Recorder (A.R.I. 23007)—Introduction.

(A.F.O. 97/1957).

The S.A.A.B. hit recorder has been introduced for use in surface-to-air gunnery practices against sleeve targets. The gear is suitable for use with all guns, 40 mm. and above.

2. The apparatus consists of a microphone, mounted forward of the sleeve target, which receives the shock wave of the passing projectile and transmits it via a special twin core towing cable to a recorder carried in the towing aircraft. The recorder incorporates a counter which registers the number of shots passing within a given radius from the microphone and can be adjusted to record shots of different calibres within a variable radius. If it is desired, the impulses received at the recorder can be passed through the aircraft's radio set to the firing ship or to a recording position elsewhere.

Zones.

3. Zones 1, 2, or 3 can be set on the recorder, the distance (in feet) within which the passage of shells will be recorded being as follows:

Calibre	*F.E.I. Setting*	*Zone 1*	*Zone 2*	*Zone 3*
40 mm.	30 mm.	5	10	20
4-in.	105 mm.	25	50	100
4.5-in.	105 mm.	25	50	100
4.7-in.	105 mm.	25	50	100

4. Zone 2 will normally be set in the aircraft unless a special request is made for any other setting.

Equipment.

5. S.A.A.B. equipment has been provided for use with Firefly TT5 and TT6 aircraft of 725 squadron based at N.A.S. NOWRA. The equipment has been introduced by modification No. FF/RAN/24 and winch modification TT/Winch/RAN/1.

6. Initial purchases of recording equipment have been made to cover the fitting of two aircraft, but in due course, all tug aircraft will be so equipped.

7. In order to facilitate the interchange of S.A.A.B. and ordinary towing wires on the winches of the aircraft concerned, it has been decided that one size of towing wire should be used for all purposes. The plain wires, Pattern 9A/1675 or 9A/2008, already in use for sleeve targets, are to the following specification:

Length	6,300-ft.
Min. breaking strain	15 cwts.
Max. dia.	0.15-ins.
Max. weight per 100-ft.	3.75 lbs.

The S.A.A.B. wires, Part No. BT.13/11/5, are to the same specification.

8. The items comprising the S.A.A.B. equipment are as follows:

Description.	*Denom.*	*Remarks.*
End Coupling	No.	For BT.13/11/5
Towing Cable	No.	
Release Device	No.	
Plug for release device	No.	
Link	No.	
Hit Transmitter	No.	
Battery HT 150V.	No.	
Grid Battery 9V.	No.	
Hit Recorder	No.	

9. Interim allowances of S.A.A.B. equipment have been promulgated in Navy Office letter 4518/112/31 (06486) dated 23rd June, 1958, pending the finalisation of A.S.E. allowances which will be promulgated in due course.

10. The A.P.2553B series of publications are relevant.

(D.N.A.S.: 4518/112/33)

UNCLASSIFIED

30.—Packaging—Desiccated Packs.

Bags of desiccant, usually silica gel, are to be removed from desiccated (also known as Method II) packs immediately after opening and any silica gel dust left is to be brushed off the equipment.

2. Silica gel is itself a corrosive material, sometimes strongly acidic, and there is a definite risk that when this material is in unlined fabric bags, fine dust will penetrate the fabric and will be distributed over the equipment that it is intended to protect, so that when the moisture barrier of the pack is broken the dust will absorb moisture rapidly and initiate corrosion spots. This could result in more damage than would have occurred had a desiccant not been used in the pack.

3. The bags of silica gel (or other desiccant) are to be returned to the nearest Naval Store Depot for reactivation and preparation for re-use. Containers in which these are returned should be clearly marked "For reactivation".

(D.C.C.: 4476/10/25)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED

31.—Form S.286—Gunnery Log and Progress Book.

The undermentioned items are no longer required to be completed in S.286, Gunnery Log and Progress Book, and should be deleted:

a) Record of ammunition expenditure.

b) Magazine and ready use stowage temperatures.

2. S.286 will be amended in reprint.

(D.O.U.W.: 3526/101/98)

UNCLASSIFIED

32.—Forms—Electronic Warfare Reporting and Logging Forms—Introduction.

(A.F.O. 775/1958).

It has been found desirable to produce standard electronic warfare forms to facilitate the speed of logging and reporting electronic warfare information in ships.

2. Two types of forms are available for issue to frigates and above:

a) *Electronic Warfare Reporting Forms—Form S.1651*—For use by Electronic Warfare Controller and plotting teams.

b) *Electronic Warfare Logging Forms—Form S.1652*—For use by intercept operators.

3. Both types of forms are made up into pads of about 200 sheets.

4. Demands for initial supply, which are to be limited to 10 pads of each type of form, should be raised on S.N.S.O. Sydney.

(D.N.A.S.: 3526/12/2222)

By Authority Renown Press Pty. Ltd.

FOR OFFICIAL USE ONLY

C.N.O. 33/59

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
7th January, 1959

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

By direction of the Naval Board.

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

UNCLASSIFIED

33—Books—Distribution of Non-Accountable Publications During November, 1958.

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 November 1958. Navy Order 983 of 1957 is relevant.

2. Copies of A.F.O. "P" Series amendments and A.P. amendments, referred to in the appendix to this order, are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Navy Order 950 of 1957.

3. All dates refer to 1958.

APPENDIX

BOOKS, MAGAZINES, PAMPHLETS ETC.

Publication.	*Date or Amendment No.*
Aeroplane	dated 15th August
Aeroplane	dated 19th September
Aeroplane	dated 10th October
Aircraft	Vol. 38, No. 2, November
Australian Joint Services Catalogue of Telecommunications Components and Valves	Amdt. No. 1, Section 12, Serial No. 18, August
Australian Joint Services Catalogue of Telecommunications, Components and Valves	Amdt. No. 2, Section 12, Serial No. 19, August
D.A.R.D. Technical Circular	No. 203
Fibres	Volume 19, No. 9, September
Flight	dated 29th August
Flight	dated 5th September
Flight	dated 12th September
Flight	dated 19th September
Joint Services Recognition Journal	Volume 13, No. 8, August
Journal of Naval Engineering	Volume 2, No. 2, June
List of Propellant Lots accepted for Naval Service	Amendment No. 36
Services List of Preferred Valves	Issue No. 44/7 dated 4th September
S.D.M.	Amendment No. 74
The Communicator	Volume 12, No. 2, Summer, 1958
United Nations Review	Volume 5, No. 2, August
United Nations Review	Volume 5, No. 3, September

AMENDMENTS TO AIR PUBLICATIONS

A.P. No.	*A.L. or Leaflet*
113	A.L.142.
830 Vol. 2 (2nd Edition)	A.L.58.
880A Vol. 1	A.L.22 and 23.
1086 Book 1 (2nd Edition)	A.L.20.
1086 Book 2 (2nd Edition)	A.L.85 and 86.
1086 Book 3 Part 2 (2nd Edition)	A.L.100.
1086 Book 4 Part 3 (2nd Edition)	A.L.74 and 75.
1086 Book 5 (2nd Edition)	A.L.68, 69, 70, 71 and 72.
1086 Book 8 Part 1 (2nd Edition)	A.L.46 and 49.
1086 Book 9 (2nd Edition)	A.L.109, 110 and 111.
1086 Book 10 (2nd Edition)	A.L.78, 80 and 81.
1086 Book 11 (2nd Edition)	A.L.128 and 129.
1086 Book 13 (2nd Edition)	A.L.113, 114, 115, 116, 117 and 118.
1086 Book 14 (2nd Edition)	A.L.28.
1093H Vol. 1	A.L.6.
1181A Vol. 1 and Vol. 6 Part 1	A.I.L.2/58.
1181A Vol. 6 Parts 2, 3 and 4	A.L.8.
1182A (N) Vol. 1	A.L.8.
1275A Vol. 1	A.L.534.
1275A Vol. 1 Section 18	A.L.12.
1275A Vol. 1 Section 20	A.L.30.
1275A Vol. 1 Section 21	A.L.19 and 20.
1275A Vol. 1 Section 24	A.L.29.
1275A Vol. 1 Section 26	A.L.9 and 11.
1275A Vol. 6	A.L.16.
1275B Vol. 1 Section 16	A.L.10, 11, 12 and 14.
1275T Vol. 1	A.I.L.1/58.
1374A Vol. 1	A.L.14 and 15.
1464B Vol. 1	A.L.166 and 167.
1464D Vol. 1	A.L.185.
1641H Vol. 2 Part 3	A.L.51 and 52.
1641S Vol. 1 Parts 1 and 3	A.L.29.
1641S Vol. 1 Part 2 and Vol. 5	A.L.24 and 25.
1803B Vol. 1	A.L.158.
1803D Vol. 1 Book 1	A.L.43.
1803D Vol. 1 Book 4	A.L.64.
1803D Vol. 2 Part 2	A.L.207.
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2662A	R.A.N. Addendum (September).
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3322	Correction No. 50 (21st Oct.).
4099J Vol. 1	A.L.68.
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N.A.M.O. Engines	E.(DeH)24 (28 July).
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AMENDMENTS TO B.R.'s ETC.

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B.R.31/1953	Chapter 22, April
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A.C.P.127B	Change No. 1

Title	*Date*
Lloyds Shipping Index	10th November.
Lloyds Shipping Index	17 November.
Lloyds Shipping Index	24th November.

(D.N.A.S.: 4139/3/162)

(Navy Orders 950 and 983 of 1957).

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C.N.O's 34-35/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
15th January, 1959

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

CONTENTS

Section 2.

PERSONNEL.

UNCLASSIFIED

34.—Duties—Inflatable Life Rafts—Care and Maintenance in Ships—Responsibility—Courses.

(A.F.O. 1861/1958).

Cases continue to occur of neglect in the care and maintenance of inflatable life rafts in ships. Apart from the waste of money which results if this valuable equipment is not properly looked after, it is unacceptable for Her Majesty's Australian Ships to be at sea with life saving equipment not in full working order. The attention of Commanding Officers is drawn to Navy Order 35 of 1959 *(Naval Stores (General) (Class E, Group 3)—Inflatable Life Rafts, Pattern 5603)*, which includes details of the maintenance routine to be carried out onboard.

2. The responsibility for maintenance of inflatable life saving equipment, other than equipment supplied for the use of aircrew in ships and establishments, is to be borne by departments as follows:

a) Executive
Periodic visual inspection of the life rafts in their stowages.
Maintenance of drill life rafts (Navy Order 35 of 1959).

b) Engine Room
Minor repairs to operating heads and valves.

c) Gunnery
Signal pistols and cartridges.

d) Electrical
Radio and electrical equipment.

e) Medical
Medical equipment.

3. It is important that officers who are responsible for the maintenance of equipment should acquaint themselves with the gear. A one or two day acquaint course on the survival equipment used in

ships can be arranged for officers at reasonably short notice on application to the Commanding Officer, R.A.N.A.S., Nowra. Apart from the acquaint course, guidance can be obtained from the handbooks (B.R.1977 for the 20 man life raft and others in course of revision), and current Navy Orders. Advice and information can be obtained by writing to the Safety Equipment Section, R.A.N.A.S., Nowra, if a visit is not possible.

4. No special instruction is necessary for ratings carrying out the duties given in paragraphs 2(b) to (e), but an Able or Leading Seaman specially trained in maintenance of inflatable lifesaving equipment is to be employed to instruct and supervise a party detailed to carry out the work of maintenance and repair described in paragraph 2(a). Able Seamen, providing they have passed the swimming test, or Leading Seamen may volunteer for this special training, but those who pass the course are still to be regarded as available to carry out other ship's duties including those required by any specialist qualification which they may hold.

5. Trained L.S.E. ratings will be allowed, without substantive increase in complement, to ships and establishments fitted with such equipment, on the following scale:

Light Fleet Carriers	2 Leading Seamen 1 Able Seaman.
Daring Class—Type 12 and 15 Frigates	1 Leading Seaman. 1 Able Seaman.
Destroyers	1 Leading Seaman.
O.M.S., surveying and smaller ships	1 Able Seaman.
Establishments	1 Able Seaman.

Provision will be made for L.S.E.s in all future schemes of complement. Schemes now issued will be amended in due course.

6. The course is of 2 weeks duration and is held at the Safety Equipment Section, R.A.N. Air Station, Nowra. Courses will be limited to 8 ratings; priority is given to ratings from ships, and courses will start as required. The syllabus is given in the appendix to this order.

7. At present there are a number of ships in commission without the correct number of ratings trained in maintenance of inflatable life rafts. It is the Commanding Officer's responsibility both to apply for the training course and to ensure that an adequate number of ratings who have completed the course are borne. The following action should be taken:

a) Establishments and Ships on the Australia Station.
Application for the course, for recommended ratings, should be made to the Captain, R.A.N. Air Station, Nowra, copy to D. of M., Navy Office. Ratings selected for this course will be lent, without relief, to R.A.N.A.S., Nowra, for the period of the course.

b) Ships Abroad
Train the number of men allowed to the highest standard possible, using the information in the Seamanship Manual Vol. 2 and in the hand books and relevant Navy Orders. The services of trained ratings in the ships could also be obtained to help in this instruction.

8. Authorities responsible for the inspection of ships before commissioning and subsequently are to pay particular attention to the following points:

a) That maintenance routines on rafts have been correctly carried out.

b) That rafts are correctly stowed, covered and secured.

c) That a satisfactory organisation exists for training the ship's company in the use of lifesaving equipment.

9. Navy Orders 578 of 1955 and 575 of 1956 are hereby cancelled.

APPENDIX

INFLATABLE LIFESAVING EQUIPMENT—MAINTENANCE AND REPAIR COURSE.

The syllabus of instruction is as follows:

	Hours
Introduction to Naval lifesaving equipment. Stowage onboard. Brief description of operation	3
Packing — demonstration and practical	12
Maintenance and inspections	6
CO_2 Cylinders—charging—safety precautions	4
Operating heads—maintenance—inspection. Stripping. Difference between various types of operating heads. Action after salt/fresh water immersion	6
General service life jackets.—Construction, operation, maintenance and repair	3
Repairs. Limits—to main chambers, tent, sleeves, etc. Types of fabric, solutions used. Major, minor and emergency	8
Log cards. Maintenance charts. Ancillary equipment. Solar still	3
Wet dinghy drill. Preparation, drill, servicing after drill. Knowledge of boarding and towing, etc.	9
Revision	6
Final examination	6
Total	66

2. The final examination is divided into five parts, including a written paper, tests on practical work and an oral examination. A pass mark of 60% is required in all phases. Results will be promulgated and Captains of ships and establishments are to make the necessary entry on original Service Certificates as required by paragraph 3 below.

3. The following notation is to be made on page 3 of the Service Certificates of ratings trained in the maintenance and repair of inflatable lifesaving equipment:

"Date . . . . Qualified in the maintenance and repair of inflatable lifesaving equipment".

4. The Director of Manning is to be informed of the date of qualification in order to facilitate subsequent drafting.

(D.T.S.R.: 3211/11/82)

(Navy Orders 578 of 1955, 575 of 1956 and 35 of 1959).

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED

35.—Naval Stores (General) (Class E, Group 3)—Inflatable Life Rafts, Pattern 5603.

(A.F.O. 1181/1958).

Approval has been given to supply Pattern 5603 Inflatable Life Rafts to the following H.M.A. ships only:

H.M.A.S. MELBOURNE.
Daring Class.
A/S Frigates (Converted Fleet).
New Construction and Conversions.

2. The inflatable life raft has been developed after extensive experiments and trials by the Naval Life Saving Committee and will replace the Carley float and existing types of life raft.

3. The inflatable life raft gives a greater chance of survival after abandoning ship than the Carley float because the survivors are supported clear of the water and insulated therefrom by a double skin floor, with an inflated air gap between the skins and the buoyancy tube. Weather protection is afforded by a permanent double-skin tent cover which also has an air gap between the skins.

4. From trials in the tropics, U.K. waters, and in northern waters in winter, it has been demonstrated that survivors can live on the life raft under extremes of temperature for at least five days without harm even after swimming in cold water. The sleeve openings in the tent cover can be opened to encourage a draught of air through the life raft, and in hot weather the outer sleeve at each end can be rigged as an effective sun awning. Alternatively, the sleeve openings can be regulated so that when the ambient temperature is very low the air inside the tent soon warms up and a reasonable temperature is maintained.

Description of Inflatable Life Rafts.

5. A general idea of the life raft will be gathered from the attached diagram.

6. The raft has a nominal carrying capacity of 20 men and may overload to 27 men. The life raft is oval in plan, 16-ft. long x 10-ft. wide, and weighs 220-lb. Around the periphery is a large buoyancy tube which supports a double-skin floor on which are fitted air-cushion seats. An inflated thwart is arranged at mid-length. Bridging the buoyancy tube are two inflated arched thwarts which support the double-skin tent cover. The skirt of the tent is bonded to the buoyancy tube. The life raft is boarded through a sleeve opening in the tent opposite to which is a similar sleeve used primarily for ventilation but which can be used for boarding. The top of the tent can be depressed to collect rain water which can be drained down into bottles or other containers. The underside of the floor is fitted with pockets for water ballast and these can be tripped by outside lines when necessary.

7. The buoyancy tube and the thwarts are inflated automatically from one or more cylinders of a suitable gas mixture which are actuated by a tug of the operating cord secured to the ship. The double floor and the cushion seats are inflated by the hand bellows provided.

8. The life raft (deflated and cleared of gas) is folded and stowed in a canvas valise which has operational lacing (as distinct from the temporary lacing used in transit and storage ashore) of sufficient strength to hold the raft in place, but which breaks when the raft inflates.

Equipment provided in Life Rafts.

9. The following equipment is provided in each raft:

a) Hand bellows (for inflating the double floor and the cushion seats, and for topping up the buoyancy tubes).
b) Struts for awnings.
c) Scramble net and boarding ladders which are fixed to the life raft (to facilitate entry to the life raft from the water).
d) Drogue and line (for use as a sea anchor to minimise drift).
e) Rescue quoit with buoyant line (attached to the buoyancy tube near the forward end).
f) Marker light, Fitting Pattern 16394, Bulb Pattern X.951137 (fitted to an arched thwart).
g) Leak stoppers.
h) Floating knife.
j) Viscose sponge for baling.
k) Life Raft Handbook, B.R.1329.

Notes:

i) The dry battery, Pattern 14092 complete in battery container and a spare battery will be provided with other items of equipment in the survival pack (*See* Appendix B).
ii) Life rafts of earlier manufacture which are deficient in some of these items will be completed when periodical servicing ashore is undertaken.

Supply of Life Rafts.

10. The number of life rafts issued initially will be on the basis of one life raft seat, excluding overloading, for each member of the ship's "war" complement, plus ten per cent. life rafts spare.

11. All life rafts supplied in future to H.M.A. ships will be fitted before issue with gas cylinders and operating heads which will be indicated on the relevant issue vouchers. It will still be necessary, in all cases, for ship's staff to remove the transit lacing, fit the operational lacing and attach the weak link of the operating cord to a strong point. The operational lacing will be found in a hank near the transit lacing.

Log Cards.

12. Log Cards, Form A.D.1138, which are at present being printed, will be supplied with life rafts issued in future. Sufficient cards will also be supplied, without demand, by S.N.S.O. Sydney, to ships and establishments to cater for Pattern 5603 Life Rafts now held. These cards are not to be included in the life rafts in the pocket provided for the life raft handbook, but are to be held in appropriate binders by the officer responsible for maintenance. On receipt of blank cards from S.N.S.O. Sydney, action should be taken immediately to complete

the following panels only: Pattern No., Serial No., Mark, Place of raising card. Details of subsequent 6 monthly inspections, minor repairs etc., are to be recorded in the spaces provided, and should the raft be inflated, the card is to be completed with the date of inflation. If it is necessary to return an inflatable life raft to store because of defects, the date of return and details of the defects are to be inserted on the log card and the card returned to the appropriate (S) N.S.O. Other panels on the cards, e.g., date of manufacture, will be completed progressively as life rafts are returned to store depots. Pending receipt of log cards, the register introduced in Navy Order 450 of 1957 should be maintained.

Stowage Requirements.

13. Life rafts are to be stowed in accessible positions as close as possible to the ship's side and well distributed along the length of the ship. They will be arranged so that, in the event of a ship sinking, the life rafts will have the maximum chance of floating clear after the release of the slips. A method of hydro-static release is under development.

14. Stowage is as far as practicable to be clear from gun blast, wires, rigging traffic, hot spots, the direct rays of the sun, and places liable to take green seas, spray or drain water.

15. Stowage is to be on battens, raised about 9-in. off deck to allow for air flow round the life raft.

16. The rope-end labelled "Secured to strong point when stowed" is to be lashed firmly to a suitable point, e.g., an eyeplate on the deck or bulkhead but not to any part of the stowage structure.

17. Stowage is to be covered with R.N. Canvas No. 4, skirt fashion, with the ends tucked in.

18. No weight, other than by double banking of life rafts, is to be placed on the life raft stowages.

19. No paint is to be applied to the life rafts or valises but the canvas cover is to be painted or otherwise rendered waterproof. White paint is most suitable because of its heat reflection properties, and therefore should be used in peacetime. Paint, Latex emulsion, interior matt, white (Class E, Group 6) should be used. The words:

LIFE RAFT
KEEP OFF

are to be painted in black in three inch block letters on a suitable part of the canvas cover. Care is to be taken that no paint is put on the valise.

20. Where a stowage is such that temperatures of 140°F. are likely to occur, wood or other suitable material is to be placed between the valise and the canvas cover so as to provide an air gap of 2 or 3 inches.

21. Ships' companies are to be instructed that the greatest care is to be exercised to prevent damage occurring to inflatable life rafts in their stowages. A sharp object which penetrates a valise can puncture several layers of raft fabric thereby rendering the raft useless for life saving. The rafts are not to be used as seats nor should personnel be permitted to stand or lean upon them.

Inspection on board Ships.

22. The following inspection is to be carried out on each life raft once every six months:

a) Thoroughly inspect the valise for any signs of damage, wear, oil, acid (testing with litmus paper if necessary), grease, etc. Check the serviceability of the webbing lifting handles.

b) Examine the lacings and operating cord for signs of fraying or damage and examine the grommets for serviceability and attachments.

c) Examine the press studs on the operating cord protection flap for corrosion, attachment and operation.

d) Replace canvas cover.

Note: Check-weighing of gas cylinders is no longer necessary.

23. Details of the inspection are to be entered on the log card.

24. Care should be taken that the life raft is disturbed as little as possible.

Use of Drill Life Rafts.

25. In general, life rafts should be left undisturbed except for the routine inspections, but in order that the ship's company may become fully familiar with the equipment, one life raft, or two when the number of rafts carried is 40 or more, should be earmarked and used regularly for drill purposes. The drill raft may be packed wet when it is certain to be used again within a few days; otherwise it is to be thoroughly dried before it is re-packed. Minor repairs to the drill raft only may be carried out on board by ratings trained by the Safety Equipment School, R.A.N.A.S., Nowra.

Responsibility for Maintenance.

26. Maintenance of inflatable life rafts is the responsibility of the Executive Department. Ratings trained by the Safety Equipment School, R.A.N.A.S., Nowra, are to supervise maintenance routines. If work is necessary on the operating mechanism, the officer responsible for lifesaving equipment is to carry out a final inspection to check that the gear has been correctly assembled, calling on technical departments for assistance as required. Navy Order 34 of 1959.—*Duties — Inflatable Life Rafts — Care and Maintenance in Ships — Responsibility — Courses,* is relevant.

Return and Replacement.

27. Any life rafts found to be defective or in suspect condition are to be returned to store and replacements demanded.

28. Outfits of life rafts are not to be held on board any ship for longer than three years. Ships should therefore exchange their outfit at any convenient opportunity after two and a half years has elapsed from the date of receipt on board. In the case of ships holding more than 20 rafts, the exchange of rafts is to be staggered over the period of three years.

29. It is important that the (S) N.S.O. should be given ample notice of the intention to exchange an outfit of rafts. All return notes (A.S.331) are to show the serial numbers of the life rafts concerned and the reasons for return. Attention is drawn to paragraph 12.

30. In the interests of safety it has been decided that each life raft should have a nominal "life" of 9 years from the date of manufacture as shown on the log card, and that any raft in excess of this life be given further 1 year life extensions, after detailed inspection, for a maximum of 3 years. These annual extensions will be recorded on the log card.

Equipment for Maintenance.

31. The stores required for maintenance of inflatable life rafts are detailed in Appendix A. Spares and equipment will not be allowed to small craft fitted with three or less life rafts, the necessary maintenance being carried out by the base organisation.

Survival Packs.

32. Survival packs of food, water, medical stores, etc., for issue in war are under development. The pack will be separate from the life raft, but will float and will be attached to the life raft by a line. Details of equipment for peace-time packs are contained in Appendix B.

Suggested Improvements.

33. Any apparent defects in design, construction, or manufacture and any suggested improvements in design, drill routine, stowage, or maintenance are to be reported to the Naval Board.

Publications.

34. B.R.1977 (1), Handbook for the Operation and Maintenance of 20 Man Inflatable Life Rafts, Pattern 5603, has been revised and will be distributed by S.N.S.O., Sydney, on receipt of supplies.

Accounting.

35. The serial numbers of life rafts are to be inserted on all Demand and Return Vouchers (A.S.134 and A.S.331), and are to be recorded on Form A.S.155Z (Record of Serial Numbers of Important Stores).

36. Navy Orders 221 of 1956 and 450 and 625 of 1957 are hereby cancelled.

APPENDIX A.

NAVAL AND AIR STORES REQUIRED FOR MAINTENANCE OF INFLATABLE LIFE RAFTS IN H.M.A. SHIPS.

Permanent Items.

Class and Group or Section.	*Pattern or Reference.*	*Description.*	*Qty.*	*Remarks.*
4A	2277	Air Blower A.C./D.C.220-240V.	1	
E3	5618	Operating Head	4	For up to 25 life rafts
			8	For 26 to 50 life rafts
			2	For every additional 20 life rafts
E7	—	Cylinder, spare, 7-lb. capacity	4	For up to 25 life rafts
			8	For 26 to 50 life rafts
			2	For every additional 20 life rafts.
E10	50	Scissors	1	

Consumable Items

Class or Section.	Pattern or Reference.	Description.	Qty.	Remarks.
B.11	14686	Screwdriver 5/16-in. tongue width to BSS.2559/58 (table 4)	1	
	3219	Spanner 7/16-in. BSW (53/64 A.F.)	1	
	H.2420	Spanner, adjustable	1	
	14688	Spanner ⅛-in. thick to BSS.192/54 (Table 4) ¾-in. B.S.	1	
	14687	Spanner ¾-in. A.F. ⅛-in. thick to BSS.192/54 (Table 2)	1	
	2392	Palm, seaming	1	
	697	Needle, sail, extra small (or Crewel Needle No. 3)	12	
	H.2133	Rule, Steel	1	
	712	Needle, sailmaker's	1	
B.11	H.2287	Screwdriver, ratchet	1	
	H.2419	Spanner, adjustable	1	
	10158	Roller, rubber sheet	1	
D.1	T.618	Canvas	4 sq. yds.	
D.3	702	Thread (or linen thread No. 18)	1-lb.	
32A	94	Braided cord No. 1	1-lb.	For use as operational valise lacing.
E.3	5354	Flaking Hook (for use with operating cord)	1 No.	
	2046	Spatula, bone	1	
	2063	Rubber solution	2-lb.	
27C	2297	Caps, screwed (for deflator)	12	
	2298	Washers, rubber	12	
E.3	2206	Rubberised fabric, single ply	1-yd.	
	2232	Rubberised fabric, 2 ply R.H. bias	1-yd.	
	2233	Rubberised fabric, 2 ply L.H. bias	1-yd.	

Class or Section.	Pattern or Reference.	Description.	Qty.	Remarks.
E.3	2236	Rubberised fabric, 3 ply R.H. bias	1-yd.	
	2237	Rubberised fabric, 3 ply L.H. bias	1-yd.	
	5616	Operating cord nylon 49-ft. (5/600-lb. breaking load)	4	
E.6	17A	French chalk	14-lb.	
E.8	5526	Soft soap	1-lb.	
E.11	C.288	Brush, 2-in.	1	
E.12	981	Emery cloth	12 sheets	

2. H.M.A. ships fitted with Pattern 5603 Life Rafts should demand from their storing yards items required to complete to the above allowances.

APPENDIX B.

As an interim measure in the R.A.N., it has been approved that the undermentioned items be provided as a basic outfit for each raft carried:

Victualling Stores.

Water in sealed containers each holding 6 No. 16-oz. cans.	17 containers
Emergency rations, Type B.	200 No.

Medical Stores.

First aid stores for life floats, scale G Item No. 524/7	2 sets

Armament Stores.

Signals, distress, U.S.N. Type Mk.13 Mod. 0.	4 No.
Matches, waterproof, safety	2 tins.

Naval and Air Stores.

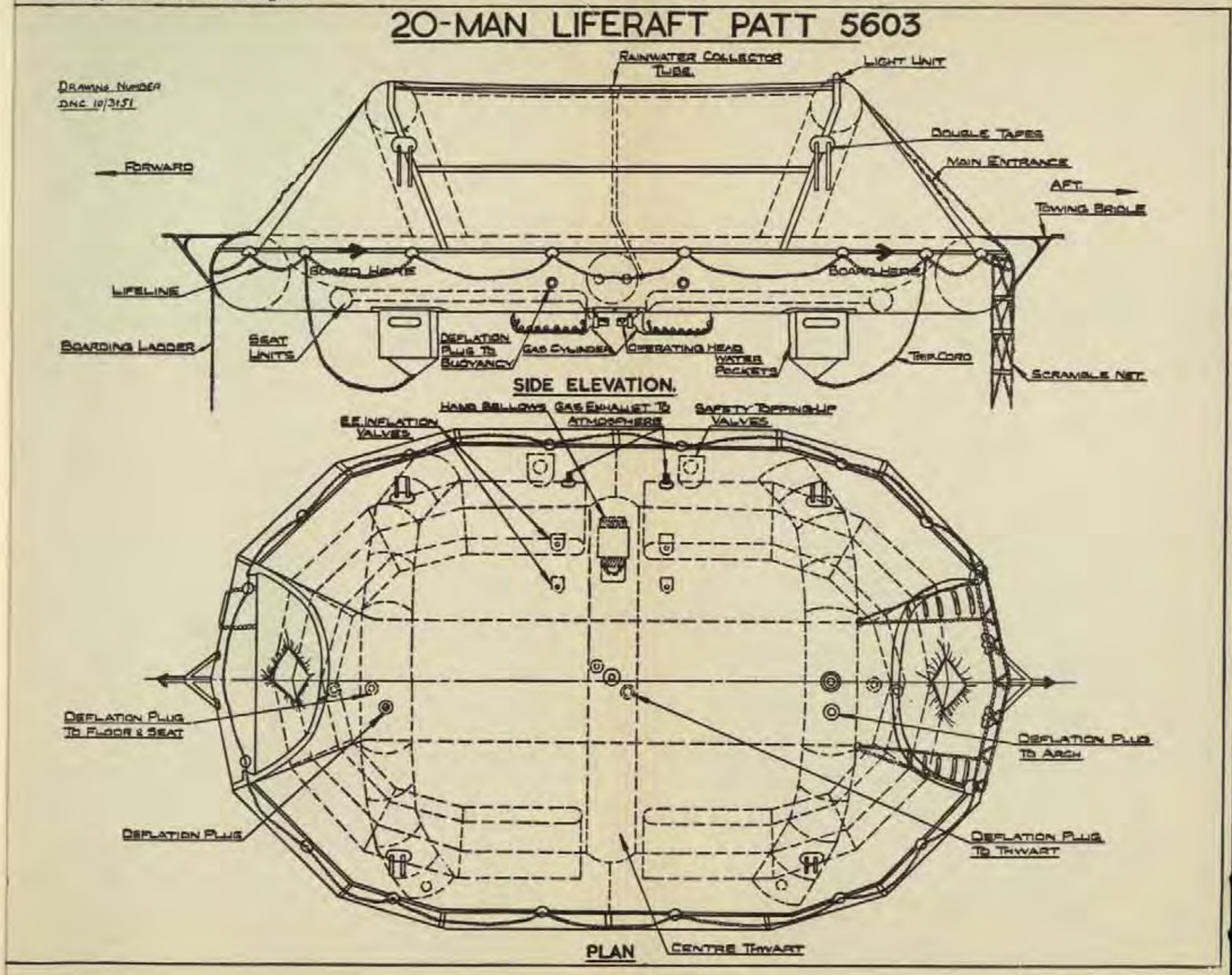
Class and Group or Section.	*Patt. or Ref.*	*Item.*	*Qty.*
F2a3		Torch "Upson Rugby" 2 cell, rubber cased	2 No.
F2a3	X951146	Bulbs, 4 volt	2 No.
F2a1	14074	Batteries, 1.5 volt Eveready type 1050	4 No.
F2a1	14092	Battery, 6 volt, Aust. Eveready type 509 (for life float marker light)	2 No. (including 1 spare)
27C	2114	Outfits, temporary repair	1 No.
T.27C	14142	Repellant, shark in 1-lb. packets	As required
22C	1185	Fluorescine sea markers	4 No.
27C	2364	Heliographs	4 No.

2. An ancillary pack to facilitate handling and stowage of the above items consisting of a valise, similar in construction to the life float valise, should be made up on board of rot-proofed canvas and attached to the life raft pack by the straps provided. It should contain five separate waterproof bags each containing rations and water for one day and a sixth bag containing the miscellaneous survival needs.

(D.N.A.S.: 3211/11/82)

(Navy Orders 221 of 1956, 450 and 625 of 1957 and 34 of 1959).

Navy Order 35 of 1959 Diagram.



COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
20th January, 1959

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

By direction of the Naval Board.

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

UNCLASSIFIED

36.—Fires—Instructions on Firefighting in Establishments Where Explosives Are Involved.

The attention of Commanding Officers of all establishments holding explosives is drawn to the instructions in the appendix regarding firefighting.

2. These instructions are already in force at R.A.N. Armament Depots.

3. When B.R.863 is revised, it is intended that it should apply to all establishments holding explosives. Meanwhile Commanding Officers of all these establishments are to comply with the instructions in this order.

4. Navy Order 824 of 1955 is hereby cancelled.

APPENDIX

SECTION I

General

An outbreak of fire in the vicinity of explosives, or amongst the explosives themselves, must be recognised as a potential source of very great and immediate danger to life and property. The Officer-in-Charge or the Superintendent of an explosives establishment, must, therefore, regard as of the greatest importance his responsibility for ensuring that the preventative measures specified in the relevant fire regulations are taken and the organisation is such that when a fire does take place it is tackled immediately and energetically. The term "explosives establishment" means any building, open air site, or underground site where explosives are held.

2. To avoid confusion, the responsibilities of the persons present at such a fire are defined as follows:

The Officer-in-Charge of the establishment is responsible for the general administrative arrangements, e.g., communications, medical, etc., and for the safety aspect of firefighting, i.e., he will decide in any particular instance whether the firefighting services are to tackle the building or stack on fire or to prevent the fire affecting adjacent buildings or stacks. He will advise the Senior Fire Service Officer on the risks involved in any given line of action.

The Senior Fire Service Officer in control, whether he belongs to the establishment or not, is responsible for the control and direction of all firefighting personnel and equipment on the objectives selected by the Officer-in-Charge.

3. The Officer-in-Charge will arrange to evacuate to a place of safety all personnel not required for firefighting, rescue, or first-aid duties. He will also warn the civil police, particularly when Class 5 explosives are likely to be involved. (*See* Section II, paragraph 6.)

4. Firefighting measures within an explosives establishment call for close attention to detail and the co-ordination of all available means to ensure that an outbreak is tackled immediately and energetically and brought under control as quickly as possible. These measures may conveniently be subdivided as follows:

a) Firefighting first-aid measures.
b) Establishment measures.
c) Civil authority measures.

5. **Firefighting First-Aid Measures** are the provision within a building containing explosives, or in the vicinity of an explosives stack in the open, or under-ground, of firefighting appliances and local alarms for operation by those on the spot. The prompt use of those appliances may be the means of preventing a serious fire and all concerned must be trained to be fire conscious and able to operate the equipment.

6. **Establishment Measures** include, as far as practicable, the provision of an adequate supply of water and foam, where the latter is necessary, hydrants, hose and fire engines, self-contained breathing apparatus, an efficient alarm system and trained firefighting personnel. All these appliances are to be maintained in an efficient condition.

7. Test calls should be made at frequent and irregular intervals. Special attention should be given to dealing with outbreaks during silent hours.

8. **Civil Authority Measures** are those taken by the local fire brigade, and include the provision of all the normal equipment used by them, together with trained firefighting personnel.

9. The close and efficient co-operation of these three elements is essential. Therefore, the Officer-in-Charge of an explosives establishment, however small, must inform the nearest Chief Fire Officer of the local fire brigade of the presence of explosives. The Chief Fire Officer of the local fire brigade is to be given full details of the layout of the establishment, the disposition of the explosives, their nature (in terms of firefighting only) and all other information necessary for firefighting, including full details of the firefighting first-aid and establishment firefighting measures. Any such information supplied should be marked with the appropriate security classification and handed to a responsible member of the fire brigade, whose attention should be drawn to the classifications and the necessity for treating the document with care. He is to be kept fully up-to-date as changes take place in the establishment affecting the firefighting arrangements. Where a group contains explosives of more than one fire class, the Officer-in-Charge of the explosives establishment, in consultation with the designated fire brigade officer, is to consider the relative risks and decide upon the symbol to be displayed.

10. The fire brigade officer and authorised members of his staff may visit the establishment as necessary, by prior arrangement with the Officer-in-Charge, to ensure familiarity with the arrangements. Care is to be taken that the provisions of the Crimes Act and security regulations are observed.

11. The Officer-in-Charge and the Chief Fire Officer of the local fire brigade, in consultation, are to prepare an agreed scheme of firefighting to cover all contingencies. The Officer-in-Charge is to prepare a map of the area, showing the location of the explosives in each fire class, and arrange one or more rendezvous points where a copy of this map will be available. Agreement should be reached between the two officers on their respective contributions in equipment and personnel towards the overall firefighting scheme, and on the conditions under which civil authority measures will be called upon. Combined exercises should be arranged.

12. To minimise delay there should be permanent telephone communication between the Officer-in-Charge and the local fire brigade officer, by direct line where possible, particularly at large establishments.

13. The control of firefighting operations within an enclosed explosives area, when both the establishment and civilian fire services are operating, must be considered. The broad principle is unified control.

14. When the local fire brigade officer is present the question whether he or the establishment fire officer will assume full control will have been decided by agreement under paragraph 11. If agreement cannot be reached the subject is to be referred to the Naval Board.

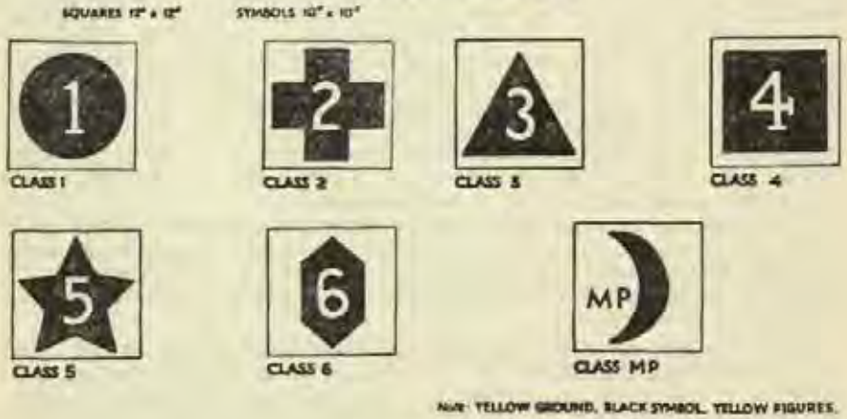
15. To ensure public safety, the Officer-in-Charge should arrange with the local police on the action to be taken by the latter when an outbreak occurs. The police should also be kept informed of any changes necessitating modification of pre-determined arrangements.

16. To facilitate the task of the firefighting services, explosives and ammunition have been divided into fire classes according to their behaviour when involved in a fire and the action to be taken in dealing with such fires has been defined. (*See* Sections II and III, and IV respectively.)

17. To facilitate the work of the firefighting services, each building containing explosives or metallic powders is to carry a symbol to denote the fire class to which the explosives belong. The symbol may be painted on the building itself or on a board or plate fixed in a suitably prominent position. Stacks in open storage are to be marked in a similar manner. The details of these symbols are as illustrated below, and to ensure uniformity they are to be adopted at all establishments.

18. The symbols are to be positioned on the direct route to the building or stack, though sufficiently clear of it to avoid being damaged or displaced. They should be clearly visible in the headlights of road vehicles. Where the building contains explosives from two or more fire classes, the symbol marking is to be agreed as at paragraph 9.

FIRE CLASS SYMBOLS



SECTION II

Firefighting Classification

For firefighting purposes, explosives and ammunition are divided into six fire classes, in accordance with their behaviour when involved in a fire. The fire class for each generic type of explosive is shown in column 10 of the Comprehensive Classified List of Government Explosives. There is also a class which comprises ammunition of the non-explosive dangerous goods class in which metallic powders are used. These are given in Appendix A to the list. Metallic powders are also included in this class when held in bulk in an explosives area.

2. **Class 1** explosives are those which must be expected to explode or detonate en masse **very soon after fire reaches them.** (Most blasting explosives are included in this class.)

3. **Class 2** explosives are those which are readily ignited and burn with great violence without necessarily exploding.

4. **Class 3** explosives are those which may explode en masse, but, compared with Fire Class 1 explosives, may be exposed to a fire for some time before exploding. There will be a blast and fragment hazard.

5. **Class 4** explosives are those which burn fiercely and give off dense smoke, with, in some instances, toxic effects. **There is no risk of mass explosion.**

6. **Class 5** explosives are those containing toxic substances.

7. **Class 6** explosives are those which may be exposed to a fire for some time before exploding. Risk of mass explosion is not involved, but small sporadic explosions will occur with increasing frequency as the fire takes hold. There will be a fragment hazard but not a serious blast risk.

8. **Class MP** comprises substances of the non-explosive dangerous goods class containing metallic powders, such as magnesium, aluminium or zinc powders, either in ammunition, or in bulk, when these are held in explosives establishments, and provision for firefighting has therefore to be included.

SECTION III

Fighting Explosives Fires in Above-Ground Sites

Success in fighting fires involving explosives is largely dependent on action being taken before the fire can develop and the availability of copious water supplies. Where gasoline is present, foam is required instead of water. For fires involving metallic powders *see* paragraphs 27-30 of this section.

2. When a fire occurs at an open storage site, tarpaulins other than those of fire-proof material are to be removed from all accessible stacks.

Class 1 Explosive Fire.

3. If detected early, the prompt application of firefighting first-aid measures may prevent the development of a serious fire. The fire alarm must be operated immediately and all unessential personnel evacuated to a safe position.

4. On arrival of the firefighting service, action should be directed towards preventing the explosives from becoming involved, firefighting operations being carried out from behind **substantial cover** such as that afforded by intervening mounded buildings or high ground. The Officer-in-Charge is responsible for advising on the safety aspect of this operation and the Senior Fire Service Officer must defer to his advice.

5. If the fire reaches the explosives, an explosion is to be expected, the external effects of which will depend upon the quantity and type of explosives and the design of the building and its protecting traverses. Thereafter, in such cases, action will be confined to preventing the fire involving adjacent buildings or stacks.

6. The roofs and walls of buildings sufficiently near the burning building to feel the effects of the heat or be within range of burning debris or sparks should be thoroughly sprayed with water from the onset.

7. The Officer-in-Charge will decide whether the explosives contained in these buildings or stacks are also to be sprayed. If the number or size of fragments falling on these buildings is large no time should be lost in doing this. If drenchers or sprinklers are fitted in buildings they should be operated directly the risk is apparent.

8. At open storage sites the adjacent stacks are to be dealt with in a similar manner.

Class 2 Explosives Fires—Storage Sites.

9. When a fire occurs in an above-ground storage site, firefighting first-aid measures should be operated and an alarm sounded.

10. The firefighting services can fight the fire before and after the explosives become involved as there is no great risk of explosion. The fire is likely to be fierce.

11. The spread of the fire to neighbouring buildings is to be dealt with as for Class 1 explosive fires.

Class 3 Explosives Fires.

12. If detected early, the prompt application of the firefighting first-aid measures may prevent the development of a serious fire. The fire alarm is to be operated immediately and all unessential personnel evacuated from the vicinity.

13. Once the explosives have become involved, the firefighting services should only continue to operate when substantial cover such as that afforded by intervening mounded buildings or high ground is available.

14. The spread of the fire to neighbouring buildings is to be dealt with as for Class 1 explosives fires.

Class 4 Explosives Fires.

15. If detected early, prompt application of firefighting first-aid measures may prevent the development of the fire. The fire alarm should be operated immediately.

16. The firefighting services may fight the fire, whether the substances are or are not involved, as there is no risk of mass explosion. When the substances are involved, dense smoke will be given off and as there may be some risk of toxic effects, the use of self-contained breathing apparatus is essential. When incendiary fillings are involved, a fierce fire, with intense heat, must be expected.

17. Action to prevent the fire spreading to other buildings or stacks will follow the lines prescribed for Class 1 explosives fires.

18. If phosphorus fillings have been involved in the fire, special precautions are necessary in disposing of residue, as loose phosphorus will ignite spontaneously when it dries out. The affected packages and loose residue should therefore be removed to a safe spot, split up into small isolated groups, and allowed to dry. If spontaneous ignition again occurs, split the groups still further and allow contaminated material to burn out.

19. When the fire has been subdued, the building should be strewn with wet sand and thoroughly cleaned, all residue being removed to a safe place and allowed to burn out. The buildings should be dried out and carefully inspected in the dark for signs of phosphorus before being used again.

20. Phosphorous causes severe flesh burns which require medical treatment.

21. Special care should be exercised by firefighting personnel to avoid contact between phosphorous and firefighting equipment, clothing, or the person.

Class 5 Explosives Fires.

22. If detected early, prompt application of firefighting first-aid measures may prevent the development of the fire. The fire alarm should be operated immediately.

23. The firefighting services may fight the fire, whether the chargings are involved or not, as there is **no risk of mass explosion.** The toxic effects may, however, be very serious. The bursting charges of the weapons are liable to explode in a fire and scatter the toxic fillings; consequently, firefighting personnel must be equipped to deal with liquid contamination and toxic effects in the form of a cloud of lethal gas. They must have protective clothing and Service respirators or self-contained breathing apparatus. The fire should be fought from the windward side. A general alarm must be sounded to put the police and civilian population on the alert and enable them to proceed in accordance with the pre-arranged scheme. All personnel within the enclosed area should don respirators. During firefighting operations, personnel in close proximity to the fire should be sprayed with water to prevent their protective clothing becoming ignited.

Class 6 Explosives Fires.

24. If detected before the explosives are involved, prompt application of firefighting first-aid measures will prevent the development of the fire. The alarm should be operated immediately.

25. Once the explosives have become involved, all non-essential personnel are to be evacuated from the vicinity but the firefighting services should continue to operate from behind light cover such as brick buildings.

26. The spread of the fire to neighbouring buildings is to be dealt with as for Class 1 explosives fires. Fires should be fought with copious quantities of water, but the use of hard striking jets should be avoided.

Class MP Fires.

27. If detected early, prompt application of firefighting first-aid measures may prevent the development of the fire. The alarm should be operated immediately.

28. To deal with burning powders, extinguishers such as powdered talc, powdered asbestos, asbestos graphite or dry sand should be used, care being taken to avoid agitating the powder.

29. Water, foam or chemical extinguishers (carbon dioxide, methyl bromide and carbon tetrachloride) should **not** be used.

30. A notice to the above effect is to be displayed at each building where these powders are used or stored.

SECTION IV

Fighting Fires in Under-Ground Sites

The term "under-ground sites" in the firefighting sense covers explosives storage sites where the whole of the storage space is below the natural ground level.

2. The general conditions of previous sections apply, together with the following special conditions.

3. In view of the great quantity of explosives often held at such sites and the confined space, special attention must be given to fire prevention measures, alarm circuits and the provision and efficient maintenance of adequate equipment.

4. The water supply should include reserve tanks on the surface, sited well clear of the crater area and, if water is carried to hydrants underground, consideration should be given to the provision of an alternative supply.

5. The alarm system should be arranged to sound throughout the whole area both **above** and **below** ground.

6. In air conditioned sites or in sites provided with forced ventilation, the decision whether these are to be shut down on an outbreak of fire must be left to the Firefighting Officer on the spot.

7. Firefighting personnel of the establishment fire service should be drawn principally from those working above ground, who should, however, be familiar with the underground arrangements.

8. Conveyor belts must be stopped on the sounding of the alarm. They may be linked up to the alarm system to ensure automatic stoppage.

9. Passage ways must be adequate and kept clear to enable working personnel to get away and to allow firefighting personnel to approach the fire.

10. The firefighting equipment retained underground should be sited where it is most likely to be readily accessible when an outbreak is detected.

11. Self-contained breathing apparatus is essential for underground firefighting.

12. The firefighting action follows the general lines set out for above-ground sites with the following exceptions:

a) Class 2.
If these explosives become involved, the flames are likely to sweep through the workings, the available oxygen will be quickly exhausted and the chances of escape or of firefighting are very small.

b) Class 4.
Explosives belonging to this class are not to be stored in underground sites because of the difficulties in firefighting which would arise from the flames or smoke given off when they are seriously involved in a fire.

c) Class 5.
i) These weapons will only be held at underground sites in very exceptional circumstances.
ii) Should they be involved in a fire at an underground site, the fire can be fought so long as it is clear that only the packages are involved. When there is a risk of the weapons bursting, through heat or explosion, firefighting should be suspended.
iii) Full protective equipment should be worn in all operations of this nature. During firefighting operations, personnel in close proximity to the fire should be sprayed with water to prevent their protective clothing becoming ignited.
iv) The site can be entered at a reasonable interval, 2 or 3 days after the fire ceases, and inspected by fully protected personnel.

13. No person, unless equipped with self-contained breathing apparatus is to enter an underground explosives storage site after an outbreak of fire until the area has been certified free from noxious gas.

SECTION V

Ammunition of the Non-Explosive Categories of Dangerous Goods.

These comprise various types of ammunition which are listed in Appendix A to the Comprehensive Classified List of Government Explosives (*see* Section II, paragraph 1 of this order). They are to be treated in the manner described for Class 4 explosives fires and the symbol indicating this class is to be exhibited in the vicinity of the buildings in which they are stored except in the case of those which are in class MP.

(D.O.U.W.: 3513/1/108)

(Navy Order 824 *of* 1955*).*

By Authority Renown Press Pty. Ltd.

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C.N.O's 37-50/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
22nd January, 1959.

The enclosed 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.

CONTENTS

Section 1.

ADMINISTRATIVE AND GENERAL.

RESTRICTED

37.—H.M.A. Ships and Craft—Division into Broad Categories, and Supersession of Term "Small Craft".

The American-British-Canadian (A.B.C.) supply classification system will be progressively introduced into the armed services of Australia. Group 19 under the A.B.C. system deals with ships and craft, and is sub-classified into "combat ships and landing vessels", "Cargo vessels", "Barges" etc. One such sub-classification is headed "Small Craft".

2. The term "Small Craft" is currently in use in the R.A.N. to describe "all powered waterborne craft of less than 125-ft. in length overall, and all dumb craft irrespective of size, excepting only floating docks". This definition is not synonomous with the A.B.C. classification, the latter being considerably more restrictive.

3. Another term is therefore necessary to identify the range of craft in paragraph 2 for accounting and general administrative purposes and also for interservice use. To avoid confusion with the A.B.C. system it has therefore been decided to replace the term "Small Craft" by "Support Craft", and to extend this by classifying all R.A.N. ships and craft into three broad categories, as follows:

a) War Ships — H.M.A. ships other than those in (b) and (c).

b) Support Ships — commercial type powered vessels of about 125-ft. in length overall, and more.

c) Support Craft—i) powered craft of about 125-ft. in length overall, and less.

ii) all dumb craft, except floating docks.

4. Support craft are to be referred to by number and not by name, whether or not they are attached as tenders to commissioned establishments. Yachts, however, may continue to be known by name. H.M.A.S. WARREEN has, therefore, been allocated the registered number GPV 821. N.O.I.C., South Australia, is to take the necessary action.

5. Support Craft, if commissioned as sea-going vessels, will be transferred to the War Ships or Support Ships lists, when they are to be referred to by name.

6. It is difficult to lay down precise definitions to cover all possible types of vessel. The above definitions, while they can be strictly applied to the majority of vessels, are intentionally a little elastic. War Ships and Support Ships in the R.A.N. are therefore listed under their respective categories in the appendix to this order.

7. Support Craft are listed in Navy Order 38 of 1959.

APPENDIX.

The following is a list of all vessels and craft in the R.A.N. under their respective categories. Support Ships are listed individually, other vessels are listed by type only. The A.B.C. Supply Classification is given for information only.

War Ships.	*A.B.C. Classification*
Aircraft Carriers	1905
Cruisers	1905
Destroyers (including Daring Class)	1905
Frigates	1905
Ocean Minesweepers	1905
Boom Defence Vessels	1925
Boom Gate Vessels	1925
Survey Vessels "WARREGO" and "PALUMA"	1925
Support Ships.	
Fleet Oiler TIDE AUSTRAL	1915
Ocean Tugs SPRIGHTLY and RESERVE	1925
Armament Store Carrier WOOMERA	1915
Support Craft.	

Promulgated in Navy Order 38 of 1959.

(D.N.C.: 4276/4/564)

(Navy Order 38 of 1959).

RESTRICTED Cancelled O.N.O 594/62

38.—Holdings of Support Craft in the R.A.N.

The appendix to this order shows the allocation of Support Craft to the various Naval authorities.

2. Naval Board approval is to be obtained before any transfer of craft between authorities takes place.

3. If approval is obtained, the receiving authority is to inform Navy Office by letter on receipt of the craft.

4. Any communication is to contain the following information:
a) Type of Craft.
b) Registered Number.
In cases of urgency, approval to transfer craft may be sought by signal.

5. Reporting of reallocation of Support Craft within commands is not required.

6. This order does not apply to pulling and sailing craft.

7. Where craft are shown "Declare for Disposal" in the appendix to this order, authorities concerned are to raise Disposal Form No. 1 in sextuplicate.

8. Authorities will be advised by letter of action to be taken with respect to craft to be held in reserve.

9. Navy Order 352 of 1958 is hereby cancelled.

APPENDIX.

A.B.C. Class. Reference	*Type*	*Registered Number of Individual Craft*	*Authority to Whom Allocated*	*Remarks*
1915	Motor Water Lighter	MWL.251	N.O.I.C.W.A.	Declare for disposal
		MWL.253	F.O.I.C.E.A.	Reserve
		MWL.254	F.O.I.C.E.A.	
		MWL.255	F.O.I.C.E.A.	Reserve
		MWL.256	N.O.I.C., Vic.	
		MWL.257	F.O.I.C.E.A.	
1915	Motor Refrig. Lighter	MRL.252	N.O.I.C., New Guinea	
		MRL.253	N.O.I.C., Vic.	Reserve on completion of refit
1915	Motor Stores Lighter	MSL.701	F.O.I.C.E.A.	Reserve
		MSL.702	F.O.I.C.E.A.	Reserve
		MSL.703	F.O.I.C.E.A.	M.S.L.706
		MSL.706	N.O.I.C., New Guinea	To be disposed of when beyond economical repair
		MSL.707	F.O.I.C.E.A.	
1915	General Purpose Vessel	GPV.821	N.O.I.C.S.A.	
		GPV.949	F.O.I.C.E.A.	Declare for disposal
		GPV.951	F.O.I.C.E.A.	Declare for disposal
		GPV.957	N.O.I.C., Qld.	
		GPV.958	N.O.I.C., Vic.	
		GPV.961	F.O.I.C.E.A.	
		GPV.962	F.O.I.C.E.A.	
		GPV.966	F.O.I.C.E.A.	Declare for disposal
		GPV.967	F.O.I.C.E.A.	Declare for disposal
		GPV.968	N.O.I.C., Vic.	

A.B.C. Class. Reference	*Type*	*Registered Number of Individual Craft*	*Authority to Whom Allocated*	*Remarks*
1905	Landing Craft Vehicle Personnel	C.23690	F.O.I.C.E.A.	Declare for disposal
		C.54798	F.O.I.C.E.A.	Declare for disposal
		C.55027	F.O.I.C.E.A.	Declare for disposal
		C.70877	F.O.I.C.E.A.	Declare for disposal
1925	Diving Boat	DB.1	F.O.I.C.E.A.	
		DB.2	F.O.I.C.E.A.	
1925	Diesel Tug 93-ft.	DT.931	N.O.I.C.N.A.	
		DT.932	F.O.I.C.E.A.	
1925	Steam Tug	336	F.O.I.C.E.A.	
1925	Towboat 45-ft.	TB.5	N.O.I.C., New Guinea	T.B.5 to be disposed of when beyond economical repair
		TB.7	F.O.I.C.E.A.	
		TB.9	F.O.I.C.E.A.	
		AT.1536	C.S.T.F.N.D.	
1940	Seaward Defence Boat	SDB.1321	F.O.I.C.E.A.	
		SDB.1324	N.O.I.C., Tas.	
		SDB.1325	N.O.I.C.W.A.	
1940	Search & Rescue Craft 63-ft.	SAR.910	F.O.I.C.E.A.	
		SAR.916	F.O.I.C.E.A.	
		SAR.918	F.O.I.C.E.A.	
		SAR.919	F.O.I.C.E.A.	
1940	Search & Rescue Craft 48-ft.	SAR.02-12	C.S.T.F.N.D.	
		SAR.02-14	C.S.T.F.N.D.	
1940	Torpedo Recovery Vessel 60-ft.	TRV.1	F.O.I.C.E.A.	
1940	Motor Dory 26-ft.	DR.2	F.O.I.C.E.A.	
		DR.3	F.O.I.C.E.A.	
		DR.5	F.O.I.C.E.A.	
		DR.6	F.O.I.C.E.A.	
		DR.10	F.O.I.C.E.A.	
		DR.11	F.O.I.C.E.A.	
		DR.12	F.O.I.C.E.A.	
		DR.13	F.O.I.C.E.A.	
		DR.14	F.O.I.C.E.A.	
		DR.15	N.O.I.C., Qld.	Declare for disposal
		DR.653	F.O.I.C.E.A.	
		AM.1718	F.O.I.C.E.A.	

A.B.C. Class. Reference	Type	Registered Number of Individual Craft	Authority to Whom Allocated	Remarks
	Motor Whaler (ex U.S.N.)	1138	F.O.I.C.E.A.	
1940	Australian Work Boat 40-ft.	AWB.403	N.O.I.C., S.A.	
		AWB.404	F.O.I.C.E.A.	
		AWB.405	F.O.I.C.E.A.	
		AWB.407	F.O.I.C.E.A.	Declare for disposal
		AWB.409	N.O.I.C., New Guinea	
		AWB.411	N.O.I.C.W.A.	
		AWB.412	C.S.T.F.N.D.	
		AWB.413	N.O.I.C.W.A.	
		AWB.416	F.O.I.C.E.A.	
		AWB.417	F.O.I.C.E.A.	Declare for disposal
		AWB.418	F.O.I.C.E.A.	
		AWB.419	F.O.I.C.E.A.	
		AWB.420	F.O.I.C.E.A.	
		AWB.421	F.O.I.C.E.A.	
		AWB.422	F.O.I.C.E.A.	
		AWB.423	N.O.I.C., Tas.	
		AWB.424	F.O.I.C.E.A.	
		AWB.425	F.O.I.C.E.A.	
		AWB.426	N.O.I.C., Vic.	
		AWB.427	F.O.I.C.E.A.	Declare for disposal
		AWB.428	N.O.I.C., Vic.	
		AWB.430	F.O.I.C.E.A.	
		AWB.431	N.O.I.C., Qld.	
		AWB.432	N.O.I.C., Qld.	
		AWB.433	F.O.I.C.E.A.	
		AWB.434	C.S.T.F.N.D.	
		AWB.435	C.S.T.F.N.D.	
		AWB.436	F.O.I.C.E.A.	Declare for disposal
		AWB.437	N.O.I.C., Vic.	
		AWB.438	F.O.I.C.E.A.	Declare for disposal
		AWB.439	F.O.I.C.E.A.	Declare for disposal
		AWB.440	F.O.I.C.E.A.	
		AWB.441	F.O.I.C.E.A.	
		AWB.442	F.O.I.C.E.A.	
		AWB.443	N.O.I.C.N.A.	
		AWB.444	F.O.I.C.E.A.	
		AWB.445	N.O.I.C., Vic.	
		AM.1658	F.O.I.C.E.A.	
		AM.1873	F.O.I.C.E.A.	
		AM.2008	F.O.I.C.E.A.	
		AM.2009	F.O.I.C.E.A.	
1940	Motor Survey Boat 34-ft.	328	WARREGO	
		329	R.N.Z.N.	
		380	F.O.I.C.E.A.	
		381	F.O.I.C.E.A.	
		1393	WARREGO	

A.B.C. Class. Reference	Type	Registered Number of Individual Craft	Authority to Whom Allocated	Remarks
1940	Motor Cutter 32-ft.	158	F.O.I.C.E.A.	
		271	C.S.T.F.N.D.	
		5338	H.M.A.S. MELBOURNE	
		5376	H.M.A.S. MELBOURNE	
		5377	H.M.A.S. MELBOURNE	
		44893	F.O.I.C.E.A.	
		441458	F.O.I.C.E.A.	
		441459	F.O.I.C.E.A.	
1940	Motor Cutter 25-ft.	602	QUEEN-BOROUGH	
		603	F.O.I.C.E.A.	
		604	QUICKMATCH	
		605	VENDETTA	
		606	VOYAGER	
		607	VOYAGER	
		809	QUIBERON	
		810	QUEEN-BOROUGH	
		811	F.O.I.C.E.A.	
		812	F.O.I.C.E.A.	
		813	QUIBERON	
		814	F.O.I.C.E.A.	
		815	WARRAMUNGA	
		818	R.N.Z.N.	
		819	F.O.I.C.E.A.	
		820	WARRAMUNGA	
		821	F.O.I.C.E.A.	
		822	F.O.I.C.E.A.	
		830	F.O.I.C.E.A.	
		831	WARREGO	
		833	F.O.I.C.E.A.	
		834	PALUMA	
		836	VAMPIRE	
		837	VAMPIRE	
		1146	F.O.I.C.E.A.	
		1147	QUIBERON	
		1148	VENDETTA	
		1149	QUICKMATCH	
		1150	F.O.I.C.E.A.	
		1203	F.O.I.C.E.A.	
		1204	F.O.I.C.E.A.	
		1385	SWAN	
		1387	F.O.I.C.E.A.	
		1394	QUIBERON	
		1395	SWAN	
		421144	N.O.I.C.W.A.	
1940	Motor Dinghy 17-ft. 6-in.	114	F.O.I.C.E.A.	
		115	KOALA	
		128	F.O.I.C.E.A.	
		129	F.O.I.C.E.A.	
		130	KIMBLA	
		131	COOTAMUNDRA	

A.B.C. Class. Reference	Type	Registered Number of Individual Craft	Authority to Whom Allocated	Remarks
	Motor Dinghy 17-ft. 6-in. (Cont.)	199	FREMANTLE	
		200	F.O.I.C.E.A.	
		201	F.O.I.C.E.A.	
		202	F.O.I.C.E.A.	
		307	F.O.I.C.E.A.	
		342	F.O.I.C.E.A.	
		343	R.N.Z.N.	
		347	F.O.I.C.E.A.	
		493	WARREEN	
		663	F.O.I.C.E.A.	
		668	WOOMERA	
		677	N.O.I.C.N.A.	
		678	F.O.I.C.E.A.	
		679	F.O.I.C.E.A.	
		686	F.O.I.C.E.A.	
		794	EMU	
		796	F.O.I.C.E.A.	
		803	F.O.I.C.E.A.	
		804	F.O.I.C.E.A.	
		808	F.O.I.C.E.A.	
		1117	F.O.I.C.E.A.	
		1118	N.O.I.C.W.A.	
		799	F.O.I.C.E.A.	
1940	Motor Dinghy 16-ft.	255	F.O.I.C.E.A.	
		311	KOOKABURRA	
1940	Boom Working Boat 17-ft. 4-in.	155	KIMBLA	
		257	KOALA	
		293	F.O.I.C.E.A.	
		376	KANGAROO	
1940	Fast Motor Boat 35-ft.	207	F.O.C.A.F.	
		250	F.O.I.C.E.A.	
1940	Fast Motor Boat 30-ft.	8001	MELBOURNE	
		44413	F.O.I.C.E.A.	
		45802	F.O.I.C.E.A.	
		45805	MELBOURNE	
		45810	F.O.I.C.E.A.	
		45811	MELBOURNE	
		251	F.O.I.C.E.A.	
1940	Fast Motor Boat 25-ft.	206	F.O.I.C.E.A.	All 25-ft. F.M.B's to be disposed of as they become uneconomical to maintain and operate
		302	F.O.I.C.E.A.	
		313	F.O.I.C.E.A.	
		314	F.O.I.C.E.A.	
		316	F.O.I.C.E.A.	
		317	F.O.I.C.E.A.	

A.B.C. Class. Reference	Type	Registered Number of Individual Craft	Authority to Whom Allocated	Remarks
	Fast Motor Boat 25-ft. (Cont.)	318	F.O.I.C.E.A.	Declare for disposal
		427	F.O.I.C.E.A.	Declare for disposal
		587	F.O.I.C.E.A.	
		588	F.O.I.C.E.A.	
		692	F.O.I.C.E.A.	Declare for disposal
		1201	F.O.I.C.E.A.	
		1202	F.O.I.C.E.A.	
1940	Miscellaneous Motor Boat	191	F.O.I.C.E.A.	Declare for disposal
		203	F.O.I.C.E.A.	
		296	F.O.I.C.E.A.	
		373	F.O.I.C.E.A.	Declare for disposal
		171	F.O.I.C.E.A.	
		1310	N.O.I.C., New Guinea	
		180	N.O.I.C., Qld.	Declare for disposal
		179	N.O.I.C.W.A.	Declare for disposal
		172	F.O.I.C.E.A.	
		168	F.O.I.C.E.A.	
		585	F.O.I.C.E.A.	
		586	F.O.I.C.E.A.	
1930	Aircraft Lighter	ACL.301	F.O.I.C.E.A.	Reserve
		ACL.302	F.O.I.C.E.A.	
		ACL.303	F.O.I.C.E.A.	
		ACL.304	F.O.I.C.E.A.	Reserve
1930	Harbour Sullage Lighter	HSL.541	F.O.I.C.E.A.	
		HSL.542	F.O.I.C.E.A.	
		HSL.543	F.O.I.C.E.A.	
		HSL.544	F.O.I.C.E.A.	
		HSL.546	F.O.I.C.E.A.	
		HSL.584	F.O.I.C.E.A.	
		HSL.771	F.O.I.C.E.A.	
1930	Dumb Lighter for Mooring	DPL.3	F.O.I.C.E.A.	
1930	Flat Top Lighter	FTL.601	F.O.I.C.E.A.	
		FTL.602	F.O.I.C.E.A.	Declare for disposal
		FTL.603	F.O.I.C.E.A.	
		FTL.604	F.O.I.C.E.A.	
		FTL.605	F.O.I.C.E.A.	
		FTL.607	F.O.I.C.E.A.	
		FTL.608	F.O.I.C.E.A.	
		FTL.610	F.O.I.C.E.A.	
		FTL.615	F.O.I.C.E.A.	
		FTL.616	F.O.I.C.E.A.	
		FTL.764	F.O.I.C.E.A.	
		FTL.765	F.O.I.C.E.A.	
1930	Tobruk Lighter	AB.1325	N.O.I.C., Qld.	

A.B.C. Class. Reference	Type	Registered Number of Individual Craft	Authority to Whom Allocated	Remarks
1930	Boom Net Punt	1234	N.O.I.C., Qld.	
1930	Oil Fuel Lighter	OFL.1201 OFL.1202 OFL.1203 OFL.1204 OFL.1205 OFL.1206 OFL.1207 OFL.1208	F.O.I.C.E.A. F.O.I.C.E.A. G.M.W.D. F.O.I.C.E.A. F.O.I.C.E.A. F.O.I.C.E.A. N.O.I.C., New Guinea F.O.I.C.E.A.	
1930	Oil Fuel Lighter	OFL.(S)-1 OFL.(S)-2 OFL.(S)-3 OFL. -4	N.O.I.C.W.A. F.O.I.C.E.A. N.O.I.C., Vic. F.O.I.C.E.A.	(S) Denotes fitted with separation equipment.
1930	Distillate Lighter	DL.1	F.O.I.C.E.A.	
1930	Concrete Ammunition Lighter	CAL.501 CAL.502 CAL.503 CAL.504 CAL.506 CAL.508 CAL.101 CAL.102 CAL.201 CAL.202 CAL.203 CAL.204 CAL.205 CAL.206 CAL.209	F.O.I.C.E.A. N.O.I.C., New Guinea F.O.I.C.E.A. F.O.I.C.E.A. N.O.I.C., New Guinea F.O.I.C.E.A. F.O.I.C.E.A. F.O.I.C.E.A. F.O.I.C.E.A. F.O.I.C.E.A. F.O.I.C.E.A. F.O.I.C.E.A. F.O.I.C.E.A. F.O.I.C.E.A. F.O.I.C.E.A.	50 tons 100 tons 200 tons
1930	Steel Ammunition Lighter 30 tons	SAL.3	F.O.I.C.E.A.	
1930	Steel Philippine Lighter	SPL.101 SPL.102 AB.1302 AB.1303 AB.1283 AB.2262 AB.2263	N.O.I.C., Vic. N.O.I.C., Vic. F.O.I.C.E.A. N.O.I.C., Vic. F.O.I.C.E.A. F.O.I.C.E.A. F.O.I.C.E.A.	100 tons 300 tons

A.B.C. Class. Reference	Type	Registered Number of Individual Craft	Authority to Whom Allocated	Remarks
1930	Steel Barge (Ship-shaped)	SB.592 SB.602 SB.693	F.O.I.C.E.A. F.O.I.C.E.A. F.O.I.C.E.A.	30 tons
1930	Sectional Steel Lighter 100 tons	SSL.560 SSL.562	F.O.I.C.E.A. N.O.I.C., Vic.	
1930	Lock-up Lighter	LUL.501 LUL.507 LUL.508 LUL.509	F.O.I.C.E.A. F.O.I.C.E.A. N.O.I.C., Vic. N.O.I.C., Vic.	 Declare for disposal Declare for disposal
1930	Steel Lighter	SL.1 SL.2	F.O.I.C.E.A. F.O.I.C.E.A.	
1930	Well Lighter	WL.277	F.O.I.C.E.A.	
1935	Self Propelled Derrick Lighter	SPDL.1	F.O.I.C.E.A.	
1935	Diving Barge	DB.3	F.O.I.C.E.A.	
1935	Deperming Lighter	DGL.1 DGL.2	F.O.I.C.E.A. N.O.I.C.W.A.	Reserve
1935	Battle Practice Target	BPT.1 BPT.2	F.O.I.C.E.A. F.O.I.C.E.A.	
1945	Flat Top Lighter (Pontoon)	FTL.260 FTL.262 FTL.1388	F.O.I.C.E.A. F.O.I.C.E.A. F.O.I.C.E.A.	

(D.N.C.: 5218/11/12)

(Navy Order 352 of 1958).

Section 2.

PERSONNEL.

39.—A.B.C.D.—Officers—Responsibilities and Training.

(A.F.O. 1278/1958).

It has been decided that, in future, the Squadron Engineer Officer in each destroyer and frigate squadron will also be appointed ". . . and as Squadron A.B.C.D. Officer". He will normally undergo the Advanced A.B.C.D. Course at H.M.A.S. PENGUIN before taking up his appointment. (D.T.S.R.: 4006/61/46)

UNCLASSIFIED

40.—Hard Lying Money for Personnel in Ships Undergoing Refit or Whilst Reducing to Reserve.

With reference to I.P.I. 80/6 the Naval Board has approved that, in the case of seagoing ships, Hard Lying Money is payable during periods of refit or whilst reducing to reserve.

2. With effect from 1st July, 1958, therefore, the following ships when in commission are to be regarded as seagoing for the purpose of the preceding paragraph:

H.M.A. ship
ANZAC
COOTAMUNDRA
FREMANTLE
KIMBLA
MELBOURNE
PALUMA
QUEENBOROUGH
QUIBERON
QUICKMATCH
SWAN
TOBRUK
VAMPIRE
VENDETTA
VOYAGER
WARREGO
WOOMERA

3. Accordingly, naval personnel living and sleeping on board H.M.A. ships specified in paragraph 2 may be paid Hard Lying Money in respect of any day on which the ship is undergoing refit or reducing to reserve, subject to the normal rules governing payment to personnel serving in a seagoing ship as contained in I.P.I. instructions 80 to 80/5, 80/7 and 80/8.

4. Any necessary retrospective adjustment will be authorised from Navy Office. Future payments may be made quoting this order as authority.

5. The list of ships in paragraph 2 will be amended as required.

(H.P.B.: 4822/50/25)

UNCLASSIFIED

41.—Transfer to Canberra—Removals and Allowances.

This order will apply to the transfer to Navy Office, Canberra, of members of the R.A.N. serving at Navy Office, Melbourne.

2. As the following approvals have been granted on the basis of the transfer of an establishment, this order is not to be regarded as a precedent for the extension of approvals in relation to normal removals.

3. In the following paragraphs the word "permanent" in relation to appointments and drafts means for 12 months or more.

4. *Members serving at Navy Office on a "permanent" basis on 8th October, 1958.*

a) *Where the period in Canberra will be three months or less.*
Transfer to Canberra will be limited to the member's fare and his own personal effects. If the member is in receipt of Rental Allowance in Melbourne, payment may be continued but the

overall limit of two years will not be exceeded. The requirement to search for unfurnished premises will be waived in respect of the period in Canberra. Living Out Away From Home Allowance will be payable to a married member. Removal entitlement of family and furniture at the expense of the Department will arise, subject to the normal rules, when the member is appointed or drafted away from Canberra.

b) *Where the period in Canberra will be more than three months.*
Removal of family and furniture to Canberra will be provided when the position concerned is transferred to Canberra. If the member is in receipt of Rental Allowance, payment may be continued in the meantime but the overall limit of 2 years will not be exceeded. The requirement to continue to search for unfurnished premises may be waived. Where the member's family proceeds to Canberra to occupy a house allocated by the Department of the Interior, Living Out Away From Home Allowance may be paid for a maximum period of three months.

5. *Members who commence duty at Navy Office on a "permanent" basis after 8th October, 1958, and who are subsequently transferred to Canberra.*

a) *Where the period in Melbourne will be three months or less.*
Transfer to Melbourne will be limited to the member's fare and his personal effects. If the member was in receipt of Rental Allowance at the old location, payment may be continued but the overall limit of two years will not be exceeded. The requirement to continue to search for unfurnished premises may be waived. If the member is living out in Melbourne, Living Out Away From Home Allowance may be paid to a married member.

b) *Where the period in Melbourne will be more than three months.*
i) Removal may be granted but furniture will not be moved to Melbourne. Storage at the expense of the Department will be undertaken at the old location. The member may be paid Rental Allowance in respect of the period in Melbourne. The requirement to search for unfurnished premises will be waived but otherwise the normal provisions will apply.
ii) Removal of family and furniture will be granted when the transfer eventuates.
iii) If Rental Allowance is not payable at the old location and the member elects not to move his family to Melbourne, removal of the family and furniture to Canberra will be granted when the transfer eventuates. Under these circumstances Living Out Away From Home Allowance may be paid while the member is in Melbourne.

6. *Members not normally entitled to removals.*

Emergency List officers and reserve officers who, because of the terms of their appointments are not normally entitled to removals, may be granted removals to Canberra if it is expected that they will serve there for at least twelve months. On termination of service after not less than twelve months in Canberra, removal will be granted at the expense of the Department to any required destination but the liability of the Department will not exceed the cost of a removal from Canberra to Melbourne.

(H.P.B.: 4822/8/54)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED

42.—21-in. Pr. Mk. 4 Torpedo Tube Mountings—Rear Door Locking Arrangements.

Cracks have been reported in the internal corners of the stop face of the Gear Case T.P.15890 (General notes on 21-in. A.W. PR. Mk. 4 Torpedo Tubes D.O.T.M.6145 plate 5).

2. The designed engagement of the lugs on the locking and screwed rings is 50% when new to 80% when door is metal to metal, and it is considered that the cracks are caused by over-tightening of the rear door locking ring with subsequent use of force to unlock the door causing excessive impact between the stop faces of the handle T.P.15888 and the gear case, thus initiating cracking in the sharp corner.

3. Ships, establishments and Gunnery Equipment Depots holding the above equipments are to examine the gear cases and where cracks are present they are to be cut out and the gear case repaired by bronze welding, maintaining a $\frac{1}{16}$-in. built-up radius at the sharp corners of the stop faces, the handles being correspondingly radiused on the external corners.

4. On brackets which show no sign of fracture the sharp corners of the stop faces are to be under-cut to $\frac{1}{16}$-in. radius.

5. Defect action for the above repair is to be taken by ships and establishments concerned and the work carried out by dockyards at the first opportunity.

(D.O.U.W.: 5150/13/35)

UNCLASSIFIED

43.—Alteration and Addition Item—Battle Class Destroyers.

The following alteration and addition items is approved for Battle Class Destroyers.

Class List Item No. 129. *Classification "A"*

Item: "To fit air conditioning to Operations Room, Crypto Office and ACR and fit panel over LOP in accordance with Navy Office Drawings Nos. 198/1139 and 198/1131."

References: *a)* F.O.C.A.F. memorandum 1994/15/98 of 11th October, 1957.
b) Navy Office memorandum 18787 of 25th August, 1958.
c) F.O.I.C.E.A. memorandum 6/60/128 of 17th October, 1958.
d) Navy Office memorandum 012077 of 10th November, 1958.

(D.C.C.:4280/1/379)

UNCLASSIFIED

44.—Boats—14-ft. Sailing Dinghies—Modifications for Racing Purposes.

Paragraph 1 of Navy Order 537 of 1958 is to be amended to read as follows:

"The following modifications to all 14-ft. sailing dinghies in service and in store have been approved."

(D.N.C.: 3211/4/294)

(Navy Order 537 of 1958).

UNCLASSIFIED

45.—Naval Stores (General) (Class F)—Amplifier Testing Plug Boards, Marks 1 P.B., 3 P.B. and 5 P.B.—Introduction.

(A.F.O. 1758/1958).

Amplifier Testing Plug Boards, Mark 1 P.B., Mark 3 P.B. and Mark 5 P.B. are being introduced for use in ships and establishments equipped with Electronic Maintenance Rooms, with systems using Series 1 and Series 2 General Service Electronic Units and with Fly-plane Predictor System, Mark 5. The plug boards and their associated equipment are being added to the Rate Book and Authorised List of Naval Stores as shown in the appendixes to this order, which also show the units which can be tested with each board and the additional units required for the tests. These items are to be dealt with at present under Class F, Group 1c, Part 3.

2. The plug boards provide a simple means of testing the electronic units in the systems referred to in paragraph 1. By making a minimum number of connections, power supplies, test signals and dummy loads can be connected to the unit under test to simulate its normal operating conditions. Any other unit with which the unit under test has to work, together with any special requirements, such as heater supplies and reference voltages, may be connected as necessary.

3. Each of the plug boards is essentially a box whose front panel contains several rows of Jones sockets suitably inter-connected at the back. The unit to be tested and other units containing the necessary power supplies, test signals and dummy loads are connected to particular sockets of the plug board by flexible leads terminated in Jones plugs.

4. The plug boards are permanently bulkhead mounted whereas the ancillary equipment and test leads are stowed away in suitable storage space in the E.M.R. when not in use. The plug board case dimensions are height 19-in., width 12½-in., depth 6-in.

5. The equipment detailed in the appendixes provides test facilities for some of the newer types of amplifier developed in recent years. It is therefore, in part, the successor to the Fixed Electronic Test Outfit (F.E.T.O.) which was designed to test the limited number of D.E.E. amplifiers developed during the war. Although the plug board is in general independent of F.E.T.O., continued use of F.E.T.O. is necessary where old type amplifiers remain in service.

6. For ship's accounting purposes the initial supply of the equipment will be classified as "portable fittings". H.M.A. ships in commission will be fitted with plug boards by A. and A. action. Establishments will be equipped as a result of direct Naval Board allocations. Separate action will be taken at Navy Office in respect of ships under construction.

7. Allowances of spare plug boards and associated equipment to H.M.A. ships are under consideration and will be promulgated later.

APPENDIX A

Amplifier Testing Plug Board, Mark 1 P.B., Pattern No. 32208

Application: For Testing General Service Electronic Units on Series 1 Chassis

Units and Ancillaries used with Mark 1 P.B.						
Pattern No.	*Description*	*No. Supplied or Required*	*Remarks*	*Units which can be tested on Mark 1 P.B.*	*Additional units required for testing units of previous column*	*Units to which power only is supplied on connection to Mark 1 P.B.*
32209	Test lead, Type 1	4	For connection of series 1 units	Mark 27M	Mark 22P, Mark 21TU and load unit—Either F.E.T.O. or Mark 1LU.	Mark 11TU
32210	Test lead, Type 2	1	For connection of Mark 25M amplifier	Mark 7DC		Mark 13TU
32211	Test lead, Type 3	1	Earthing lead	Mark 10DC		Mark 17TU
197264	Test lead, Type 4	1	For connection of Mark 1LU	Mark 12DC		Mark 21TU
32219	Shorting Plug, Type 1	3	Signal Selector Plug	Mark 25M		Mark 19P
						Mark 22P
197265	Load Unit, Mark 1LU	1	Certain ships fitted with F.E.T.O may use the load in F.E.T.O. Mark 1 or 2, in lieu.	Mark 7D Mark 8D Mark 9D	Above units and Mark 27M.	Mark 1AU
—	Test Unit, Mark 21TU	1	Normally supplied as part of amplifier test equipment assembly, Mark 60AA.	Mark 3MA Mark 5MA Mark 10D Mark 11D	Mark—21TU.	
—	Power Unit, Mark 22P	1				
—	Amplifier, Mark 27M	1	Normally made available from spare units in amplifier assemblies carried.			

APPENDIX B

Amplifier Testing Plug Board, Mark 3 P.B., Pattern No. 197266
(must be used in conjunction with A.T.P.B., Mark 1 P.B.)

Application: For testing electronic units of Flyplane 5 and the Mark 14F Amplifier

Units and Ancillaries used with Mark 3 P.B.						
Pattern No.	*Description*	*No. Supplied or required*	*Remarks*	*Units which can be tested on Mark 3 P.B.*	*Additional units required for testing units of previous column*	*Units to which power only is supplied on connection to Mark 3 P.B.*
32211	Test lead, Type 3	1	Earthing lead	Mark 10F	Mark 21TU, Mark 22P and Load unit, Mark 1LU.	Mark 2AU
197268	Test lead, Type 5	2	For connection of Ferranti amplifiers	Mark 16F		Mark 8TU
197269	Test lead, Type 6	1	For connection of Mark 14F amplifiers	Mark 3DC		Mark 20TU
197270	Test lead, Type 7	2	For connection of Mark 13P	Mark 26M		
197271	Test lead, Type 8	1	For connection of Mark 2TR for Mark 14F amplifier	Mark 5PR	Mark 3DC, Mark 21TU, Mark 22P.	
197272	Shorting plug, Type 2	1	Signal shorting plug	Mark 1ZC	Mark 21TU, Mark 22P, 14P Load unit, Mark 2LU	
197276	Plug-in unit, Mark 11PS	1	Used for Mark 1ZC linear test	Mark 14F	Mark 21TU, Mark 22P, Mark 2TR, Mark 4CR.	
197277	Plug-in unit, Mark 12PS	1	Used for Mark 1ZC Gain test	Mark 14PS.	Load unit, Mark LU	
197278	Plug-in unit, Mark 13PS	1	Used for Mark 16F tests	Mark 39TU	Mark 22P	

APPENDIX B—*contd.*

Units and Ancillaries used with Mark 3 P.B.				*Units which can be tested on Mark 3 P.B.*	*Additional units required for testing units of previous column*	*Units to which power only is supplied on connection to Mark 3 P.B.*
Pattern No.	*Description*	*No. Supplied or required*	*Remarks*			
197279	Plug-in unit, Mark 4CR	1	Input plug-in unit } for Mark 14F amplifier	Mark 5D	Mark 21TU, Mark 22P	
197280	Phase advance unit, Mark 14PS	1	Phase advance unit } for Mark 14F amplifier	Mark 13P	Mark 2LU	
197273	Transformer unit, Mark 2TR	1	Heater/Reference Unit } for Mark 14F amplifier			
197274	Load unit, Mark 2LU	1	Load for Mark 1ZC and Mark 13 and 14P.	Mark 14P	Mark 22P, Mark 2LU and Aux. 14P.	
197275	Load unit, Mark 3LU	1	Load for Mark 3PU	Mark 3PU	Mark 3LU	
—	Amplifier, Mark 3DC	1	Normally made available from spare units in F.P.E.P.5 system			
—	Power unit, Mark 14P	1				
197265	Load/Unit, Mark 1LU	—	*See* Detail Sheet for A.T.P.B., Mark 1 P.B.			
197264	Test lead, Type 4					
32219	Shorting Plug, Type 1					
—	Test Unit, Mark 21TU					
—	Power Unit, Mark 22P					

APPENDIX C

Amplifier Testing Plug Board, Mark 5 P.B., Pattern No. 197267

***Application:** For Testing General Service Electronic Units on Series I Chassis and the Mark 14 F Amplifier.*

Units and Ancillaries used with Mark 5 P.B.				*Units which can be tested on Mark 5 P.B.*	*Additional units required for testing units of previous column*	*Units to which power only is supplied on connection to Mark 5 P.B.*
Pattern No.	*Description*	*No. supplied or required*	*Remarks*			
32209	Test lead, Type 1	4	Connection of Series 1 Units	Mark 27M	Mark 22P, Mark 21TU and Load Unit—Either F.E.T.O. or Mark 1LU	Mark 11TU
32210	Test lead, Type 2	1	Connection of Mark 25M Amplifier	Mark 7DC		Mark 13TU
				Mark 10DC		Mark 17TU
32211	Test lead, Type 3	1	Earthing lead	Mark 12DC		Mark 21TU
197264	Test lead, Type 4	1	For connection of Mark 1LU	Mark 1UA		Mark 19P
197269	Test lead, Type 6	1	For connection of Mark 14F Amplifier	Mark 25M		Mark 22P
197271	Test lead, Type 8	1	For connection of Mark 2TR for Mark 14F.	Mark 7D	Above Units and Mark 27M	
32219	Shorting Plug, Type 1	3	Signal Selector Plug	Mark 8D		
197272	Shorting Plug, Type 2	1	Signal Shorting Plug	Mark 9D		
197279	Plug-in Unit, Mark 4CR	1	Input Plug-in Unit } For Mark 14 F Amplifier	Mark 3MA	Mark 21TU	
197280	Phase Advance Unit, Mark 14PS.	1	Phase Advance Plug-in Unit } For Mark 14 F Amplifier	Mark 5MA		
197273	Transformer Unit, Mark 2TR.	1	Heater/Reference Unit } For Mark 14 F Amplifier	Mark 10D		
				Mark 11D		
197265	Load Unit, Mark 1LU	1	Simulates Metadyne and Split Field Motor Loads.	Mark 14F	Mark 21TU, Mark 22P, Mark 2TR, Mark 4CR, Mark 14PS, Mark 1LU	

APPENDIX C—*Contd.*

Units and Ancillaries used with Mark 5 P.B.					
Pattern No.	*Description*	*No. supplied or required*	*Remarks*	*Units which can be tested on Mark 5 P.B.*	*Additional units required for testing units of previous column*	*Units to which power only is supplied on connection to Mark 5 P.B.*
—	Test Unit, Mark 21TU	1	Normally supplied separately as part of Amplifier Test Equipment Assembly, Mark 60AA.			
—	Power Unit, Mark 22P	1				
—	Amplifier, Mark 27M	1	Normally made available from spare units in amplifier assemblies carried.			

(D.N.A.S.: 4519/71/2)

UNCLASSIFIED

46.—Naval Stores (General) (Class F, Group 5)—Pattern 8825 Film, Pan F, 16-mm. x 10-ft.—Amendment of Denomination of Quantity.

(A.F.O. 2863/1958).

Pattern 8825 Film, Pan F, 16-mm. × 10-ft. will, in future, be supplied in tins of 16 rolls instead of 20 as hitherto.

2. The first outfit quantities shown in B.R.386, Establishment of Sea Stores for Photographic Purposes, will be amended accordingly as indicated below:

	Tins of 16
Gunnery Schools	90
Aircraft Carriers	45
Cruisers	38
Destroyers and Frigates	15

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S.: 4518/51/48)

UNCLASSIFIED

47.—Painting of H.M.A. Ships—Underwater Areas.

Recent trials have shown that vinyl paint systems are superior to the antifouling paints now in use, in their resistance to marine fouling. Provided that vinyl paints are correctly applied to a clean sandblasted surface, a long and effective life can be obtained.

2. All H.M.A. ships in commission, refitting at naval dockyards, are to use a vinyl paint system (in accordance with A.B.R.19 Section 6.1) on the boot topping and underwater areas.

3. Vinyl systems are to be applied on the next occasion of routine sandblasting, or at such previous docking as the work can be satisfactorily progressed in the time available.

4. A.B.R.19 will be amended.

5. Navy Order 658 of 1956 is hereby cancelled.

(D.N.C.: 4276/5/414)

(Navy Order 658 of 1956).

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED

48.—Medical Stores—H.M.A. Ships in Reserve.

In order to provide an immediate supply of dressings in case of accidents to working parties or inspection parties in non-living ships of the reserve group, each party is to take a small first aid satchel with them, when proceeding to these ships for duty.

2. The satchel is to be drawn from the Sick Bay of the parent ship and is to contain at least the following items:

First field dressings	—	No. 6
Bandages, mixed, W.O.W.	—	No. 6
Acriflavine lotion 1/500	—	oz. 1
Scissors, dressing	—	No. 1
Satchel, canvas	—	No. 1

The stores are to be held on charge by the Medical Officer of the parent ship who is to see that they are properly maintained.

3. The satchel is to be returned to the Sick Bay upon the party returning to the ship and a signature book of issue and receipt is to be maintained. The non-expendable items are to be checked at each time of issue and receipt.

4. Care is to be taken that injuries received by any member of the party are reported to the Sick Bay and entered in Form A.M.209z, Daily Medical Record Book, upon return of the party. Witnesses are to sign the entry immediately thereafter.

5. Navy Order 89 of 1955 is hereby cancelled.

(M.D.G.: 4482/2/217)

(Navy Order 89 of 1955).

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

RESTRICTED

49.—Books—B.R.1982—N.D. Drill Book, Volume 1 (Radar)—New Layout.

(A.F.O. 2191/1958).

Summary.

The N.D. Drill Book, Volume 1 (Radar), is being converted to a new layout in loose-leaf form. It will also become one book instead of several pamphlets under a guard cover. The Drill Book will still be divided into parts—each dealing with a specialized subject, a warning radar set (or group of sets) or a piece of warning radar equipment; the parts will not, however, bear separate B.R. numbers. All volumes issued are to be maintained complete in accordance with the state of contents. The book will be kept up to date by the issue of amendment lists.

2. Existing parts are being integrated as they stand into the new book, except that part numbers will be changed; reprints or revisions of these will be issued in loose-leaf form.

3. The new Index of Parts will be as follows:

Introductory Parts.	*Radar Set Types.*	*Display Outfits or Systems.*
1. Introduction	11. 267PW	31. JE/JD/JN.
2. Anti-jamming	12. 277P/Q 293P/Q	32. JJ/JH2
3-10. Spare	*13. 944/954/955	33. JL Series
	14. Spare	34. JW
	15. Spare	35. Spare
	16. 960	*36. JCA Series
	*17. 965	*37. JDA Series
	18. Spare	38. Spare
	19. Spare	*39. JYA Series
	20. 974	40-50. Spare
	*21. 978/JUA	
	22. 982M/983	
	23-30. Spare	

* In course of preparation.

4. There will be no change in the layout of B.R.1982A, N.D. Drill Book, Volume II, for the time being.

Establishment.

5. The establishment of B.R.1982 is amended to:

Flag and Naval Officers in Charge	1
MELBOURNE	6
Captains D and F	1
Destroyers and Frigates	1
O.M.S.	1
Navy Office	1
ALBATROSS	2
A.J.A.S.S.	1
CERBERUS	4
HUON for R.A.N.R. Training	3
LEEUWIN for R.A.N.R. Training	6
LONSDALE for R.A.N.R. Training	6
MORETON for R.A.N.R. Training	3
TORRENS for R.A.N.R. Training	3
RUSHCUTTER for R.A.N.R. Training	3
WATSON	32
CRESWELL	2
G.M.G.I.D.	1
G.O.E.A.	1
G.M.W.D.	1

Issues.

6. New covers, interscrew posts, manila dividing sheets and new pages of subject matter will be issued without demand on receipt of supplies from U.K. in accordance with the above establishment. At the same time, ships and establishments, except those in reserve, will be issued with enough of the existing parts to bring them up to the new establishment. Ships and establishments are to return to S.N.S.O., Sydney, copies of existing parts surplus to the new establishment.

Action by Holders of Existing Volume.

7. On receipt of the new matter, existing parts are to be renumbered both on the cover and on the title page—in accordance with paragraph 8, B.R. numbers are to be expunged and the parts are to be taken off charge, quoting this order as authority. The parts are then to be inserted into the new cover according to their new numerical order.

8. Existing pamphlets are to be disposed of as follows:

Part 1. Destroy.	Part 8. Renumber 33.
Part 3. Renumber 16.	Part 9. Renumber 20.
Part 4. Renumber 12.	Part 10. Renumber 2.
Part 6. Renumber 31.	Part 11. Renumber 34.
Part 7. Renumber 32.	Part 12. Renumber 11.

Amendments.

9. Future amendments will be issued as a consolidated series for the new book and not as a separate series for each part as heretofore.

10. The following amendments have been issued for the undernoted parts under the old system, and holders of the book taking action in accordance with paragraphs 7 and 8 should ensure that these amendments are already incorporated.

Old Part No. 3. Amendment Nos. 1 and 2.
Old Part No. 4. Amendment Nos. 1-4.
Old Part No. 6. Amendment Nos. 1 and 2.
Old Part No. 7. Amendment No. 1.
Old Part No. 8. Amendment No. 1.
Old Part No. 9. Amendment No. 1.

(D.N.A.S.: 4139/112/438)

UNCLASSIFIED

50.—Form A.S.1303C—Recommendations for Courses—Cook Branch—Introduction.

Form A.S.1303C has been introduced and is available on demand from S.N.S.O., Sydney.

2. Form A.S.1303C is to be rendered quarterly on 31st March, 30th June, 30th September, and 31st December, to the Director of Manning, Navy Office.

3. The names of Cook ratings eligible to be recommended for course for the Leading or Petty Officer rate must be reported quarterly on the form, on the front if recommended or on the back if not recommended. If not recommended, the reason is to be stated in the remarks column on the back of the form.

4. In future, care is to be taken that all recommendations for course are recorded in a rating's History Sheet.

5. For advancement purposes, the basic date of passing the qualifying examination will remain the date of initial recommendation for course provided it is passed at the first attempt.

6. The instructions contained in A.B.R.10, Articles 192 and 193, relevant to the recommendation of Cook ratings for the course for Leading Cook and Petty Officer Cook, will be amended in due course.

(H.P.B.: 3526/12/2287)

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REGISTRAR

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C.N.O's 51-72/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
23rd January, 1959

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

CONTENTS.

Section 2.

PERSONNEL.

UNCLASSIFIED

51.—Books—Libraries—Central Reference Libraries—Additions.

A list of the books added in the quarter ending 31st December, 1958, to the Central Reference Libraries in H.M.A. Ships ALBATROSS, CERBERUS, and WATSON is shown in the appendix to this order.

2. Officers and ratings who wish to borrow books from the Central Reference Libraries should apply to the Instructor Officer (or Education Officer) of the ship or establishment in which they are serving. This officer holds a complete catalogue of the Central Reference Libraries.

3. This order will be reprinted for posting on notice boards.

APPENDIX

Classification and Author	*Title*	*Where held ALBATROSS, CERBERUS and WATSON*
Psychology		
Gilman	Insomnia and Its Relation to Dreams	C.
Christian Institutions and Work.		
Daniel—Rops	This is The Mass	W.
Mitchell	God in the Garden — The Official Story of Billy Graham	W.
Political Science		
Greer	What Roosevelt Thought	C.
Rawson and Holtzinger	Politics in Eden-Monaro	A.
War		
Taylor	C.F.S.—Birthplace of Air Power	A.C.W.
Brou	The War beneath the Sea	A.C.W.
Ducloux	From Blackmail to Treason—Political Crime and Corruption in France, 1920-40	A.C.W.
Education		
Bayley	Quicker Reading	A.C.W.
Commerce		
Wheeler	Ship Salvage	A.C.W.
Customs, Costumes and Folklore		
Wannan	The Australian	A.C.W.

Classification and Author	Title	Where held ALBATROSS, CERBERUS and WATSON
Pure Science		
Little	Physics	C.
Scarborough	The Gyroscope—Theory and Applications	W.
Ludlam & Scorer	Cloud Study—A Pictorial Guide	A.
Biology and Anthropology		
McCarthy	Australian Aborigines	A.C.W.
Zoology		
Carrington	The Elephant	C.
Engineering		
Grob	Basic Television—Principles and Servicing	W.
Wood	The Theory of Electrical Machines	A.
Draper	The Services' Textbook of Electrical Engineering—Vol. 3	C.
Dover & Chapman	The Services' Textbook of Electrical Engineering—Vol. 2	C.
Navigation		
Gatty	Nature is Your Guide	A.W.
Gardner	Navigation	W.
Useful Arts		
Keeley	Sheep Dogs	C.W.
Sanderson	Follow the Whale	A.C.
Calhoon, Noland Whitehall	Cases on Human Relations in Management	C.
Fine Arts		
Bazin	A Concise History of Art	C.
Cardus, Neville	A Composer's Eleven—Music	C.W.
Amusements		
Rotha, Paul	Rotha on the Film	A.C.W.
Abraham & Crump	Athletics	A.C.
Taylor	100 Years of Football	C.
Fingleton	Masters of Cricket	A.C.W.
Pope	Water Skiing	W.
Wynmalen	Dressage—A Study of the Finer Points of Riding	A.

Classification and Author	Title	Where held ALBATROSS, CERBERUS and WATSON
Literature		
Stewart	Four Plays—Australian	A.C.W.
Richardson	The Fortunes of Richard Mahony	A.C.W.
Diana Cooper	The Rainbow Comes and Goes	A.C.W.
Biography		
Montgomery	Memoirs of Field-Marshall The Viscount Montgomery of Alamein	A.C.W.
Menzies, Robert Gordon	Speed is of Time	A.C.W.
Savant	Napoleon in His Time	C.
Fuchs & Hilliary	The Crossing of Antarctica	A.C.W.
Noel Barber	The White Desert	A.C.W.
Rowse	The Later Churchills	A.C.W.
Modern History		
Kannik	A Handbook of Flags—Pictorial Only	A.C.W.
Kemp & Lenim	Versailles and Trianons	A.
Gunther	Inside Russia Today	C.W.
Schmid, Peter	The New Face of China	W.
War History		
Pratt	The Compact History of the United States Navy	A.C.
Morrison	American Contributions to the Strategy of World War II	A.C.W.
Leach	Flintlock and Tomahawk	A.C.W.
History of Oceania		
Higgins	Indonesia's Economic Stabilization and Development	A.W.
Van Leur	Indonesian Trade and Society	A.W.
Pringle	Australian Accent	A.C.W.
Best	Introducing South Australia	C.

(D.N.E.S.: 4575/52/53)

UNCLASSIFIED

52.—Officers, General List (Seaman) (P) and (O) Not Qualified for Full Seaman Duties and Supplementary List (P) and (O) Officers Not Qualified for Full Seaman Duties.

General List officers (Seaman) (P) and (O) not qualified for full Seaman duties and Supplementary List (P) and (O) officers not qualified for full Seaman duties are required to obtain the following certificates from the Captain of a sea-going ship (of at least Commander's status) before they can become eligible for all Seaman specialist appointments:

a) A full Watchkeeping Certificate as in Q.R. and A.I., Article 0307, paragraph 2(a).

b) A certificate stating that the officer is recommended in all respects as fit for full Seaman duties.

2. Aircrew officers of the Supplementary List who wish to be considered for transfer to the General List (vide paragraph 23 of Navy Order 863 of 1958) are advised to make the most of their opportunities to gain the certificates mentioned in paragraph 1, as their efforts to qualify will have some bearing upon their selection. The annotation "(a)" is made in the Navy List against the name of Supplementary List officers who so qualify.

3. The Naval Board are anxious that every encouragement shall be given to all officers, who wish to do so, to obtain these certificates during a period of service in a carrier, either in the ship's Air Department or in an air squadron.

4. To this end, Commanding Officers, besides affording these officers an opportunity of acquiring a full Watchkeeping Certificate, should arrange that they receive the maximum possible training in all the duties required of a Seaman Specialist officer. To improve the value of this training, certain administrative measures may be possible, e.g.

a) A specially chosen Lieutenant-Commander or senior Lieutenant to be charged with organizing the Seaman training of these officers.

b) Two officers with limited qualification always to be detached for training in attendant destroyers, where they should be given the maximum opportunity to gain Seaman experience, some interference with flying training being accepted. Preference is to be given to General List officers.

c) Squadron divisional duties to be carried out as far as possible by selected officers with limited qualifications.

d) Every opportunity of giving these officers experience in G.P.Vs. to be taken.

5. The certificates are not to be granted before the officer has served six months at sea. In order that progress towards the attainment of the certificates during a shorter period at sea be properly noted for future reference, Commanding Officers are to make a statement of progress, when applicable, one copy being kept by the officer concerned and another forwarded to Navy Office. Provision for this is made on Forms A.E.190 series.

6. To assist his personal observation of the officer's competence and fitness and thus to help him to decide whether he can grant the required certificates, the Captain should convene a ship's board to examine the officer.

7. The aim should be to ensure that the officer is capable of accepting responsibility for:

a) the safety of the ship at sea;

b) the safety of the ship and her boats in harbour;

and that he possesses—

c) sufficient knowledge of organization, administration, discipline and welfare, to enable him to run the routine as Officer of the Watch in harbour, and to act as a Divisional Officer;

d) sufficient knowledge of general Seaman duties, to enable him to take his share of those duties, in such matters as ammunitioning and storing ship;

e) sufficient knowledge of orders and publications to enable him to know where to look for guidance on matters not included in (c) and (d).

8. It is not the desire of the Naval Board to lay down the exact form of the examination or the precise passing standard. They wish to leave these matters as much as possible to the discretion of Captains, who should treat the examination as an aid, as stated in paragraph 6, while bearing in mind the aim, as set out in paragraph 7. In order, however, that some guidance should be given, a suggested form of examination is set out in the appendix to this order.

9. The standard to be applied when considering the grant of the certificates should be that the Captain would be prepared to have the officer under his command in the capacity for which he is recommended.

10. Officers serving ashore may apply to go before a board to take the oral part of this examination. The books needed for study to prepare for the oral examination are Volumes I, II and III of the Seamanship Manual, B.R.67(I), (II) and (III), Revised Edition.

11. Navy Orders 68 and 769 of 1955 and 460 of 1957 are hereby cancelled.

APPENDIX

EXAMINATION OF OFFICERS WITH LIMITED QUALIFICATION

It is suggested that the examination should be on the following lines:

a) An oral Seamanship examination;

b) Practical tests in Seamanship;

c) Practical tests in Signals;

d) Oral examinations in Navigation/Direction, Gunnery, T.A.S. and Communications;

e) Practical tests in Navigation and Pilotage.

Seamanship Examination.

2. A modified form of the Seamanship examination for rank of Lieutenant.

O.O.W. duties	—	A thorough knowledge required both for sea and harbour, including the correct methods of dealing with requestmen and defaulters.
Rule of the Road	—	A thorough knowledge required.
Rigging	—	A knowledge of simple practical jobs of hoisting, slinging and lashing. No detailed knowledge required.

Anchor Work	— General acquaintance with the ship's anchors, cables, capstans, cable-holders and anchor gear, as fitted. Knowledge of letting go anchor, veering and securing cable and securing to buoys. Detailed knowledge of mooring, clearing hawse, laying-out anchors, testing cables or permanent moorings, not required.
Organization	— General acquaintance with the organization of the ship, including the broad responsibilities of the Engineer, Supply and Secretariat and Electrical Officers. A thorough knowledge of Divisional Officer's duties and welfare organization. Knowledge of Damage Control states of readiness and fire fighting organization.

Practical Tests in Seamanship.

3. To test ability to take charge of simple evolutions such as hoisting a boat, tricing up an accommodation ladder, or hoisting in stores.

Practical Tests in Signals.

4. To Midshipman's standards.

5. *Examination in Navigation/Direction.*

General Navigation and Pilotage	Chart work, system of lights, buoyage and fog signals.
Ship and Fleet work	Conning and handling ship. Station-keeping.
Warning Radar	Such knowledge of navigational and warning radar as is required by an O.O.W.
A.I.O.	An outline knowledge only.
Meteorology	Reading and logging of meteorological instruments. Estimating and logging weather elements. General acquaintance with weather forecasting and weather reports. No theoretical knowledge of meteorology required.
Tides	General knowledge of the practical effects of tides and tidal streams on the ship and her boats. Knowledge of the use of Tide Tables, Part I, and the Tidal Atlas. Knowledge of the theory of tides not required.
Theoretical Astronomical Navigation, Compass—Theory, Chronometer, Surveying	Nil

Practical Tests in Navigation and Pilotage.

6. To test ability—

a) to use a sextant, to take a sight, and to work it out, without time limit, with the aid of any tables and examples required;

b) to fix the ship by shore objects;

c) to lay off and check a course on the chart.

Examinations in Gunnery and T.A.S.

7. General acquaintance with the organization and work of the Gunnery and T.A.S. Departments in the ship; outline knowledge of the capabilities and limitations of the ship's armament and of the principal weapons fitted in other classes of ships. No detailed knowledge required.

Examination in Communications.

8. To be designed to ensure that the officer will be able to act as Officer of the Watch without having to rely solely on Communication ratings. Knowledge required should be confined to Section 10, Table I (Fleet Work) Standards of Knowledge Required by Subordinate Officers, in B.R.1792 (The Signal Training Manual).

Passing Standard for all Examinations.

9. No definite passing standard is laid down, but attention is drawn to the passing percentages required from Midshipmen and Acting Sub-Lieutenants as set out in Q.R. and A.I. Appendix 1, Part 1, Section I, Paragraph 7(b).

(D.A.W.O.T.: 4002/22/90)

(*Navy Orders* 68 *and* 769 *of* 1955, 460 *of* 1957 *and* 863 *of* 1958).

UNCLASSIFIED

53.—Volunteer Long Service and Good Conduct Medal—Retention of or Otherwise in event of Award of Active Service Long Service and Good Conduct Medal.

Under the provisions of Q.R. and A.I., Articles 1887 (1) (a) and 4645 (c), ex-members of the Citizen Naval Forces who subsequently enter the Permanent Naval Forces are permitted to count periods of Reserve service on full pay, except broken periods individually of less than six months' duration, towards the award of the Active Service Long Service and Good Conduct Medal.

2. In cases where an Active Service Long Service and Good Conduct Medal is awarded, taking into account Reserve mobilised service which has previously been calculated towards the award of the Volunteer Medal, the Volunteer Medal must be surrendered on award of the Active Service Medal as the same period of service cannot count towards the award of both medals.

3. Navy Order 630 of 1955 is hereby cancelled.

(H.P.B.: 3593/2/120)

(*Navy Order* 630 *of* 1955).

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED

54.—Radar—Types 275/M/P—Nomenclature—Introduction.

(*A.F.O.* 2661/1958).

With the introduction in early 1959 of Receiver Performance Measuring Equipment and Frequency Changer Design 8, a means of identifying Radar Type 275/M/P, fitted with these new units, will become necessary.

2. It is also a requirement to distinguish Radar Type 275P when its misalignment signal circuits have been modified to work at 22 c/s. This is the case when Type 275P is fitted in conjunction with Supply Outfit DYF. The modification is necessary to overcome difficulties caused by a ripple voltage superimposed on the 500 c/s output of the alternator.

3. In future, therefore, it has been decided to adopt the following nomenclature for Radar Type 275/M/P variants. The relevant handbooks, establishment lists and installation specifications will be amended in due course.

Group	*Radar Set*	*Receiver Set*	*Aerial Outfit*	*Remarks*
Type 275	Type 275(1)	CEH (1)	AUS1	
Type 275 + Performance Measuring	Type 275(2)	CEH (2)	AUS3	
Type 275M (= Type 275 with Fireproofed Panels)	Type 275M (1)	CEM (1)	AUS1	Variations when fitted with Mark 6* Directors (A.C. "Darings" only at present) will be covered by notes in the 'E' List.
Type 275M + Performance Measuring	Type 275M (2)	CEM (2)	AUS3	Ditto
Type 275P (= Type 275/M modified for auto-follow)	Type 275P (1)	CEN (1)	AUS (2)	Ditto
Type 275P + Performance Measuring	Type 275P (2)	CEN (2)	AUS (4)	Ditto
Type 275P when supplied from Outfit DYF + 22 c.p.s. Mod.	Type 275P (3)	CEN (3)	AUS (5)	At present only fitted in Types 41 and 61 Frigates.
Type 275P when supplied from Outfit DYF + 22 c.p.s. Mod. + Performance Measuring.	Type 275P (4)	CEN (4)	AUS (6)	Ditto

(D.E.E.: 4519/31/1161)

RESTRICTED

55.—Radio—Drawings and Diagrams—Ships Building, Undergoing Large Repairs, Modernisation, Conversion—Issue of Radio Equipment Key Diagrams.

(*A.F.O.* 2712/1958).

Hitherto, key diagrams of radio equipment installations to Admiralty design have not been prepared unless the complexity of the system warranted them. In such cases, adequate diagrams have been included in the relevant handbooks, in fitting-out specifications, or in guidance drawings, prepared for the use of shipbuilders.

2. Excepting key diagrams included in handbooks, arrangements are now being made to issue available relevant key diagrams to Captains, through the General Manager, Garden Island Dockyard, General Manager, Williamstown Dockyard, or General Overseer, East Australia Area, as appropriate.

3. Normally, the radio key diagrams, referred to above will be produced by Admiralty, amended as necessary, and issued by Navy Office.

4. These key diagrams will be limited to the following:

a) *Radar Aerial Control Systems*—Key diagrams will be issued for Aerial Outfits, ANU, ANS, AQQ and AKL and for any aerial system introduced in the future.

b) *Radar Gunnery and Tactical Communications*—Key diagrams will continue to be issued for all ships. For new ships, the radar, gunnery and tactical communication key and wiring diagrams will be titled Radar Date Distribution and Displays. For old ships, the title Radar, Gunnery and Tactical Communications will continue to be used except for major reconstructions when the new title will be used. These key diagrams will contain such information as is necessary concerning distribution of power supplies within the radar systems.

c) *I.F.F. Mark 10 Radar*—Key diagrams will be issued for new construction ships as they become available, unless the information is already included in radar, gunnery and tactical communication diagrams.

d) *W/T and Voice Control Systems*—Key diagrams will be issued for new construction ships as they become available.

e) *Wireless Aerial Circuits*—Key diagrams wil be issued for new construction ships as they become available.

5. Exceptions to the above may occur due to shortage of staff, and in these cases, the diagrams will be limited to the following:

a) *Wireless and Voice Control Diagrams*—Guidance wiring diagrams are to be amended by shipbuilders and refitting authorities to show "as fitted" arrangements.

b) *Wireless and W/T Receiving Aerial Circuits*—For ships they have in hand, shipbuilders and refitting authorities are to prepare comprehensive wiring diagrams from guidance drawings and specifications. Captains of ships building, undergoing large repair, modernisation or conversion are informed that they should receive "as fitted" copies of such drawings for their "as fitted" records.

c) *Radar Power Supplies and Aerial Control Systems*—Paragraph 5 (b) applies.

Modern Armament Control Systems, including both Gunnery and Guided Weapon Systems.

6. Key diagrams will be prepared by Admiralty, amended as necessary at Navy Office and by the shipbuilder or refitting authority, and issued in the normal way with the installation drawings.

7. Confidential Navy Order 17 of 1957 is hereby cancelled.

(D.E.E.: 4519/1/398)

(*Confidential Navy Order* 17 *of* 1957).

UNCLASSIFIED

56.—Engine and Boiler Room Lighting—Policy.

(*A.F.O.* 2711/1958).

It has been decided that the lighting policy promulgated in Navy Order 452 of 1958 for boiler rooms shall also be adopted for engine rooms.

2. The following principles are, therefore, to be followed when wiring or re-wiring engine room and boiler room lighting in all instances in the future:

a) P.C.P. sheathed cables are to be used in accordance with the policy stated in Navy Order 62 of 1958.

b) Wiring should be routed, as far as practicable, clear of "hot-spots" and obstructions.

c) Deckhead runs should be avoided as much as possible and, where practicable, use may be made of a route supported by walkway grid supports. In such cases channel plating should be in a vertical plane to avoid "filling in" the clear spaces when the walkway grids are lifted. Where such runs join the bulkheads, looping-in bases or small junction boxes should be inserted in the cabling to enable it to be unrigged should the supporting structures require to be unshipped for repair work.

d) In order to restrict the number of well-glass type pendant fittings, particularly those suspended from the deckhead on long lengths of conduits, greater use should be made of reflector fittings which may be mounted on brackets, etc., attached to convenient structures, grid supports, etc., at the required level. Reflector fittings, A.P.17111 (200 watts) and A.P.17129 (100 watts), which are arranged for fitting on a looping-in base, would be suitable for so mounting. In selecting positions for such fittings in consultation with ship's officers, and in choosing the wattage, care should be taken to avoid possible glare and shadows, and to ensure accessibility for re-lamping. This paragraph is not applicable to ships already fitted with vapourproof fluorescent lighting circuits.

e) The present method of feeding the lighting should be adhered to, i.e., usual alternative lighting and (i) in ring main ships a proportion (about one-third) fed from the distribution box which derives its supply via a C.O.S. from the live side of the M.S.S. of the asociated turbo generator and the side of the ring main opposite to that normally supplied by the generator (ii) in ships with non-ring distribution a few lighting fittings in the vicinity of each generator (steam or diesel(must be fed from the live side of the supply breaker. The disposition of the lights should be such as to provide a reasonable degree of illumination should the general lighting fail.

3. The pertinent Standard Electrical specifications will be amended accordingly.

4. Navy Order 452 of 1958 is hereby cancelled.

(D.E.E.: 4276/4/565)

(*Navy Orders* 62 *and* 452 *of* 1958).

RESTRICTED

57.—Equipment (Electronic)—Staff Requirements—Inclusion of Maintenance Clause.

The text of A.F.O. 2012/1958 is reproduced hereunder for information. The principles, where applicable, are being followed in the R.A.N.

2. Confidential Navy Order 90 of 1957 is hereby cancelled.

COPY OF A.F.O. 2012/1958.

In order to ensure that during the design of fire control, radar, wireless, internal communication, asdic and underwater weapon control equipment, due thought is given to the ease of maintenance of the completed equipment, it has been decided that in future a maintenance clause shall be included in staff requirements.

2. A "Statement of Maintenance Requirements for Naval Fire Control, Radar, Wireless, Internal Communications, Asdic and Underwater Weapon Control Equipment" has been approved and is reproduced in the appendix to this order. This statement is held by design departments, and the maintenance clause in staff requirements will take the form of a reference to it as follows:

"This equipment is to be designed to meet Staff Maintenance Requirements (S.M.R.1)".

Appendix.

The general principles outlined below refer to all electronic equipments fitted in H.M. ships. They are concerned with the compatibility of systems and equipments, particularly from the point of view of fault-finding and repair.

1. *Equipment/System Availability.*

a) The operational availability of electronic equipment and systems, as laid down by the Naval Staff, will decide the method of first line maintenance to be employed. The availability of a complete system will be examined by the design authorities, so as to determine whether significant economy or simplification can be obtained by accepting lower availability figures for parts of the system; such relaxations are to be incorporated in the agreed characteristics.

b) The availability of an equipment may consequently involve compartments being continually manned by electrical personnel. This requirement is to be included in the agreed characteristics.

c) The availability of an equipment will be expressed in the following forms:

i) The maximum amount of time that the complete system may be out of action due to a failure.

ii) The maximum time any stated part of the system may be either at reduced performance or lacking altogether.

iii) How often, and for how long, the system may be taken out of service to permit routine performance testing and maintenance.

2. *Design Principles.* Once the operational availability figures have been established, departments concerned are to design equipment which can be maintained to meet these figures. It must be borne in mind that the first and greatest contribution to reducing the maintenance problem is to design for the utmost attainable reliability;

maintenance aids, however important, are secondary to that ideal. Although the actual details of design are left to the design departments the following principles are recommended:

a) The equipment is to be designed on a unit replacement basis; such units to be repairable.

b) Monitoring to check with overall performance of the equipment is to be provided.

c) A monitoring system to locate a defective unit is to be provided.

d) Quick rectification of a fault in the system is to be possible by replacement of the defective unit.

e) Follow-up repair of the defective unit is to be possible without interrupting the operation of the equipment.

f) The user portion of the equipment is to be reduced to the esential minimum. The remainder of the equipment is to be housed in an adjacent annexe.

3. The above items (a)-(e) are expanded as follows:

a) *The equipment is to be designed on a unit replacement basis*—Wherever possible each unit is to be designed to perform one complete electrical function or group of associated functions if necessary.

The size and weight of each unit should not exceed that which can conveniently be carried by one man unless this is precluded by the size of individual components. In such cases, consideration should be given to the provision of switching instead of rapid physical replacement. Every component in each unit is to be readily identifiable and is to be easily accessible for the condition in which follow-up repair is effected.

b) and c) *Monitoring*—Monitoring systems must be designed with the greatest care to ensure that they do not impair the reliability of the parent equipment. The functions of a monitoring system are:

1) To assess the overall performance of the equipment.

2) To diagnose a fault on equipment down to a single unit. In general, monitoring may be achieved by any of the following methods and is to be provided on a logical basis throughout the system.

i) By the use of measuring or indicating instruments such as lamps, etc.

ii) Using a built-in cathode ray tube, with suitable switching to display wave shapes.

iii) The injection and subsequent measurement of external signals into the equipment or systems.

d) *Quick rectification of a fault in a system is to be possible by replacement of the defective unit.*

i) Replacement of units is not to interfere with permanent wiring.

ii) Sufficient spare units are to be available adjacent to, or as part of the parent equipment. These spares are to be supplied with such power supplies, heating and cooling, etc., as may be required to make them available for operation in the parent equipment within the system's availability figure.

iii) The total number of spares of any one particular type carried on board is to be assessed by the designer and should bear a direct relation to the repair ability of that unit.

iv) Facilities are to be provided whereby all spare units can be checked periodically for performance, other than by functioning as part of the parent equipment. Generally the facility for this checking is to be provided for in the same area in which the ready use spare units are sited.

e) *Follow-up repair of the defective unit is to be possible without interrupting the operational equipment*—To implement repair policy the following broad lines should be followed:

i) The majority of equipments require monitoring and facilities for periodic testing of spares to be provided in situ. It is desirable, therefore, that the necessary follow-up repair facilities are also provided in the immediate vicinity. Where the electrical equipment has been grouped together in electrical annexes these are to contain the necessary repair and test facilities for follow-up repair.

ii) The checking and monitoring provided for first line maintenance may be incorporated into the follow-up repair facilities provided, but the operation of the equipment during this repair is not to be interrupted.

iii) The function of the Electronic Maintenance Room (E.M.R.) will be that of a general electronic workshop containing Common Range Electrical Testing Equipment (C.R.E.T.E.), standard power supplies and a range of small spare components. Its function should be limited to the repair of transportable electronic equipment, capable of being operated, repaired and tested within these limited facilities. In general terms this will cover small W.T. equipment, audio amplifiers, cinema and T.V. equipment, etc. Such equipment not being part of a system with, or themselves possessing a high operational classification. (In exceptional circumstances where more extensive workshop facilities than can be made available at Local Maintenance Annexes become essential, then the E.M.R. will have to be used).

iv) In general therefore, it is the intention that where facilities for checking and testing equipment already exist at or adjacent to the operating position, these facilities should be extended to cover full repair of defective units. Cases will exist where common units, fitted in various compartments, require special test facilities after repair. To avoid duplication of such special requirements, this test facility is to be provided at one central site.

(D.E.E.: 3389/101/13)

(*Confidential Navy Order* 90 *of* 1957).

UNCLASSIFIED

58.—Accounting for Gunnery Equipment and Underwater Weapon Stores Spare Gear in H.M.A. Ships and Commissioned Establishments.

Under the present arrangements, ledger folios are only raised for items of Gunnery Equipment and Underwater Weapons spare gear when an initial transaction takes place. In future it is intended to cease accounting for many minor consumable items of small value, and to raise a ledger folio for all the remaining items.

2. Sections of Lists of Equipment are being examined at Navy Office and, on completion of each section, individual ships and establishments will be notified by means of Forms A.S.197/A.D.526, of the items which are no longer to be accounted for. On receipt of the

A.S.197/A.D.526, ships should endorse any existing ledger folios for the non-accountable items "No longer accountable—see A.S.197/A.D.526 ..... of .....". Action is then to be taken to raise ledger folios for the remaining items in the section.

3. Consumable non-accountable items will be shown as "C.N." in column 3 of Lists of Equipment.

(D.O.U.W.: 4426/6/105)

UNCLASSIFIED

59.—Ammunition—4.5-in. Cartridges—Screwed Lids—Bulging.

(*A.F.O.* 2745/1957).

Attempts have been made over many years to achieve a watertight case so as to keep dry the gunpowder of the core igniter and of the primer magazine; this should greatly reduce hangfires and misfires.

2. The new design of screwed mouth case, which is expected to come into R.A.N. service by mid-1959, gives this watertightness provided a perfect joint is made at the mouth and at the primer hole.

3. The metal lid has to be of light and soft alloy construction so that it is volatilised on gunfire and gives no dangerous fragments.

4. In these circumstances, if any internal pressure develops, due to solvent vapour from the propellant or to air pressure changes due to temperature changes, there will be a tendency for the lid to bulge.

5. There is no danger in this bulging and the violent thrust of the lid of the case on the base of the shell on ramming will ensure that any bulge will be flattened and that the round will load.

6. There is also space in the hoists to allow for this extra length.

(D.O.U.W.: 4442/7/59)

UNCLASSIFIED

60.—Ceremonial Rifles, Bayonets and Scabbards—Allowances.

Navy Order 922 of 1958 is to be amended as follows:

Paragraph 3, *Add:*

"Alternatively, subject to the concurrence of the administrative authority, demands by ships and establishments, other than those mentioned in paragraph 1, may be made from the nearest holder. Equipment is to be returned immediately the requirement ceases."

(D.O.U.W.: 4428/1/560)

(*Navy Order 922 of* 1958).

UNCLASSIFIED

61.—Defect Record—Form A.S.2061(Z)—Incomplete Information.

Forms A.S.2061(Z) concerning Gunnery and Underwater Weapon equipment have been rendered without complete information.

2. Attention is called to the necessity for filling in all spaces where information is required. Particular attention is to be paid to the following:

a) Drg. No.
b) Item No.
c) Handbook and Plate No.

(D.O.U.W.: 3325/3/529)

UNCLASSIFIED

62.—Gun Mountings—40 MM. Mk. 5-5* Mountings—Seizure of Hinge Pins.

Reports of seizure of hinge pins (Drg. No. 6775/25) of front access door have been received.

2. Attention is drawn to Modification No. 26. Ship's staff is to check that this modification has been completed on all hinge pins.

(D.O.U.W.: 4429/141/66)

UNCLASSIFIED

63.—Gun Mountings—40 M.M. Mk. 9*—Aimer's Cabin Door Hinge Blocks—Modification.

a) Weapon:	40-m.m. Mark 9* Mounting.
b) Parts affected:	Aimer's cabin door hinge blocks. B.R.209, Photograph 1.
c) Nature of Modification:	To increase the size of the hole in the hinge blocks to give a clearance of 0.005-in. to the hinge pins.
d) Purpose:	To improve lubrication of hinge pins.
e) By whom to be done:	Ship's staff and dockyards concerned.
f) When to be done:	Equipments in service.—First convenient opportunity. Equipment in store.—Before issue.

(D.O.U.W.: 4429/41/328)

UNCLASSIFIED

64.—Gun Mountings—40 M.M. Twin RP.50 Mk. 5 and 5*, 40 M.M. Single Mk. 7 and 40 M.M. Mk. 9 and 9*—To Fit a Footpush in Gyro Sight Circuit—Modification No. A.N.1.

a) Ships, establishments, etc., concerned:	All ships and establishments holding abovementioned mountings.
b) Types and marks of mountings:	40-m.m. Twin R.P.50 Mark 5 and 5*, 40-m.m. Single Mark 7 and 40-m.m. Mark 9 and 9*.
c) Part of mounting affected:	Type 6 Gyro Sight Circuit.
d) Purpose of modification:	To enable the layer to keep both hands on the joystick when acquiring or shifting target.
e) Nature of modification:	To fit a footpush (pattern 7000F modified for push to OFF in accordance with Garden Island drawing 563/267) on the layer's movable foot platform, so that when the footpush is pressed the gyro circuit is opened.

Pattern 13956 neoprene sheathed cable is to be run from the foot-push to the spare gland (radar) in the range unit.

Inside range unit, remove red lead between "GRECLO" terminal block and the gyro switch, connect one lead of Pattern 13956 cable to gyro switch, second lead to terminal block.

f) Drawing: B.R.1205 (50), Plate 9, and Sheets 13 and 14.

g) By whom to be done: Dockyards, ships and establishments concerned are to raise a defect list item to cover work involved, quoting this order as the authority.

h) Modification No. A.N.1.

2. Navy Order 817 of 1958 is hereby cancelled.

(D.O.U.W.: 4429/41/314)

(*Navy Order* 817 *of* 1958).

UNCLASSIFIED

65.—Routine Lubrication of Gunnery and T.A.S. Equipment.

The following method of identifying lubrication points is to be adopted for existing equipments and all new manufacture.

Procedure for Tallying all Lubrication Points on Equipments.

2. Each lubrication point is to be identified with a numbered coloured tally. This includes oil holes, oil boxes and all types of oil and grease nipples or lubricators.

3. The tally for orthodox grease and oil nipples is an oval, plastic disc, coloured to indicate the type of lubricant and secured like a washer under the nipple or by a suitable adhesive for other type lubricators and filling positions.

4. Where it is necessary for a tally to be fixed at some distance from a lubricating point, a painted arrow is to be used to indicate the point. In the case of a comparatively inaccessible point or one under a cover, a painted arrow of the appropriate colour is to be used to identify it.

5. Where it is not practicable to tally individual lubricators, each lubricator or a bank of lubricators is to have nipple bosses painted the appropriate distinguishing colour, as stated in paragraph 6, to facilitate identification.

6. The identification tally colours and code numbers, together with their respective uses, are as follows:

a) Grease—Red (A.S.3009A) } Mechanical assemblies and fittings
b) Oil—Blue (A.S.3009B) }
c) Grease or oil—Green (A.S.3009C)—Electrical assemblies or fittings.

7. A special ink is supplied for etching the tally numbers as detailed in paragraph 8. This ink is known as Encellex Black Waterproof Indelible Ink and should be demanded by this description (vide paragraph 10). Etching is to be carried out in two operations; firstly the number is to be etched lightly and allowed to dry then traced over again to give depth.

Lubrication Diagrams.

8. Diagrams showing clearly the location, number and symbol indicating the type of every lubricating point on the equipment are contained in the following:

a) Ship's officers drawings.
b) Handbooks of the equipment.

9. Small scale lubrication diagrams reproduced from the diagrams in paragraph 8 will be supplied covered with a transparent oilproof material. These drawings will be issued without demand as supplies become available.

10. Demands for the requisite number of tallies to cover equipments held and for an initial supply of 1 bottle of ink are to be made on (S)N.S.O., Sydney or Port Melbourne.

11. Navy Order 992 of 1955 is hereby cancelled.

(D.O.U.W.: 4429/1/312)

(*Navy Order* 992 *of* 1955).

UNCLASSIFIED

66.—Docking—Keel Plate—Examination.

(*A.F.O.* 2924/1958).

A case has recently occurred in the R.N. of flooding of a compartment in a cruiser through leakage in the keel plate just before the cut up. Divers reported that the keel plate was very thin in way of the hole and badly corroded externally.

2. Refitting authorities are reminded of the importance of examining all underwater portions of the hull during hull surveys carried out in accordance with B.R.2101 (Management Regulations) Articles 63.a.l.(a) and 56d3(3) and in particular those portions in way of the after cut up which are normally resting on closely spaced or "solid blocks".

(D.N.C.: 4273/21/32)

UNCLASSIFIED

67.—Naval Stores (Air)—R.A.F. Vocabulary Sections 28F and M—Introduction of Joint Service Catalogue Numbers.

(*A.F.O.* 2720/1958).

The undermentioned reference numbers under Section 28 F and M of the R.A.F. Vocabulary have been replaced by the Joint Service Catalogue numbers shown.

Old Stores Reference	*New Stores Reference*
Section 28*M*	*Section* 28*M*
9999	9418918
10239	9435630
10240	9419400
10241	9435631
10739	9435629
11107	9435627
11172	9435632
12079	9435677
12197	9435561
12249	9435560
12697	9435562
11918	9435559
14651	9435633
Section 28*F*	*Section* 28*F*
11958	9429532

2. Stocks and records are to be adjusted accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with Article 109(g) of B.R.4 (Naval Storekeeping Manual).

(D.N.A.S.: 4404/15/1015)

UNCLASSIFIED

68.—Carpets—Provision of Underfelt.

It has been decided to provide underfelt for use in H.M.A. ships. The material to be used is Pattern E10/NP Underfelt with hessian centre ⅜-in. thick, 72-in. wide.

2. Underfelt will be supplied for fitted carpets and carpet squares, but will not be supplied for use with carpet strips and rugs.

3. Underfelts are normally to be provided only when new carpets are supplied. Where underfelts are not at present fitted, these may be supplied provided the surveying officer certifies that the expected life of the carpet will justify the expense of manufacture of an underfelt. Future surveys involving carpets fitted with underfelts should regard both carpet and underfelt as separate items, i.e., supply of a new carpet does not necessarily include the supply of a new underfelt.

4. Supply to ships under construction, undergoing modernisation, conversion or extended refit should be arranged by the storing yards concerned in the normal manner.

(D.N.A.S.: 4514/1/183)

69.—Naval Stores (General) (Class B, Group 8, Part E)—"Spiratube" Ventilation Tubing—Introduction.

As a result of satisfactory trials under service conditions it has been decided that "Spiratube" ventilation tubing will be introduced into the R.A.N. to replace the ventilation hoses detailed in the appendix.

2. "Spiratube" tubing is made of cotton duck impregnated with thermoplastic and re-inforced with a steel helix core spring. Connections are built in to the ends of the tubing for quick coupling of various lengths.

3. The new hoses will be accounted for as non-pattern items under Class B, Group 8, Part E and will be classified as "Permanent" for ship's accounting purposes. They will be stocked in the following dimensions.

Description.

Hoses, Ventilation, "Spiratube", standard pitch, with inbuilt couplings.

Internal Diameter	*Length*
3-in.	10-ft.
3-in.	15-ft.
4-in.	10-ft.
4-in.	15-ft.
6-in.	10-ft.
6-in.	15-ft.

4. The new items will not be issued until stocks of superseded items are exhausted.

5. Provision of a special stowage rack for "Spiratube" tubing is being investigated and a further order will be promulgated.

APPENDIX.

SUPERSEDED ITEMS.

Pattern	*Description*	
	Hoses, light leather, ventilation, internal wire bound, Unfitted.	
	Int. Diam. ins.	*Length ft.*
7328	6	8
7329	6	16
	Hoses, canvas, with internal and external spiral wire, for ventilating purposes, fitted with bayonet joint connections.	
	Int. Diam. ins.	*Length ft.*
7354	2¾	12
7355	3 13/16	12
	Hoses, canvas, with internal and external spiral wire, for ventilating purposes, fitted with Admiralty screw connections.	
	Int. Diam. ins.	*Length ft.*
7356	2¾	12
7357	3 13/16	12
	Hoses, canvas, with internal and external spiral wire, for ventilating purposes, fitted with R.A.N. screw connections.	
	Int. Diam. ins.	*Length ft.*
—	2¾	12
	Hoses, canvas, with internal and external spiral wire, for ventilating purposes, fitted at one end with sleeve and two clips for use with portable electric ventilating fans.	
	Int. Diam. ins.	*Length ft.*
7323	3 13/16	12
	Hoses, canvas, with internal and external spiral wire, for ventilating purposes, unfitted.	
	Int. Diam. ins.	*Length ft.*
7321	2¾	12
7322	3 13/16	12
	Hoses, ventilation, impermeable, delivery and suction, with internal and external spiral wire.	
	Int. Diam. ins.	*Length ft.*
13753	2¾	12
13754	2¾	12
13755	2¾	12

(D.N.A.S.: 4514/21/406)

UNCLASSIFIED

70.—Naval Stores (General) (Class F, Group 2A, Part 3)—Night A/S Markers—Introduction of Improved Type.

(*A.F.O.* 1307/1958).

An improved type of Night A/S Marker, Pattern 16213, is now becoming available for issue to Destroyers and below fitted with Asdics.

Description.

2. The night A/S marker consists of a metal float carrying an electric light bulb, Interservice Reference No. X.952215, enclosed in a glass cover. Power is provided by a battery of 5 torch cells, Pattern 14074 in series and enclosed in the body of the marker.

3. The marker, which is fully automatic in operation, displays an all round white light. This light gives a flash of duration ½ a second every second for the first ten minutes, followed by a fixed white light for a further ten minutes before switching off. It is actuated by means of a mercury switch which closes the battery circuit as soon as the marker is brought to the upright position. Small flooding holes in a sinking plug on the flotation chamber cause the marker to sink after about 30 minutes' immersion.

Storage on Board.

4. Markers are to be stored on board (without batteries in their containers) in the ship's Naval Store.

5. Markers in ready-use stowages are to be fitted with their batteries and, after a brief test to ensure correct functioning, stowed in the inverted position.

Use.

6. Markers may be thrown overboard from heights not exceeding 30-ft. In order to avoid damage to the marker during depth charge attacks, it should be dropped clear of the explosion area. Indiscriminate use of these markers during elementary A/S exercises should be avoided.

Method of Supply and Allowances.

7. The markers will be classified as consumable sea stores, and will be allowed to the following H.M.A. ships in commission:

Destroyers and Frigates	10 Markers per ship
Ocean Minesweepers when specifically employed on A/S operations	6 Markers per ship

8. Ships concerned in commission should lodge demands with the appropriate (S)N.S.O. to complete to the above allowance. Demands should not be hastened as some time may elapse before stocks are available. Supply to ships under construction should be arranged by the storing yard concerned in the usual manner.

9. The use in night A/S training of LHO30 Lights, Indicating Lifebuoy (calcium flares) and LHO43 Bolts, Screw, Eye, which was authorised pending introduction of the Pattern No. 16213 Markers, is to be discontinued on receipt of the markers. The Naval Proportion Book and ships' warrants will be amended.

10. Admiralty has advised that other relevant publications will also be amended.

(D.N.A.S.: 4518/22/550)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED

71.—Temporary Civil Positions—Vacancies.

Applications, which are returnable to the Secretary, Department of the Navy, Navy Office, are invited from suitably qualified personnel whose engagements are about to expire and who do not intend to re-engage, for the following temporary civil positions:

Technical Officer, Grade 1, £1,181 - 1,331 (Actual) per annum, Gunnery Equipment Stores Branch, Maribyrnong, Victoria. (Two positions—one electrical and one mechanical).

Duties— Survey equipment on receipt, and in store, check modifications and repairs carried out, and periodical running of equipment in store to detect defects.

Qualifications—Extensive knowledge of the gunnery equipment involved and demonstrated ability in fault diagnosis and correction on weapons systems as distinct from lesser units of equipment, as defined in Navy Order 954 of 1956.

Salary on commencement, within the abovementioned limits, will be determined on qualifications and experience, details of which should be stated.

(D.C.P.: 3272/41/157)

(*Navy Order* 954 *of* 1956).

Section 7.

CANCELLED LIST.

UNCLASSIFIED

72.—Cancellation of Navy Orders.

Navy Order 851 of 1955 and Confidential Navy Order 79 of 1956 having been sufficiently promulgated or being no longer applicable are hereby cancelled.

(D.O.U.W.: 4443/103/16)

By Authority Renown Press Pty. Ltd.

REGISTRAR

C.N.O's 73-92/59

FOR OFFICIAL USE ONLY

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
30th January, 1959

The enclosed 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.

CONTENTS.

Section 1.

ADMINISTRATIVE AND GENERAL.

RESTRICTED

73.—Aircraft Lighters (A.C.L's)—Policy for Allocation and Maintenance.

The policy for allocation and maintenance of aircraft lighters is set out hereunder:

a) One lighter to be allocated to Marine Section, Jervis Bay.

b) One lighter to be in the custody of the Captain of the Port, Sydney, at 72 hours notice.

c) H.M.A.S. PENGUIN to be responsible authority for preparing the lighter at 72 hours notice for use if required, assisted as necessary by the facilities of the Port.

2. Navy Order 113 of 1957 is hereby cancelled.

(D.N.C.: 3211/15/135)

(Navy Order 113 of 1957).

UNCLASSIFIED

74.—Ensigns and Flags Worn by Naval Establishments.

The wearing of the White Ensign and Australian National Flag by naval establishments is to be in accordance with the appendix to this order. These flags are not to be displayed from other positions without the prior approval of the Naval Board. Similarly, any changes in the table are to be reported.

2. Establishments which are not normally entitled to wear the White Ensign, e.g., civil establishments, are to fly the Australian National Flag at the masthead daily if possible (as shown). These establishments should conform whenever flags are flown (or half-masted) on Commonwealth buildings.

3. On occasions when H.M.A. ships and commissioned establishments are dressed, civil establishments are to wear a White Ensign in addition to the Australian National Flag, in accordance with the appendix. The White Ensign is to be hoisted at a gaff or yard, or a separate mast.

4. While no special ceremony is required at civil establishments, officers-in-charge should ensure that the Australian Naval Flag and White Ensign are treated with respect. They should be hoisted at the time prescribed for hoisting colours in H.M.A. ships and hauled down at sunset, or at such fixed hours as may be appropriate to local conditions.

Ship, establishment or building	Daily (See Note 1) Special Flags	Daily White Ensign	Daily A.N.F.	Additional Ensigns worn on Dress Ship and/or Special Occasions (See Note 2) White Ensign	Additional A.N.F.
A.C.T.					
Navy Office, Canberra (*See* Note 2)	Naval Board¢	Yes¢	—	—	—
Admiralty House (official residence of C.N.S.)	C.N.S.	—	—	—	Yes
H.M.A.S. HARMAN *		Yes	—	—	Yes
Belconnen W/T Station		Yes	—	—	Yes
H.M.A.S. CRESWELL					
Foremast *		—	Yes	—	—
Mainmast *		Yes	—	Yes	—
New South Wales.					
"Tresco" (official residence of F.O.I.C.E.A.)	F.O.I.C.E.A.	—	—	—	—
Naval Headquarters, Potts Point		Yes	—	—	—
"Charlemont"		Yes	—	—	—
Royal Naval House, Sydney		Yes	—	—	—
Garden Island					
Signal Station	F.O.I.C.E.A.	Yes	—	—	—
Administration Block	†	—	Yes	—	—
R.A.N. Armament Depots					
Newington	†	—	—	—	—
Spectacle Island	†	—	Yes	Yes	—
R.A.N. Torpedo Establishments					
North Sydney	†	—	Yes	Yes	—
Pittwater	†	—	Yes	Yes	—
Royal Edward Victualling Yard	†	—	Yes	Yes	—
H.M.A.S. WATSON					
N.D. School *		Yes	Yes	—	—
Administration Block *		Yes	—	Yes	—
T.A.S. School *		Yes	—	Yes	—
H.M.A.S. NIRIMBA					
Main Gate Mast *		Yes	—	Yes	—
Foremast (Parade		—	Yes	—	—
Mainmast (Ground		—	—	Yes	—
H.M.A.S. PENGUIN					
Main Entrance Mainmast *		Yes	—	Yes	—
Accommodation Block		—	Yes	—	—

Ship, establishment or building	Daily (See Note 1) Special Flags	Daily White Ensign	Daily A.N.F.	Additional Ensigns worn on Dress Ship and/or Special Occasions (See Note 2) White Ensign	Additional A.N.F.
H.M.A.S. RUSH-CUTTER		Yes	—	—	Yes
H.M.A.S. ALBATROSS					
No. 1 Mast *		Yes	—	Yes	—
No. 2 Mast		—	Yes	—	Yes
A.J.A.S.S. (*See* Note 2)	R.A.A.F. Ensign	Yes	—	—	—
White Ensign Club, Nowra		Yes	—	—	—
Queensland					
H.M.A.S. MORETON		Yes	—	—	Yes
Naval Staff Office (*See* Note 2)		Yes	—	—	Yes
Victoria.					
H.M.A.S. LONSDALE					
Drill Hall		Yes	—	—	—
Parade Ground *		—	Yes	—	—
R.A.N. Mine Depot, Swan Island	†	—	Yes	—	—
Naval Dockyard, Williamstown	†				
Main Entrance Mast					
Graving Dock Mast		—	Yes	—	—
Naval Dockyard Police H.Q., Williamstown	†	—	Yes	—	—
R.A.N. Armament Depots					
Maribyrnong	†	—	Yes	—	—
Somerton	†	—	Yes	—	—
H.M.A. Victualling Yard, Port Melbourne	†	—	Yes	—	—
Flinders Naval Depot					
No. 1 Mast Parade Ground		—	—	Yes	—
No. 2 Mast Parade Ground *	C.S.T.F.N.D.	Yes	—	—	—
No. 3 Mast Parade Ground *		—	Yes	—	—
Drill Hall South		—	—	Yes	—
Drill Hall North		—	—	—	Yes
Signal School East		—	—	Yes	—
Signal School West		—	—	—	Yes
Main Gate Mast		Yes	—	—	—
West Head Gunnery Range		Yes	—	—	—
Navy Office, Melbourne	Naval Board¢	Yes¢	—	—	—

Ship, establishment or building	Daily (See Note 1)			Additional Ensigns worn on Dress Ship and/or Special Occasions (See Note 2)	
	Special Flags	White Ensign	A.N.F.	White Ensign	A.N.F.
Tasmania.					
H.M.A.S. HUON					
Foremast *		—	—	—	Yes
Mainmast *		Yes	—	—	—
Naval Staff Office		Yes	—	—	—
South Australia.					
H.M.A.S. TORRENS					
Parade Ground Mast		—	—	—	Yes
Administration Block Mast		Yes	—	Yes	—
West Australia.					
H.M.A.S. LEEUWIN					
Foremast		—	Yes	—	—
Mainmast *	N.O.I.C. W.A.	Yes	—	—	—
Drill Hall North		—	—	Yes	—
Drill Hall South		—	—	—	Yes
Combined Recruiting Centre, Perth		Yes	—	—	—
Naval R.T.O.'s Office, Perth		Yes	—	—	—
R.A.N. Armament Depot, Byford	†	—	Yes	—	—
Naval Store Depot, Shuffrey St., Fremantle	†	—	Yes	—	—
Northern Territory.					
Naval Headquarters					
North East Mast		Yes	—	Yes	—
South West Mast		—	Yes	—	—
Admiralty House, Darwin		Yes	—	—	Yes
Darwin Naval Radio Station					
Coonawarra West		Yes	—	—	—
Coonawarra East		Yes	—	—	—
Manus Island.					
H.M.A.S. TARANGAU					
Signal Tower		Yes	—	—	—
Office of N.O.I.C., New Guinea		—	—	—	Yes

Notes.

1 Establishments should wear the most suitable size colours daily (either 4, 6 or 8 breadths), but size 4 may be flown during bad weather. Generally the Australian National Flag should be one size smaller than the White Ensign.

2 If practicable, larger size colours, than those in normal use, should be flown on Sundays and on Dress Ship and/or Special Occasions (i.e., 6, 8 or 10 breadths).

* This denotes masts in naval establishments which should be dressed overall on dress ship occasions.

† This denotes civil establishments where a United Nations Flag is flown on United Nations Day (24th October).

ϕ The Naval Board Flag will not be transferred from Melbourne until the Naval Board actually moves to Canberra, after which a White Ensign will be flown at Navy Office, Melbourne.

(D.S.D.: 3712/19/150)

UNCLASSIFIED

75.—Operation and Administration of the Royal Australian Navy.

Navy Order 1098 of 1958 is to be amended as follows:

Delete "Navy Order 733 of 1958" appearing in sub-paragraph 1 (a)(iii) and at the end of the order and *substitute* "Navy Order 773 of 1958".

(H.N.B.: 3031/13/415)

(Navy Order 1098 of 1958).

UNCLASSIFIED

76.—Warships of the Royal Navy and of Other Navies—Charges for Services.

The following instructions set out the procedure to be followed in connection with charges for supplies and services of the nature indicated hereunder, rendered to warships of the Royal Navy, and of other navies visiting dockyards and naval ports in Australia.

2. Categories into which visits may normally be grouped are as follow:

a) *Formal Visits* are those requiring special honors and ceremonies to be rendered. They are normally made when important persons are embarked, when the ships are participating in national ceremonies or any other special occasions.

b) *Informal Visits* are those involving the participation in local ceremonies in which formalities are normally restricted to customary salutes and exchange of calls. They may include the objectives of operational visits.

c) *Operational Visits* are those made primarily for logistical purposes, repairs, search and rescue, transport of personnel, recreation, passage through territorial waters, combined exercises, material trials or in connection with other operational tasks.

Warships of The Royal Navy.

3. Charges for supplies or services to ships of the R.N. are as follows:

Nature of Service	*Formal Visits or Informal Visits*	*Operational Visits.*
a) Port dues.	Unless special services are rendered or special accommodation provided, when recovery is normally to be made, no charge will be made for the use of naval berths or mooring facilities. For the use of other berths, charges, if made by the port authority, will be met by the R.A.N. within the same limitations.	As for formal visits.
b) Cars for duty journeys.	Charges will be waived for such occasions as Flag Officers or Commanding Officers paying calls on naval administrative officers or local dignitaries.	As for formal visits.
c) Pilotage and services incidental thereto, e.g., towing, mooring, making fast.	No charge is to be made for pilotage, towage, mooring, etc., services provided by R.A.N. personnel or craft. If claims are received for pilotage, charge is to be met by R.A.N. The cost of services rendered, e.g., towage, by non-naval authorities is to be recovered.	Cost is to be recovered.
d) Removal of ashes, rubbish, etc.	Charges will be waived unless removal involves considerable inconvenience and expense when a special report should be made to Naval Board for consideration.	Cost is to be recovered.
e) Supplies of water (except distilled water for which the prescribed charges are to be made without any abatement).	If the cost, plus any additional expenses, e.g., lighterage, towage of water barge, incurred in making the supply does not exceed £20, no charge is to be made. If the overall cost, assessed as above, exceeds £20, the whole cost is to be recovered.	Cost is to be recovered.
f) Telephone, teletype, facilities.	Where facilities exist for the connection of visiting ships to the ship-shore telephone or teletype systems, these connections should be made without charge. Similarly, all telephone calls made within the vicinity of the port or dockyard are not recoverable. Where special arrangements are anticipated to be necessary for the provision of telephone facilities, the matter should be submitted for Naval Board consideration.	Cost is to be recovered.

Nature of Service	*Formal Visits or Informal Visits*	*Operational Visits.*
g) Motor transport for journeys organised officially for ships' companies, e.g., for organised games or for sight-seeing tours.	If provided from local naval resources, no charge is to be made. Transport is not to be hired from other sources, e.g., Department of Supply, without prior Naval Board approval.	Cost is to be recovered.

4. The services to be rendered free in accordance with the foregoing are limited in the aggregate to £300 (Australian) in respect of each naval port or dockyard visited. The cost thereof, within this limitation, may be charged to R.A.N. votes.

5. A detailed statement of expenditure incurred in the provision of the facilities referred to is to be furnished as soon as practicable after departure of the ship. The statement should indicate the extent to which the costs of these services have been charged to (a) Admiralty and (b) R.A.N. votes. Pending Naval Board consideration of this statement, the charges involved should be withheld from the monthly claim on Admiralty.

Service Aircraft.

6. Equivalent and analogous charges, e.g., landing, parking and housing fees, should be waived for service aircraft belonging to the Royal Navy which make formal or informal visits. When stores are supplied or work is done beyond the scope of these services, the total cost should be assessed for recovery.

Warships of Other Navies.

7. Where invitations are issued by the Commonwealth Government for ships to visit Australia, expenditure on services provided in the nature of entertainment, viz., transport or fares and telephones, is to be met from Departmental funds, within the limitations set out above for ships of the Royal Navy.

8. Where visits are not so arranged, all expenditure is recoverable.

9. All matters pertaining to supplies/services to U.S.A. Naval vessels (except where included at paragraph 7) are covered by the terms of the reciprocal agreement between the Commonwealth and U.S.A. Governments, copies of which have been furnished to R.A.N. administrative authorities. Navy Order 956 of 1958 is relevant also regarding recovery of cost of victuals supplied to U.S. Armed Forces.

10. Navy Order 837 of 1955 is hereby cancelled.

(D.N.A.: 3244/4/531)

(Navy Orders 837 of 1955 and 956 of 1958).

Section 2.

PERSONNEL.

UNCLASSIFIED

77.—Changing of Foreign Currencies in H.M.A. Ships.

The following instructions are to be observed in the exchanging of foreign currencies for Australian currency in H.M.A. ships abroad.

2. Money-changing is to be carried out by sessions and not throughout the day. The sessions are to be so arranged that they can be conducted under reasonable conditions and without interruption and that at the end of each session time is available for a full reconciliation to be made before any other financial transactions take place.

3. Prior to each money-changing session, the estimated amount of local currency and also the Australian currency required to give change are to be drawn from the Public Chest. Details of this currency are to be entered on a coin list in a special Money Change Record Book, the Australian equivalent of the total sum drawn being shown. A liberal estimate of requirements is to be made in order to avoid drawing further monies from the Public Chest during a session. On completion of each session and before any other financial transactions take place, the local currency and Australian currency held are also to be entered on a coin list in the Money Change Record Book and the Australian equivalent of the total sum recorded. The gain, if any, made on exchange at the session is then to be noted in the Book. When carrying out this reconciliation, all notes held at the end of the session, other than in unbroken bank bundles, are to be counted individually. Bundles of notes made up during the session are not to be accepted on sight at the reconciliation but are to be counted in detail.

4. The system whereby the senior hand of each mess draws the total requirements of his mess in bulk and then distributes the individual sums is not to be followed. There is no objection, however, to the formation of small money-changing groups. Under this procedure only one of a small group of ratings working together proceeds to the money-changing centre and draws the total requirements for his group. He returns at once to his group and immediately distributes the currency drawn. This system reduces the length of the queue at the changing centre.

5. The substance of this order will be included in Naval Account Regulations and Instructions in due course.

(D.N.A.: 4807/1/37)

UNCLASSIFIED

78.—Booklet—Explanatory Notes on the Pay and Entitlement Provisions of the Naval Pay Code.

It is considered desirable that members of the R.A.N. should be provided with more information regarding pay and allowances. Accordingly, a small booklet entitled "Explanatory Notes on the Pay and Entitlement Provisions of the Naval Pay Code" will be issued shortly.

2. The booklet explains, among other things:

a) the method of determining rates of Active Pay;
b) the margins for skill which are incorporated in the various rates of Active Pay;
c) the maximum amount payable in the varying circumstances of service life to officers and men of each rank and rating; and
d) the major allowances payable to members of the R.A.N.

3. Much of the information contained in the booklet has not been available to members previously. For a member nearing the end of his engagement who knows what he could receive in civilian employment, the booklet will provide a ready comparison with the pay for which he could become eligible if he re-engages.

4. It should be closely studied by all members of the R.A.N. and accordingly personal copies will be issued to all serving members and to all new entries. These copies are to be retained for reference.

5. Bulk supplies will be issued to all ships and establishments, without demand, and Commanding Officers are to arrange internal distribution.

6. The Commodore Superintendent of Training, Flinders Naval Depot, will be responsible for the distribution of copies to new entries at H.M.A.S. CERBERUS and bulk supplies will be supplied for this purpose. The Royal Australian Naval Liaison Officer, London, the Commanding Officer, H.M.A.S. LONSDALE, and the Commanding Officer, H.M.A.S. PENGUIN, will also be supplied with additional copies for issue to new entries who will not proceed to H.M.A.S. CERBERUS.

7. This order will be reprinted for posting on notice boards.

(H.P.B.: 4139/40/569)

UNCLASSIFIED

79.—Resettlement in Civil Life—Naval Resettlement Organization.

Section 1 — General

The Naval Board appreciate that officers and ratings who leave the Navy after long term service are, as a rule, young enough to desire civilian employment, but that they may find difficulty in obtaining suitable employment through isolation from civilian pursuits. A resettlement scheme has therefore been instituted to assist such long-term service personnel. The organization is under the direction of the Director of the Naval Education Service, who will collaborate where necessary with the Director of Personal Services. Instructor Officers on the staffs of Flag Officers will act as advisers on resettlement information. In ships and establishments, the initial duty of providing resettlement information will rest with the Divisional Officer, or, in the case of W.R.A.N.S., the Unit Officer. In addition, an officer is to be nominated as ship or establishment Resettlement Officer, who will co-ordinate resettlement information and will be the channel of communication between the Divisional Officer and sources of information. This officer should normally be an Instructor Officer or the Education Officer.

Eligibility for Training.

2. The major aspects of the scheme are restricted to members with long-term service, since these members are likely to find the adjustment to civil life more difficult than members with short-term service, and they therefore require, and by virtue of their service deserve, additional resettlement assistance.

3. For the purposes of the resettlement scheme long-term service members are defined as follows:

a) Officers and ratings with a minimum of 20 years' service;
b) Officers and ratings being discharged compulsorily on attaining the age for retirement or discharge or to meet the needs of the service, and with a minimum of 12 years' service;

c) Officers and ratings being discharged compulsorily on medical grounds irrespective of length of service, except for disabilities occasioned by disobedience or wilful neglect or disabilities existing prior to enlistment and which have not been aggravated by service.

It should be noted that no person discharged for disciplinary reasons is eligible for assistance under the Resettlement Scheme.

4. Long-term service personnel, as defined in paragraph 3, are eligible for pre-discharge and post-discharge training if this training is considered by the Resettlement Co-ordinating Committee (which comprises representatives of the Navy, Army, Air Force and the Department of Labour and National Service) to be directed towards the effective resettlement of the person. For this purpose "effective resettlement" is to be determined in accordance with the following general principles:

a) The officer or rating should be able to transfer from the Navy to a civilian occupation with the minimum involuntary break in continuity of employment.

b) The officer or rating should be employed in an occupation which will make the best use of his qualifications, skills and experience.

c) The officer or rating should be established in employment the remuneration for which will, together with his service pension, provide him with an income broadly equivalent to that which he received in the service.

d) The employment obtained should offer reasonable security.

e) Resettlement measures should always take into account the wishes and needs of the individual.

Outline of Resettlement Scheme

5. The following has been approved:

a) *For all members of the Permanent Naval Forces*

The Services' Vocational and Educational Training Scheme (Navy Order 143 of 1958) has been extended so that on satisfactory completion of a S.V.E.T.S. course or course unit, a refund of 75% of the cost of all compulsory fees may be claimed except that a member with 15 years' completed service at the time of enrolment for a course will be entitled to a 100% refund.

b) *For long-term service personnel*

i) The organization of a resettlement information and advice service for the collection and dissemination of resettlement information and for advice to serving members on all aspects of civil employment.

ii) Arrangements whereby members requiring employment assistance will be interviewed before discharge and preliminary employment action initiated through the Commonwealth Employment Service on their behalf.

iii) Where appropriate, during the last three months of their service, a brief period of pre-discharge resettlement training to facilitate the transition from service to civilian occupations.

iv) The provision of post-discharge resettlement training for long-term service members, where this training is considered to be directed towards the effective resettlement of these members.

Provision of Resettlement Information

6. The Department of Labour and National Service, as the agent of the Resettlement Co-ordinating Committee, has agreed to make the following available in sufficient quantities for distribution to all Naval Resettlement Officers:

a) **Resettlement Bulletins** containing items of current interest, e.g., results of placement action, developments in the scheme, special resettlement problems. Frequency of issue—as circumstances permit, but not more frequently than monthly.

b) **Resettlement Information Papers** containing background information, e.g., employment opportunities in particular fields. Frequency of issue—as material becomes available.

c) **L. & N.S. Monthly News Release** reviewing the employment situation throughout the Commonwealth.

Operation of the Resettlement Scheme

7. The Department of Labour and National Service will provide supplies of a new L. & N.S. form, Form E.S.102, for use as detailed in the following paragraphs.

8. If possible, six months before the date of retirement or discharge, every officer or rating within the categories enumerated in paragraph 3 is to be interviewed by the ship or establishment Resettlement Officer, who will complete sections A and B of Form E.S.102 in respect of each person interviewed. Forms are to be completed in accordance with the directions printed thereon.

9. Section A of Form E.S.102 records the personal particulars of the officer or rating concerned, whilst section B records whether or not he desires the assistance of the Commonwealth Employment Service in seeking post-discharge employment, and the type and location of employment sought.

10. Completed Forms E.S.102 are to be forwarded to the L. & N.S. regional officer, a record of their despatch being maintained in the ship or establishment. The Department of Labour and National Service desire to compile certain statistics and for this it is essential that all Forms E.S.102 be forwarded to the regional officer regardless of whether or not the individual officer or rating desires assistance in finding employment.

11. If an officer or rating regards the despatch of an E.S.102 as an intrusion in his private affairs, there is no compulsion to send the form, but it should be pointed out that the sending of a form will assist the resettlement scheme.

Action by Commonwealth Employment Service

12. The L. & N.S. regional officer will arrange through the Commonwealth Employment Service (C.E.S.) such employment assistance as may have been requested. For this purpose, it may be necessary for individual officers and ratings to be interviewed by a C.E.S. officer either—

a) in his own ship or establishment (if numbers warrant a visit by the C.E.S. officer),

b) at the Higher Appointments Office of the C.E.S. in the nearest capital city, or

c) at a local C.E.S. district office.

Interviews of this kind will be arranged through the Resettlement Officer.

13. The person interviewed will be regarded for all purposes as being on duty at the time of the interview, and where travel is involved, may be permitted to make one return journey between his normal place of duty and the place of interview at public expense. As far as possible, however, special journeys are to be avoided and interviews are to be arranged at times when the officer or rating concerned would normally be on leave or when he would be in the vicinity of the place of interview for some other purpose.

14. Placement action by the C.E.S. is frequently conditional upon the prospective employee visiting the prospective employer. Subject to the exigencies of the service, special short leave may be granted to an officer or rating during the last month of his service to enable him to visit a prospective employer. Visits of this kind are to be arranged through the Commanding Officer who is to satisfy himself that the employment offered is apparently such as to justify the visit. Free travel is not allowable in this instance.

15. In many cases, employment will not have been arranged before an officer or rating actually leaves the service, but in such cases the C.E.S. will continue its efforts to find suitable employment and the officer or rating concerned will be referred by the Department of L. & N.S. to the local office of the C.E.S. near where he intends to live.

16. Officers or ratings who have requested employment assistance through the C.E.S. but who subsequently obtain employment through other sources must advise the C.E.S. without delay. If employment is found before discharge, this advice should be forwarded through the ship or establishment Resettlement Officer, but if after discharge, the advice should be tendered direct to the local C.E.S. office. Conversely, officers or ratings who in the first place declined the assistance of the C.E.S., may subsequently register and obtain C.E.S. assistance if required by a change of circumstances.

17. The information supplied in paragraphs 10 and 11 of Form E.S.102 should refer to present and not past qualifications. If the officer filling in these sections is of the opinion that the choices set out in paragraph 5 of the form do not suit the member, this should be pointed out to him and, if necessary, the Regional Director should be contacted for his views before further advice is given to the member.

18. When an officer senior to the Resettlement Officer is requiring assistance, the Captain is to fill in Sections 10 and 11 off Part B (Form E.S.102).

Section II—Pre-Discharge Resettlement Training

19. There will be some long-term service members who may require a brief period of formal or on-the-job training prior to discharge, in order to obtain suitable civilian employment. There will also be some members who may need to complement the theoretical training they have received through S.V.E.T.S. with some practical training, if they are to be able to take advantage, for employment purposes, of the training already completed under S.V.E.T.S.

Scope of Training

20. Subject to the restrictions contained in the following paragraphs, any training programme which will facilitate the member's resettlement may be arranged by the Labour and National Service Resettlement Officer.

Eligibility for Training

21. Long-term service members will not have any automatic entitlement to this particular form of resettlement assistance. Each case will be determined on the basis of the resettlement needs of the individual, the nature of the assistance which can be arranged by the Department of Labour and National Service, and in accordance with the needs of the Navy.

Conditions for Training

22. The conditions under which this form of resettlement assistance may be provided are:

a) the training must be directly related to the particular resettlement needs of the member;

b) training shall only be arranged during the last three months of a member's service;

c) the maximum period for which training may be arranged shall not exceed four weeks in the aggregate;

d) members undertaking this training will be "on duty", but will be relieved of their service duties, as necessary, for the period or periods agreed between the Department of Labour and National Service and the Navy.

23. Where a member is selected for training with any organization, it is to be understood that he remains, in all respects, a member of the Forces subject to service discipline and direction. The member cannot, in any circumstances, be regarded as an employee of the organization to which he is temporarily attached for training purposes.

Arrangements for Training

24. In the light of the information provided on the member's Form E.S.102, supplemented by information obtained at the initial employment interview, the Labour and National Service Resettlement Officer, in consultation with the ship or establishment Resettlement Officer, will consider the likelihood of the member being able to obtain suitable employment, either through the Commonwealth Employment Service or by any other means, consistent with the terms set out in paragraph 4. If it appears to the Labour and National Service Resettlement Officer that the member's effective resettlement is likely to prove difficult and that it might be facilitated by a brief period of training, which the Department of Labour and National Service would be able to arrange, he will contact the ship or establishment Resettlement Officer and discuss the practicability of arranging for the member to be released for this purpose. When the Resettlement Officer, after consulting with his Commanding Officer and obtaining the concurrence of the member concerned, agrees to the proposal, an application for the release of the member to undertake pre-discharge resettlement training is to be made to the Naval Board. The Resettlement Officer will be informed whether the member can be spared and is to inform the Labour and National Service Resettlement Officer accordingly.

25. If a course of formal or on-the-job training is approved, the enrolment or necessary arrangements will be made by the Labour and National Service Resettlement Officer who will then advise the ship or establishment Resettlement Officer.

26. While the initiative for suggesting a training programme will ordinarily come from the Labour and National Service Resettlement Officer, this in no way excludes suggestions from the ship or establishment Resettlement Officer nor indeed from officers and ratings themselves.

27. If there is a difference of opinion between the ship or establishment Resettlement Officer and the Labour and National Service Resettlement Officer in regard to the provision of pre-discharge resettlement training and the disagreement cannot be resolved in discussion between the officers concerned, then the matter should be reported to Navy Office for a decision by the Resettlement Co-ordinating Committee.

Section III — Post-Discharge Resettlement Training

Scope of Training

28. The courses which may be studied after discharge, and the institutions at which these courses may be undertaken, will normally be those which are approved under the Services' Vocational and Educational Training Scheme, vide Navy Order 143 of 1958, provided that the courses are directed towards the person's resettlement. Courses available under the Services' Vocational and Educational Training Scheme comprise:

a) such university courses as are made available by university authorities for external or part-time study;

b) any course offered by a school or college operated by a public authority;

c) such courses offered by private institutions as may from time to time be approved by the Services' Education Co-ordination Committee.

Courses should normally be restricted to those available from government institutions. Courses from private institutions are only approved when no suitable course is available from a government institution.

29. In addition, the Resettlement Co-ordinating Committee, acting in consultation with the Services' Education Co-ordination Committee, may approve such other vocational and educational courses as it may consider necessary to meet special resettlement circumstances. Examples of courses for which such special provision may be required are:

a) courses which are only available on a full-time basis and which therefore could not be undertaken through the Services' Vocational and Educational Training Scheme whilst the officer or rating was still serving;

b) courses of formal training for officers and ratings whose circumstances prevented them from participating in the immediate pre-discharge training provided under the resettlement scheme;

c) courses for medically discharged officers and ratings who, by virtue of an occupational handicap resulting from their disability, may require special vocational training to fit them for employment.

Training Conditions

30. The conditions under which post-discharge training assistance shall be available are:

a) training may be undertaken by correspondence or on a full-time or part-time attendance basis;

b) applications for training are to be lodged prior to discharge, but in the case of medical discharges, applications may be accepted by the Department of Labour and National Service up to one year after the date of discharge;

c) the maximum period during which an officer or rating may receive training will be the first three years from the date of commencement of the first available course after his discharge; or in the case of those medically discharged, three years from the date of commencement of the first available course after the date he lodged his application;

d) an officer or rating shall be eligible for a refund of 100 per cent. of the cost of courses satisfactorily completed. In this connection the cost of a course includes all compulsory fees including examination fees (if any) levied by the training institution or examining authority but does not include the cost of prescribed text books or instruments and of incidental out-of-pocket expenses which shall be borne by the officer or rating;

e) no living allowances shall be payable.

31. Officers and ratings receiving assistance under other Commonwealth educational or training schemes, e.g., Korea Training Scheme (Navy Order 766 of 1957) are not eligible for post-discharge resettlement training.

Application for Post-Discharge Training

32. Applications for post-discharge training must conform to the condition stated in paragraph 30(b) and be submitted on Form E.S.104. This form may be obtained from ship or establishment Resettlement Officers to whom an initial distribution of the forms has been made by Navy Office.

33. It will be the responsibility of Resettlement Officers to ensure that at the pre-discharge resettlement interview, long-term service officers and ratings are informed of the existence of post-discharge training benefits and the conditions relating thereto. Except for those medically discharged who may wish to exercise their right to apply after discharge, applications for training must be lodged with the Resettlement Officer, either at the time of or following the resettlement interview conducted during the last six months of the officer's or rating's service.

34. The application form (Form E.S.104), completed and signed by the officer or rating, must be endorsed by the Resettlement Officer as provided for on the form, and then forwarded by him to the appropriate Labour and National Service Resettlement Officer in accordance with the procedure for Form E.S.102. Where possible the application form should be accompanied by Form E.S.102. **In no case, however, should an application for training be sent to the Labour and National Service Resettlement Officer in advance of the Form E.S.102.** Medical dischargees will be dealt with in accordance with the above procedure; where, however, circumstances preclude such a person from submitting his application for training before discharge he may at any time within twelve months following his date of discharge obtain an application form and lodge it with the Labour and National Service Resettlement Officer in the State headquarters of that Department or with any District Officer of the Commonwealth Employment Service.

Determination of Eligibility

35. All applications for training received by the Labour and National Service Resettlement Officer will be forwarded with his recommendation to the Secretary of the Resettlement Co-ordinating Committee. When a medical dischargee has lodged his application for training direct with the Labour and National Service Resettlement

Officer or a District Officer of the Commonwealth Employment Service, it will be the responsibility of the Labour and National Service Resettlement Officer to check that the applicant is a long-term service member as defined for the purpose of the resettlement scheme and certify to this effect on the application form.

36. In making his recommendation, the Labour and National Service Resettlement Officer will consider the type of training requested by the officer or rating in relation to his resettlement prospects in civilian employment, taking into account the principles set out in paragraph 4. Relevant factors to be considered will be the person's educational standard, his pre-service employment, if any, his service background, and likely opportunities in the employment suited to his qualifications, skills and experience. In assessing these factors the Labour and National Service Resettlement Officer will have the benefit of the information recorded on Parts A and B of Form E.S.102, supplemented by the information obtained at the employment interview conducted by an officer of the Commonwealth Employment Service, and if need be, from a special interview arranged for this purpose.

37. The Labour and National Service Resettlement Officer will ensure that the course requested is available and that the officer or rating would, if approved for training, be accepted for that course by the training institution.

38. Guided by the recommendation of the Labour and National Service Resettlement Officer, the Resettlement Co-ordinating Committee will approve or reject the person's application for training.

Note: It is intended that the arrangements set out in this section shall be of an interim character only and that once the scheme is well established, say in twelve months from the introduction of this particular measure, the determination of eligibility should be delegated substantially to the Labour and National Service Resettlement Officer, with the Resettlement Co-ordinating Committee exercising a review function only.

Advice to Members

39. The Labour and National Service Resettlement Officer will advise the officer or rating direct (with a copy to his ship or establishment Resettlement Officer if the person is still serving) of the result of his application and, if approved, of the conditions governing the payment of refunds and the method of application for such refunds. The officer or rating whose application is approved will be advised that he must make his own arrangements to enrol for the first available course, and that it is his responsibility to provide himself with the required text books and equipment and to pay, direct to the training institution, all fees and other charges connected with the course. The officer or rating will also be requested to advise the Labour and National Service Resettlement Officer as soon as he has completed his enrolment.

Completion of Courses

40. A course will be considered as satisfactorily completed provided that:

a) the training institution certifies that an examination regarded as representing the satisfactory completion of the course or course unit has been passed. However, if an officer or rating should be unable to sit for an examination because of illness, the particular demands of his employment or other extenuating circumstances, the Resettlement Co-ordinating Committee, upon the production of satisfactory evidence to substantiate the claim, may approve a refund to the officer or rating if the provisions of (b) below have been observed;

b) if there is no examination as defined in (a), the training institution certifies that:

i) the written and other assignments of the course have been satisfactorily completed, or

ii) there were no written or other assignments for the course but the person's attendance record and performance were satisfactory.

Variation of Courses

41. When a person wishes to vary the course approved for him, he must forward his request to the Labour and National Service Resettlement Officer, who, if the variation is consistent with the approval already given (e.g., a change in subjects within the same course) may authorise the change without reference to the Resettlement Co-ordinating Committee. Where the variation is substantial (e.g., a completely different course is chosen), then the Labour and National Service Resettlement Officer will refer the request to the Resettlement Co-ordinating Committee for decision.

Refund of Fees

42. On satisfactory completion of an approved course or course unit, a student will be eligible for a refund of fees as set out in paragraph 30(d), provided the conditions referred to in paragraph 40 have been observed.

43. The student will be required to prepare a claim on Treasury Form No. 12, showing details of the course and all compulsory fees paid, and submit it to the Labour and National Service Resettlement Officer in the State where he is residing. Treasury Form No. 12 is obtainable from any post office or District Employment Office.

44. After checking that the charges claimed are correct, and that the course was approved and satisfactorily completed by the student, the Labour and National Service Resettlement Officer will endorse the Treasury Form No. 12 "Course approved vide E.S.104", sign the Treasury Form No. 12 as "Officer incurring expense" and forward it to the Regional Accountant of the Department of Labour and National Service who will arrange for a cheque to be despatched to the student.

45. Navy Order 733 of 1957 is hereby cancelled.

(D.N.E.S.: 4016/101/20)

(Navy Orders 733, 766 *of* 1957, 143 *of* 1958*).*

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED

80.—Failure of Capacitors in 440V.A.C. Indicating Lamp Arrangements.

(A.F.O. 2823/1957*).*

Reports from Admiralty have indicated some failures of capacitors used in the 440V.A.C. indicating lamp arrangement of certain A.C. starters. An examination has shown that the capacitors Z115512 are unsuitable for the circuit and there is no suitable physical replacement available.

2. It is not proposed to issue instructions for complete replacement of these units. Where failure occurs, the lamp unit should be replaced by a neon Type A.P.17253 together with lamp inter-service No. X962110, which is smaller than the existing arrangement. It may be necessary for ships' staffs to improvise small brackets or distance pieces to carry these indicators, so arranged that the lamps are near the windows.

3. Stocks of lamps, Pattern X962110, are not yet available and demands should not be hastened.

(D.E.E.: 4518/22/539)

RESTRICTED

81.—Flyplane Predictors—Aid to Setting-up Cathode Followers.

A cathode follower test switch is being introduced into the service as an aid to setting-up Cathode Followers Mks. 1.C.F. and 2.C.F.

2. The object of the test switch is to reduce the amount of time taken in comparing input and output voltages during the setting-up of cathode followers. This is accomplished by using a selector switch in lieu of the old method of interchanging plugs.

3. Cathode follower test switches will be supplied to ships and establishments concerned by Gunnery Equipment Stores Officers, Sydney and Maribyrnong, without demand.

(D.E.E.: 4430/2/51)

UNCLASSIFIED

82.—Gun Mountings—4.5-inch Twin R.P.41 Mk. 6 Series—Oil Servo Unit Heaters.

Slight variation in coil form of oil servo unit heaters, viz., in the distance between the centre of the second coil and terminal plate, has resulted in difficulty in fitting a spare heater coil.

2. Should this trouble be experienced in service, coil form is to be modified so that when the coil is held by the securing clamp the terminal plate meets the inside face of the servo unit.

(D.O.U.W.: 4429/23/398)

UNCLASSIFIED

83.—Chains for Sounding by Hand Lead and Line—Abolition in Ships Other Than Surveying Ships.

(A.F.O. 2921/1958).

The Naval Board have decided that there is no longer a requirement for chains for sounding by hand lead and line in H.M.A. ships generally. Chains are still required, however, for the mounting and handling of certain equipment in surveying ships.

2. Except in the case of surveying ships, chains will not be fitted in new construction ships, and are to be landed at the first convenient opportunity from ships in which they are fitted at present.

3. The above alteration will be promulgated as an alteration and addition.

4. The hand lead and line will still be required for a variety of seamanlike purposes and this order does not imply any intention to remove it from the list of stores to be issued to all ships.

(D.T.S.R.: 4276/4/566)

RESTRICTED

84.—Asdic Type 170 Series—Introduction of Unit E.H.T. Pattern A.5083.

(A.F.O. 2717/1958).

Unit E.H.T. Pattern A.5083 is being introduced into service to replace earlier Units, Pattern A.3441 and Pattern A.3121 in all patterns of Centre Display Unit.

2. On first fitting Unit, Pattern A.5083, it is necessary to add one extra wire to the Centre Display cable form. This wire must connect Plug (PL) 2C16 Pin 8 to Plug (PL) 2C13 Pin 6 of the Centre Display.

3. Fitting of this wire does not preclude the continued use of Pattern A.3441 or Pattern A.3121.

(D.E.E.: 4518/11/497)

UNCLASSIFIED

85.—A/S Type 170B—Modification to Plugs and Sockets in Centre Display Unit A.P. A.4686.

(A.F.O. 2718/1958).

Due to incorrect manufacture, excessive gaps may exist between the mating faces of Jones-type plugs and sockets used to connect the following sub-units of the C.D.U. A.P.A.4686:

Beam Split Amplifier, Unit Timing,
Unit E.H.T. Power, Unit Switch and Fuse,
and Unit Transformer.

Intermittent contacts are liable to be caused thereby due to vibration and ship movement in rough weather.

2. Suitable packing washers are to be fitted beneath the mounting lugs of the plug until the mating faces of the plug and socket are as close together as the heads of the plug mounting bolts will permit. Packing may also be necessary beneath one of the socket mounting lugs to compensate for incorrect machining of the sub-unit chassis. It should be ensured that the sub-unit can be correctly locked in position after fitting the packing washers.

3. The above work is to be carried out by ship's staff.

(D.E.E.: 4518/11/496)

UNCLASSIFIED

86.—Naval Stores (General) (Class E., Group 7)—Oil OF15—Specification DEF (AUST) 100.

Future supplies of Oil OF15, which supersedes Oil OF (AUST) 20 in the R.A.N., will be purchased to Specification DEF (AUST) 100.

2. The Australian Joint Services publication "Nomenclature, Grades and Container Markings of Fuels and Lubricants" will be amended.

3. Navy Order 973 of 1957 is hereby cancelled.

(D.N.A.S.: 4381/2/87).

(Navy Order 973 of 1957).

UNCLASSIFIED

87.—Naval Stores (Class F, Group 3)—A.B.C.D.—Introduction and Allowances of Radiac Instruments.

Navy Order 879 of 1958 is to be amended as follows:

a) Appendix A.
Add:

N.	Electrical School at Flinders Naval Depot.

b) Appendix B.
Add:

N	6	6	-	-	-	1

c) Appendix C.
Add:

N	1	1	1	1	1	1	1

d) Appendix D.
Add:

N	-	1	1	1	1	1

e) Appendix E.
Add:

N	5	5	-	-

(D.E.E.: 4518/138/2)

(Navy Order 879 of 1958).

UNCLASSIFIED

88.—Naval Stores (Technical) (Class F, Group 3)—Pattern 3291 Combined Wind Speed and Direction Receiver—Calibration.

(A.F.O. 2722/1958).

A number of Pattern 3298 Voltmeter Movements, components of Pattern 3291 Combined Wind Speed and Direction Receiver, may have been issued with an incorrectly calibrated scale.

2. Action has been taken, where possible, to replace wrongly calibrated voltmeter movements, but a few have already been incorporated in receivers.

3. Although the error in the wind speed reading due to the use of the incorrectly calibrated scale is small, it is not desirable that these receivers should be issued for service in the Flying Control Position, Compass Platform, Operations Room, Meteorological Office or Admiral's Bridge of an aircraft carrier because of the necessity for the greatest accuracy of wind measurement in these positions for the conduct of flying operations.

4. Before any Pattern 3291 Combined Wind Speed and Direction Receiver is issued for service in an aircraft carrier it is to be checked in accordance with the following table and re-calibrated if necessary by the dockyard concerned:

Wind Speed (ft./sec.)	*Volts*
10	0.4
20	4.4
30	7.5
40	10.6
50	13.8
60	16.8
70	20.2
80	23.2
90	25.8
100	28.6
110	31.3
120	33.9

5. In regard to Pattern 3291 Combined Wind Speed and Direction Receivers already installed in H.M.A.S. MELBOURNE, a programme of calibration of ships at sea is being arranged as part of the programme of sea trials and these receivers will be checked during the ship's calibration trials.

6. Issue of Pattern 3291 Receivers without calibration check to all services other than aircraft carriers is acceptable. Arrangements should, however, be made for any movement that is being repaired or tested by dockyards, or by contract, to be recalibrated to the new scales quoted in paragraph 4 above.

7. Admiralty has advised that B.R.268(16)(*a*) will be amended to show the revised calibration figures.

(D.E.E.: 4518/38/89)

RESTRICTED

89.—Replenishment at Sea—Modified Methods of Disengaging Abeam.

(A.F.O. 2577/1958).

As a result of recent experience in the R.N. modified methods of returning replenishment gear when disengaging abeam are to be introduced. They are designed to eliminate one of the most frequent causes of delay between operations, i.e., the sorting out and in some cases refitting of the gear. This is particularly the case during night operations and with an inexperienced crew.

2. The methods of disengaging to be used are as follows:

a) *Large Derrick Method.*—On completion of fuelling and when hose has been disconnected, telephone wires to be paid out to an end and dropped overboard. Hose line to return on messenger as per A.T.P. 16. Distance line to be paid out to the end and dropped overboard. (On board "Tidereach" a 40 fathom 1½-in. line was spliced to the night distance line allowing the line to be passed between ships without the lights going into the water). This is the recommended order of disengaging but may be changed by arrangement between ships concerned, the important point is not to have more than one line in the water at the same time. This eliminates all possibility of the lines becoming entangled.

b) *Jackstay Method.*—Telephone wires and distance line as for large derrick. Messenger to be secured to hose line about 30-ft. from end of hose. The hose line and messenger to be paid out as hose is heaved back to supplying ship. When the hose line has been taken on board supplying ship, the jackstay is to be slipped from the receiving ship and eased out on the jackstay outhaul, the hose line at the same time being heaved in on the supplying ship. The monkey plate is heaved to the deck of the supplying ship and secured. The jackstay outhaul is heaved on board supplying ship and paid out from receiving ship to the end and dropped into the water. By following this method of disengaging, and tending the lines carefully, the only line that has to be hauled from the water is the 1½-in. line tailed to the jackstay outhaul. The order for return should be the same as for the large derrick and also to avoid entanglement not more than one line in the water at the same time.

3. These methods save an average of 2-3 minutes in disengaging and considerably simplify the preparation of the gear for the next operation.

4. Until A.T.P. 16 has been amended to conform, these methods must be restricted to inter-R.A.N. use and use with R.N. ships unless previous arrangements have been made.

5. Before dropping the ends of the telephone line overboard the plug is to be covered by a suitable waterproof bag made up by ship's staff.

6. Admiralty has advised that the relevant publications will be amended in due course.

(D.T.S.R.: 3384/98/30)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED

90.—Victualling Stores—Accounting for Loan Clothing.

Form A.S.101, in loose-leaf form, has been introduced for recording issues and returns of loan clothing in H.M.A. ships and establishments and will supersede the existing forms in use viz:

Form A.S.116a, Part III	— List of Articles on Permanent Loan.
Form A.S.101V	— Temporary Loan Record.
Form S.101	— Record of Issues and Returns of Loan Clothing.
Form A.S.1099X	— Bedding Issue Sheet.

2. Loan clothing is to be issued in strict compliance with the conditions prescribed in the relevant regulations and Navy Orders.

3. The following accounting instructions are to be observed:

a) The forms are to be kept in binders, separate binders being used for personal issues to officers and ratings, and issues to Departmental officers. Separate pages in each section are to be allocated for each letter of the alphabet.

b) Particulars of loan clothing issued are to be recorded on the form, any blank spaces being ruled through and the signature of the recipient obtained in the column provided.

c) An interim receipt is to be obtained from the rating drawing items of bedding for an officer. This receipt should be retained pending completion of the form by the officer concerned.

d) Items issued on loan are not to be written off ledger charge.

e) All issues and signatures are to be recorded in ink or indelible pencil.

f) A horizontal line is to be drawn through the relevant issue entry when clothing is returned from personal issue. If some articles only are returned, all items shown as being on issue are to be dealt with as having been returned and a new entry made for articles retained and signed for by the member concerned.

g) The responsible rating receiving articles returned from loan is to sign in the column provided. Members returning articles should ensure that the record of such issues is cancelled. A notice to this effect should be displayed outside the appropriate office or storeroom.

h) Entries on Form A.S.101 are not required when unserviceable articles on issue to Departmental officers are returned and replaced.

i) When any change occurs in appointment of the responsible Departmental officer, a new receipt is to be obtained from the incoming officer for the articles on loan to the outgoing officer.

j) The line showing "Total on Loan" is to be entered in pencil and amended immediately after each issue or return.

k) Completed pages, i.e., those on which there are no outstanding items, are to be retained in a separate section.

l) Action is to be taken to ensure that the quantities of articles maintained on board for loan issue are strictly in accordance with prescribed scales.

m) Form A.S.126 is to be raised in the normal manner for any items lost, whatever the reason.

n All names current on the forms are to be checked quarterly against Forms A.S.224Z held by the Captain's secretary and Regulating Office. Form A.S.1053, Record of Stocktakings, is to be noted accordingly.

o) Standing Orders are to be framed to ensure that the "draft out" routine is strictly complied with by all officers and ratings so that a clearance is given by the Clothing Store.

4. Form A.S.101 is available on demand from the S.N.S.O., Sydney, and on receipt, the revised procedure is to be introduced, subject to the following:

a) Details of articles on issue to Departmental officers recorded on Forms A.S.116a, Part III, are to be transferred to Form A.S.101 and new signatures obtained. These articles are to be taken on charge in the Loan Clothing Ledger (Form A.S.83), the original copy of Form A.S.116a, Part III, being used to support the entries.

b) Current Forms A.S.101V, S.101 and A.S.1099X may be retained as a record until all items included thereon have been returned.

5. Paragraphs 4 and 16 of Navy Order 382 of 1956 and A.C.N.B. 130F, June, 1958, are hereby cancelled.

(D.V.: 4532/4/122)

(Navy Order 382 of 1956).

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED

91.—Air Publications—A.P.(N) 71—Manual of Naval Airmanship—Revised Edition.

A revised edition of A.P.(N)71 and R.A.N. Addendum thereto are at present being printed and will supersede the previous edition.

2. Provision has been made for issue of a personal copy to all Fleet Air Arm personnel, including Recruits on joining.

3. Demands for requirements should be lodged with the N.S.O. (Air), Randwick.

4. Navy Order 600 of 1954 is hereby cancelled.

(D.N.A.S.: 4139/41/1340)

(Navy Order 600 of 1954).

Section 7.

CANCELLED LIST.

92.—Cancellation of Naval Orders.

Navy Order 573 of 1954 having been sufficiently promulgated or being no longer applicable is hereby cancelled.

(D.N.A.S.: 4428/26/216)

By authority Renown Press Pty. Ltd.

Registrar

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C.N.O.s 93-116/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
6th February, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

Mos 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.

CONTENTS

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED

93.—Service W/T Stations Communicating with Amateur Radio Stations.

Government stations are not authorized to communicate with amateur stations, except in emergencies, or if it is necessary to inform them that they are causing interference. Amateur stations are licensed to communicate directly only with other amateurs, except in emergencies, and infringement of these regulations makes them liable to forfeiture of their licences.

2. Commanding Officers are to bring the above to the attention of all telegraphist personnel and to ensure that service stations do not contact amateur stations, except for the authorized purposes.

3. Navy Order 584 of 1955 is hereby cancelled.

(D.S.D.: 3312/73/4)

(*Navy Order* 584 *of* 1955).

Section 2.

PERSONNEL.

UNCLASSIFIED

94.—Income Tax—Deferred Pay and Gratuities.

The Federal Taxation Office has advised that where on completion of a period of service a member who is re-appointed or who re-engages for a further period of service receives, whilst serving in Papua, New Guinea or Manus, payment of gratuity or deferred pay due in respect of the previous service, the amount so paid will be regarded as being wholly derived from a source within the Territory and consequently exempt from tax. This exemption does not apply, however, to any such payment to a member not serving in the Territory at the date of receipt.

2. This exemption applies irrespective of whether the whole or part of the service in respect of which the gratuity or deferred pay is paid may or may not have been served in the Territory.

3. To prevent any misunderstanding concerning taxation of deferred pay or gratuity, any application for payment (Form A.S.1031Y) by a member still serving, but not in the Territory, must be accompanied by a signed statement to the effect that he is aware that the amount paid will be taxable in full. Action will then be taken in Navy Office to authorise payment of the full amount due less tax payable thereon.

4. Navy Orders 240 and 723 of 1955 are hereby cancelled.

(D.N.A.: 4845/101/6)

(*Navy Orders* 240 *and* 723 *of* 1955).

UNCLASSIFIED

95.—General List Officers (New Scheme)—Award of Ocean Navigation Certificate.

(*A.F.O.* 3095/1958).

As in the case of the granting of a Bridge Watchkeeping Certificate, the Commanding Officer grants an Ocean Navigation Certificate, in accordance with Navy Order 724 of 1957 (*General List Officers* (*New*

Scheme)—Guidance to Commanding Officers on Their Employment During First Period of Sea Service—Award of Certificate Essential for Confirmation in Rank) when he is satisfied that the officer concerned is competent to navigate a ship out of sight of land.

2. Because of lack of opportunity, unsuitable movements of ships, etc., it is not feasible to lay down specific tasks that must be performed by the officer before being granted this certificate. In order to assist Commanding Officers, this order contains guidance on what work constitutes an adequate test of an officer's ability to navigate out of sight of land.

3. The work set out below should provide a thorough test in all aspects of ocean navigation and it is basically a follow-on from the young officer's previous training.

a) At least two complete consecutive "Day's Work" at sea out of sight of land. Each "Day's Work" should include the following where practicable:
- i) Plotting of ship's position throughout the twenty-four hours(working out the tidal streams or currents experienced and making due allowance for them in the reckoning.
- ii) Finding the position by all available radio fixing aids.
- iii) Checking both the gyro and magnetic compasses by taking an azimuth of a heavenly body.
- iv) Finding times of rising and setting of the sun and moon.
- v) Working out the speed necessary to obtain accurate times of arrival.
- vi) Observations of the weather and the making of weather reports to the shore.

b)
- i) A total of at least ten astronomical fixes should be taken, as many as possible during the "Day's Work", but at other times as necessary to complete the total. The sights should always be worked out immediately after the observation and should be of an accuracy on which the Commanding Officer can place a satisfactory reliance.
- ii) The astronomical fixes are to include the following types:
  1. Sun-run-Mer. Alt.
  2. Sun-run-Sun.
  3. Morning and Evening Stars.

  Observations of the planets and moon should be made when practicable.

c) It is important that all calculations are clearly shown and the "Day's Work" set out in a logical fashion. It is suggested that the left-hand page of the sight form book (H.225A) is the most convenient place. A specimen page is shown in the appendix.

d) In addition to the above navigational work, whenever a suitable ocean passage arises, Acting Sub-Lieutenants should work out a proposed programme. Before producing this programme they should have been made aware of some or all of the following publications, and be instructed to consult them as necessary.
- i) Sailing Directions.
- ii) Ocean Passages of the World.
- iii) Admiralty List of Lights.
- iv) Abridged Nautical Almanac. (Sunrise, Sunset and Zone Time).
- v) Admiralty Tide Tables.
- vi) Quarterly Atlas of Currents.
- vii) Ocean Meteorological Atlas.

FIGURE I

17th October	Simonstown to Freetown. Course 325°, 12 knots.
Zone(-1)	Setting up star-globe – L.M.T. Civil Twilight 0513 Tab. G.H.A. Aries 05h. 99° 27·3
	Longitude 0004W Increment 3° 15·5
	G.M.T. 0517 ∴ L.H.A. Aries at L.M.T.C.T. 103° 12·8
	Z.T. 0617 ∴ Set L.H.A. Aries 103°, latitude 11°S.
0600	D.R. 10°52'S, 00°52'W
0600	Obs. Pos. (4 stars) 10°48'S, 00°58'W Current 190°/16 – 0600/17 305° 7½ miles (0·7 knots)
Sunrise	Sun-horse 099°G (pelorus) and 116°C (standard) Rising amplitude E 9° S.
	∴ S.T.B. 099°
	∴ Gyro error Nil, deviation 1½° E.
0800	Position 10°28'S, 01°12'W (based on 0600 Obs. Pos.)
	Sun's Meridian Passage L.M.T. 1146
	Longitude 0001½W
	G.M.T. 1153½
	Z.T. 1253½
1007	Sun sight – approx. hg. 095°
1032	o/c 275° – for close ship hg. 303°
1105	o/c 325°
1254	Obs. Pos. (Sun-run-Mer. alt.) 09°45'S, 01°52'W.
1200	Position 09°56'S, 01°45'W. (based on 1254, Mer. alt.) made good on 29th 324°, 291 miles (12·1 knots)
	distance run since Simonstown 1997, distance to go 1363 – speed reqd. for ETA $\frac{1363}{119}$ = 11·5 knots.
Sunset	L.M.T. 1758 Moonrise 1843 Sunrise 0537
	Longitude 0010W 0015W
	G.M.T. 1808 1853 0552/18th
	Z.T. 1908
1805	Stopped and lowered sea-boat for mooring life-buoy
1632	Proceeded, 8 knots, o/c 325°
1823	12 knots, Dist. & direction m.g. 1500–1700, 315°, 7 miles.
	Setting up star-globe – L.M.T. Civil twilight 1916 Tab. G.H.A. Aries 18h. 295° 29·4
	Increment 4° 00·7
	∴ L.H.A. Aries at L.M.T.C.T. 299° 30·1
	∴ Set L.H.A. Aries 299°, latitude 09°S
1830	Clocks retarded 1 hour to G.M.T. (Zone 0)
Zone(0)	
Sunset	Sunset obscured by low clouds
1830	D.R. 09°45'S, 02°34'W
1830	Obs. Pos. (3 stars) 09°43'S, 02°37'W Current 0600–1830 (12) 290° 7 miles (0·5 knots)
2000	Position 09°29'S, 02°46'W (based on 1830 Obs. Pos.)

4. In ships where a qualified navigating officer is borne, he is to advise the Commanding Officer on the standard of work achieved. Commanding Officers of ships without a qualified navigating officer should, if in any doubt, call on the services of the Squadron Navigating Officer.

5. Ships and establishments requiring additional copies of this order should apply to Navy Office.

APPENDIX.

Figure 1 gives a specimen layout of a "Day's Work" carried out during an ocean passage.

Situation.

2. H.M.A.S. "Nonesuch" is on passage from Simonstown to Freetown at economical speed of 12 knots. The E.T.A. at Freetown is 22nd October, 1959. The ship is keeping Zone Time (- 1). Chart No. 2202A is in use as also are Plotting Sheets D.6324 and D.6323. The variation at sunrise is 18½°W. The weather is fine throughout the period and there is little cloud.

Notes.

a) Bearings and altitudes of stars suitable for observation should be taken off the star globe and written in the Navigating Officer's Note Book as should the actual observations at the time they are taken.

b) The 0800, 1200 and 2000 positions have been put in for easy reference when writing up the ship's log.

c) The distance and speed made good over the past 24 hours should always be inserted after the noon position has been found. Similarly the distance to go to destination and speed required should be worked out to ensure that the E.T.A. is kept. This latter information is often required by the Commanding Officer when the Navigating Officer complies with Q.R. and A.I. Article 3404.

d) The time of moonset on the morning of 18th October has not been calculated as it can be seen from inspection of the Nautical Almanac that the moon sets after the sun has risen.

e) All calculations for the sights taken should be written on the right-hand page. Should the right-hand page be filled before the record of the "Day's Work" on the left-hand page is completed, then subsequent right-hand pages must be used. A fresh left-hand page should be started for each day.

f) It may be noted from the Nautical Almanac that it would be possible to observe the meridian altitude of Venus at about 1004. If this is combined with the forenoon observation of the sun, an observed position at 1007 would be available.

(D.T.S.R.: 4002/21/124)

(*Navy Order* 724 *of* 1957).

UNCLASSIFIED

96.—Medical—Treatment for Burns by Turco Transpo Solvent.

An accident recently occurred when an employee received skin injuries whilst using Turco Transpo Solvent to remove deposits from turbine blading. Protective clothing must be worn by persons using this solvent and by those who are working within range of splashes. This protective clothing is to include goggles or a mask (properly maintained in a clean condition and treated, if necessary, with anti-

fogging compound), impervious P.V.C. type elbow-length gloves and similar protection on other parts of the body where splashing could occur. If possible, raising the hands above the shoulders should be avoided in order to prevent the liquid running from the gloves to other parts of the body.

2. If the liquid does contact the body, the following first-aid treatment is to be instituted forthwith and is to be available at the site of employment.

A—Eyes.

a) Wash out eyes with steady flow of water for at least one minute.

b) Irrigate eye with a solution of Sodi Carbonate for at least five minutes, with an undine.

c) Take patient to surgery, or if a severe case call ambulance and have patient transferred to hospital.

B—Burns on Other Parts of Body.

a) Wash part with water for at least one minute.

b) Wash part with methylated spirits.

c) Apply compresses of Sodi Carbonate.

d) Apply Tulle-gras dressing.

e) Severe cases may give rise to symptoms of shock which should be treated as such.

f) Take patient to surgery, or if a severe case, call ambulance and have patient transferred to hospital.

Special attention must be paid to speed. The above treatments should be carried out within one minute of the case being affected.

3. Eyewash bottles, as illustrated on page 8 of Department of Labour and National Service's booklet "First Aid for Industrial Eye Injuries", are available from the Medical and Dental Store Officer as Item 118/1—Bottle, Eyewash with fittings.

(M.D.G.: 3809/5/7)

UNCLASSIFIED

97.—Medical—X-Ray Burns—Prevention.

Attention is drawn to the fact that X-rays have a cumulative effect on the tissues and are liable to cause burns and other disabilities.

2. Before any investigation involving screening or multiple X-rays is carried out, the radiologist must ascertain, by consulting the medical history documents, other records, and by questioning the patient, the possibility of overdosage. In cases of doubt, the investigation must invariably be deferred.

3. X-ray examination by screen of the gastro-intestinal tract is only to be carried out by:

a) medical personnel recognized by the Medical Director-General, of the R.A.N., or other Service Medical Directors, as competent to conduct the examination;

b) recognized specialists in radiology.

4. In no case is a portable X-ray machine to be used for X-ray examination by screening of the gastro-intestinal tract or chest.

5. Navy Order 801 of 1955 is hereby cancelled.

(M.D.G.: 4018/5/84)

(*Navy Order* 801 *of* 1955).

UNCLASSIFIED

98.—Pilot's Graduation Prize.

The prize for the most proficient pilot in the weapons aspect of flying, on R.A.A.F. Course No. 31 (Naval Aircrew Course No. 22), has been awarded to Probationary Naval Airman (now Acting Sub-Lieutenant) D. L. Eckersley R.A.N.

(D.A.W.OT: 3593/41/88)

UNCLASSIFIED

99.—R.A.N. College—Time-Table for 1959/60.

The following time-table for the Royal Australian Naval College during 1959/60 has been approved by the Naval Board:

Term I

Tuesday 27th January	New cadets join.
Friday, 30th January	Senior and second year cadets re-join. Term begins.
Friday 13th March / Monday 16th March	Mid-term break.
Friday 1st May	Term ends.
	3 weeks' leave.

Term II

Friday 22nd May	Term begins.
Friday 3rd July / Monday 6th July	Mid-term break.
Friday 21st August	Term ends.
	3 weeks' leave.

Term III

Friday 11th September	Term begins.
Friday 23rd October / Monday 26th October	Mid-term break.
Thursday 10th December	Graduation Day.
Saturday 12th December	Term ends.
	7 weeks' leave.

1960

Tuesday 26th January	New cadets join.
Friday 29th January	Term begins.

2. Navy Orders 1160 of 1957 and 832 of 1958 are hereby cancelled.

(H.P.B.: 4005/4/95)

(*Navy Orders* 1160 *of* 1957 *and* 832 *of* 1958).

UNCLASSIFIED

100.—Ratings—Naval Shipwright Branch—Reduction in Sea-Time Requirement for Charge Certificates.

Owing to the limited number of billets for Naval Shipwrights in sea-going ships it has been decided to reduce the requirement for Naval Shipwrights 3rd Class and above to have completed 2 years' sea-service before being eligible to sit for the charge certificate to eighteen months with effect from the date of this order. When assessing the eighteen months, all sea-service as a Joiner will be allowed to count as half. All time served in reserve ships and floating docks will be allowed to count as full sea-time for Naval Shipwright and as half sea-time for Joiners.

2. A.B.R. 10/58, Article 1525(1), will be amended.

(H.P.B.: 4002/60/40)

UNCLASSIFIED

101.—Warrants for Arrest of Deserters.

Navy Order 783 of 1958 is to be amended as follows:
Paragraph 7 *Delete* and *substitute*:

"7. Immediately a deserter is recovered a signal addressed to the Naval Board information H.M.A.S. KUTTABUL and H.M.A.S. LONSDALE is to be sent; warrants for arrest will then be cancelled from Navy Office."

(H.P.B.: 4011/21/90)

(*Navy Order* 783 *of* 1958).

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED

102.—Diesel Driven Generating Sets—Circulating Water Systems.

Damage has occurred to a diesel driven generating set as a result of a flexible rubber connection in the fresh water circulating system slipping off the end of its pipe and allowing the coolant to escape to bilge.

2. All rubber connections fitted to cooling systems are to be examined at the first opportunity and, where necessary to ensure a secure joint, existing connections should be replaced by new rubber connections of such length as to allow a minimum overlap on each leg of the connecting pipes equal to 1½ x diameter of the pipe. Each end of the rubber connection is to be connected to its leg of the pipe by 2 hose clips.

(D.M.E.: 3764/11/506)

RESTRICTED

103.—Fire Control—M.R.S., Mark 3—Heat Exchangers for Cooling Electronic Equipment—Safety Precautions.

(*A.F.O.* 2995/1958).

Extensive damage was sustained by the fire control equipment in one of H.M. ships as a result of the T.S. Annexe being flooded through a failure of the heat exchanger.

2. Pending the improvement of existing arrangements, the following instructions regarding the use of the heat exchanger are promulgated to prevent future occurrences of flooding.

a) Before any valves in the sea water inlet side of the heat exchanger are opened, all valves on the discharge side are to be checked OPEN.

b) No valves on the sea water discharge side of the heat exchanger are to be SHUT except in an emergency or for maintenance purposes.

c) If a valve on the sea water discharge side has to be SHUT for maintenance purposes, at least one valve on the inlet side is to be SHUT and LOCKED, and a warning notice placed on it.

d) Whenever the T.S. Annexe is left unoccupied, the compartment is to be locked, and the person who locks it is previously to satisfy himself that the valve at the branch of the sea water supply from the main service is, in fact, SHUT.

3. A copy of these instructions is to be posted in a prominent position in the T.S. Annexe.

(D.O.U.W.: 4430/1/47)

UNCLASSIFIED

104.—A.D. Unit, Pattern 21801 (F2C/4)—Preparation before Return.

(*A.F.O.* 2923/1958).

A.D. Unit, Pattern 21801, components of minesweep, A.D. Mark 3, should only be returned to store when defective if repair is beyond the capacity of ship or base staffs. Returning a defective unit does not alter the requirement for the defect to be reported on Form A.S.2022 in accordance with current instruction.

2. To prevent deterioration whilst in store, the unit, Pattern 21801, is to be prepared for return in the following manner:

a) Remove supply cable and plug cable entry point.

b) Tail unit should either be fitted, or suitably packed and forwarded with the A.D. unit.

c) Empty oil drain tank.

d) If the A.D. unit has been flooded it should be opened up and thoroughly dried out. The main oil tank should be drained and refilled with oil O.M.65. On completion, re-assemble and proceed as in sub-paragraph (*e*).

e) Check that all filling and drain plugs have been tightened.

(D.O.U.W.: 4518/33/56)

UNCLASSIFIED

105.—Naval Stores (Air)—Vocab. Section 36PP and 64PP Engine Spares and Tools Common to Python and Double Mamba—Change of R.A.F. Stores Reference.

(*A.F.O.* 2432/1958).

The Python engine spares and tools detailed below are required for Double Mamba engines and have accordingly been re-referenced as indicated:

Old Ref. No.	*New Ref. No.*	*Old Ref. No.*	*New Ref. No.*
36PP/27	36WW/5019	36PP/1022	36WW/5033
36PP/307	36SS/9086	36PP/1023	36WW/5034
36PP/328	36WW/5020	36PP/1024	36WW/5035
36PP/348	36SS/9088	36PP/1067	36WW/5036
36PP/349	36SS/9089	36PP/1072	36WW/5037
36PP/350	36SS/9090	36PP/1089	36WW/5038
36PP/351	36SS/9091	36PP/1106	36WW/5039
36PP/425	36WW/5021	36PP/1438	36AD/1331
36PP/454	36WW/5022	36PP/1710	36AD/1332
36PP/468	36WW/5023	36PP/1849	36SS/9138
36PP/665	36WW/5024	36PP/1850	36SS/9139
36PP/694	36WW/5025	36PP/1851	36WW/5040
36PP/700	36WW/5026	36PP/1928	36SS/9140
36PP/701	36WW/5027	36PP/1932	36WW/5041
36PP/702	36WW/5028	36PP/1940	36SS/9142
36PP/726	36WW/5029	36PP/1941	36WW/5042
36PP/900	36WW/5030	36PP/1957	36SS/9144
36PP/931	36WW/5031	36PP/2032	36SS/9145
36PP/960	36SS/9109	36PP/2047	36SS/9148
36PP/963	36SS/9110	36PP/2069	36SS/9150
36PP/994	36SS/9115	36PP/2086	36WW/5043
36PP/999	36SS/9116	36PP/2087	36WW/5044
36PP/1008	36SS/9117	36PP/2088	36WW/5045
36PP/1021	36WW/5032	36PP/2090	36SS/9153

Old Ref. No.	New Ref. No.	Old Ref. No.	New Ref. No.
36PP/2095	36WW/5046	36PP/2726	36SS/9179
36PP/2107	36SS/9155	36PP/2727	36SS/9180
36PP/2128	36WW/5047	36PP/2728	36SS/9181
36PP/2130	36WW/5048	36PP/2764	36WW/5056
36PP/2159	36SS/9156	36PP/2765	36SS/9182
36PP/2160	36SS/9157	36PP/2766	36SS/9183
36PP/2170	36SS/9158	36PP/2769	36SS/9186
36PP/2252	36WW/5049	36PP/2800	36WW/5057
36PP/2318	36SS/9163	36PP/2897	36SS/9188
36PP/2336	36WW/5050	36PP/2943	36SS/9189
36PP/2374	36WW/5051	36PP/3007	36WW/5058
36PP/2541	36WW/5052	36PP/3098	36WW/5059
36PP/2571	36SS/9168	36PP/3129	36SS/9191
36PP/2689	36WW/5053	36PP/3130	36SS/9192
36PP/2690	36WW/5054	36PP/1446	36WW/5104
36PP/1444	36SS/162	64PP/1	64SS/121
36PP/2724	36WW/5055	64PP/2	64SS/122
36PP/2725	36SS/9178	64PP/13	64WW/844

2. Stocks and Naval Store accounts should be adjusted accordingly.

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S.: 4411/18/262)

UNCLASSIFIED

106.—Naval Stores (General) (Class B, Group 9, Part A)—Dial Thermometer for Use in Deep Fryers To Reduce Fire Risk in Ships' Galleys—Introduction and Allowances.

A 4-inch dial thermometer has been introduced into naval service for use with all deep fat fryers fitted in ships' galleys. Full description and accounting classification are as follows:

Class and Group/ Pattern	Description	Accounting Classification
B9A/N.P.	Thermometer, 4-in. dial, mercury-in-steel type, fitted with 2-ft. 6-in. rigid stem and pan clip.	Permanent

2. The thermometer is being supplied as an additional safety measure to reduce the risk of fire in ships' galleys caused by overheating of frying oils when deep fryers are in use. It will be fitted with a pan clip for ease of attachment to the deep fryer and the dial will be marked in red at 380° F. the temperature which it is considered need not be exceeded in deep fryers. The thermometer will also enable a quick check to be made, whenever desired, of the accuracy and operation of thermostats fitted to electrically operated deep fryers.

3. Allowances of the thermometer will at present be limited to the undermentioned ships. These allowances are to be regarded as R.A.N. Special Allowances of Naval Stores.

Ship	Allowance No.
H.M.A.S. MELBOURNE	6
H.M.A.S. WARRAMUNGA	1
H.M.A.S. QUEENBOROUGH	1 each
H.M.A.S. QUIBERON	1 each
H.M.A.S. QUICKMATCH	1 each

4. Supply to complete to these allowances will be effected by S.N.S.O., Sydney, without demand, when stocks become available.

(D.N.A.S.: 3776/11/20)

UNCLASSIFIED

107.—Naval Stores (General) (Class F, Group 1B)—Designation Pushes A.P.10380 and Designation Lamps A.P.10381 and Components A.P.10382-10395—Introduction.

(*A.F.O.* 1522/1958).

Consequent upon the increased fitting of gun direction and underwater control systems using designation pushes and lamps, these latter items and their components have been patternised and were added to the Rate Book for Naval Stores as consumable items under Class F, Group 1B as follows:

A.P. No.	Description
10380	Designation Push key (2M), Indicating, with provision for two P.O. No. 2 type lamps, separately connected.
10381	Designation Lamp Fitting, Indicating, for two P.O. No. 2 type lamps, separately connected.
10382	Bezel, Black, 1¼-in. square (without lens) for A.P.10380 and 1.
10383	Bezel, Grey, 1¼-in. square (without lens) for A.P.10380 and 1.
10384	Bezel, blanking, Black, 1¼-in. square.
10385	Bezel, blanking, Grey, 1¼-in. square.
10386	Lens, push, Mist, for bezels A.P.10382 and 3.
10387	Lens, push, Red, for bezels A.P.10382 and 3.
10388	Lens, push, Yellow, for bezels A.P.10382 and 3.
10389	Lens, push, Green, for bezels A.P.10382 and 3.
10390	Lens, push, Blue, for bezels A.P.10382 and 3.
10391	Lens, push, Black, for bezel A.P.10383.
10392	Lens, lamp, Mist, for bezels A.P.10382 and 3.
10393	Lens, lamp, Red, for bezels A.P.10382 and 3.
10394	Lens, lamp, Yellow, for bezels A.P.10382 and 3.
10395	Lens, lamp, Green, for bezels A.P.10382 and 3.

2. A designation push comprises a "2M" push key assembly with lamp housings for two separately connected P.O. No. 2 type lamps, but not a bezel or a lens. These should be demanded separately.

3. A designation lamp is composed of a lamp fitting for two separately connected P.O. No. 2 lamps which require a bezel with a suitable lens to complete the assembly.

4. Ships fitted with systems containing these items should arrange for any contained in the "A" sets of spares to be transferred to the custody of the ship's Supply Officer and for them to be taken on charge in the ship's Naval Store account.

5. First Outfit quantities of spares to be carried by H.M.A. ships will be promulgated shortly.

6. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S.: 4518/12/148)

UNCLASSIFIED

108.—Naval Stores (General) (Class F, Group 5)—Pattern 162009 Camera, Cine, Bell & Howell, 16-mm., Models DE, DL and DR and Associated Items—Introduction.

(*A.F.O.* 2864/1958).

Manufacture of Pattern 8681 Cine Camera, Bell & Howell, 16-mm., Model DA has ceased and improved versions, Models DE, DL and DR are now being produced. These three models are basically similar and

only one pattern number, 162009 will, therefore, be allocated to them. They are fitted with optical viewfinders, and positive viewfinders will require to be used in associated with each of the lenses supplied.

2. Manufacture of the existing types of lenses for Pattern 8681 Camera, Model DA, has also ceased and new lenses suitable for Bell & Howell Cine Cameras, Models DA, DE, DL and DR will be introduced.

3. The new models of cameras and associated items will be added to the Rate Book and Authorized List of Naval Stores under Class F, Group 5, as follows:

Pattern	*Description*		*Ships' Accounting Classification*
162009	Camera, Cine, Bell & Howell, 16-mm., Models DE, DL and DR, complete with 1-in. positive viewfinder, 1-in. lens, and case		P
162010	Lens, 0.7-in., f 2.5		P
162011	Lens, 1-in., f 1.9		P
162012	Lens, 2-in., f 2		P
162013	Lens, 2.8-in., f 2.8		P
162014	Lens, 4-in., f 4		P
162015	Lens, 6-in., f 4.4		P
162016	Viewfinder, positive, 0.7-in.	For Pattern 162009	P
162017	Viewfinder, positive, 1-in.		P
162018	Viewfinder, positive, 2-in.		P
162019	Viewfinder, positive, 2.8-in.		P
162020	Viewfinder, positive, 4-in.		P
162021	Viewfinder, positive, 6-in.		P

4. The existing patterns of lenses for Pattern 8681 Camera are suitable for use with Pattern 162009 Camera as indicated below:

Pattern	*Description*	*Suitable for*
8682	Lens,, 17-mm.	Models DE, DL and DR.
8683	Lens, 1-in.	
8582	Lens, 2-in.	
8583	Lens, 2.8-in.	
8585	Lens, 4-in.	Models DE and DL only.
8686	Lens, 6-in.	Models DE, DL and DR.

5. The Pattern 162009 Cameras and associated lenses will be allowed to ships and services on the same scale as the Pattern 8681, but Pattern 8681 Cameras will continue to be issued until stocks are exhausted.

6. Positive viewfinders for use with Pattern 162009 Cameras will be allowed on the following scale:

Pattern	*Description*	*Allowance*
162016	Viewfinder, positive, 0.7-in.	1 No. for each associated lens held
162018	Viewfinder, positive, 2-in.	
162019	Viewfinder, positive, 2.8-in.	
162020	Viewfinder, positive, 4-in.	
162021	Viewfinder, positive, 6-in.	

7. Camera, Pattern 8681, and lenses, Pattern 8582, 8583, 8585, 8682, 8683 and 8686 will be marked "O" in the Rate Book and Authorized List of Naval Stores, but returns are to continue to be accepted.

8. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S.: 4518/51/47)

UNCLASSIFIED

109.—Signal Flags and Associated Equipment—Allowances, Etc.

Navy Order 1030 of 1958, Table A, is to be amended as follows:

a) Delete "Signal School and" from "Signal School and Reserve Training Establishments."

b) *Insert* new entry as follows.

Signal School	6	9	1 spare

(D.S.D.: 4510/14/134)

(*Navy Order* 1030 *of* 1958).

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED

110.—Apparatus, Blood Transfusion, "Soluvac" Companion.

The abovementioned apparatus is issued by the Medical and Dental Store Officer with the contents in a sterile condition, having been autoclaved by the contractors during packing. It is therefore ready for immediate use.

2. In view of its sterile packing, the item is to be dealt with as follows:

a) The Medical and Dental Store Officer will issue the apparatus as "Item 53/0—Apparatus, Transfusion, "Soluvac" Companion, Complete".

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

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

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

e) Before sealing, a further copy of the specifications will be placed in the box and if the box is opened, it is to be used as a voucher for the store account, when the contents are to be taken on charge, in detail, in the store account.

f) If unused for a period of two years from the date stencilled on the case, the Companion is to be returned unopened to the Medical Store on Form A.M.165z, described as "complete", and a replacement drawn unless valid reasons for not doing so exist.

g) If the case shows signs of having been tampered with, it is to be opened, the contents checked and then resealed.

h) When the apparatus, after use, is considered by the Medical Officer to be unserviceable, the remaining contents are to be cleaned, itemised on Form A.M.165z, replaced in the box and returned to the Medical Store and a fresh Companion drawn at the earliest opportunity.

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

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

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

3. Navy Order 1110 of 1955 is hereby cancelled.

(M.D.G.: 4482/2/221)

(*Navy Order* 1110 *of* 1955).

UNCLASSIFIED

111.—Protective Clothing for Ratings Handling Batteries.

Acid-protective aprons, referred to in Navy Order 864 of 1958, will be issued to H.M.A. ships forthwith in view of the temperatures prevailing in battery charging rooms. However, serge protective jackets and trousers will continue to be issued to H.M.A. establishments until stocks are exhausted.

(D.V.: 4533/31/89)

(*Navy Order* 864 *of* 1958).

UNCLASSIFIED

112.—Shirts, White, Double Cuffs with Fused Collars—Extended Approval to Wear.

The approval given in Navy Order 541 of 1958 for the wearing of shirts, white, double cuffs with fused collars, has now been extended to include all ratings of Classes I and III when in Nos. 2 and 3 dresses.

2. These shirts may also be worn by officers with Nos. 5, 5A, and 5B dresses whilst at sea and in remote anchorages.

3. Shirts, white, single or double cuff (without collar) will continue to be worn by Class I and III ratings with No. 1 dress and by officers with Nos. 3, 4 and 4A dresses at all times and with Nos. 5, 5A and 5B dresses when not at sea or in remote anchorages.

(D.V.: 4533/46/64)

(*Navy Order* 541 *of* 1958).

UNCLASSIFIED

113.—Introduction of New and Alternative Items for Use in Action and General Messing and Their Fixed Issuing Prices.

The following items of instant and easily prepared foodstuffs will be available from H.M.A. Victualling Yards on demand from 1st March:

a) *Instant Foods*

Beverages — Nescafe, Espresso, Ricory, Milk Powder, Sterilised Whole Milk.

Soups — Chicken Flavour Booster, Chicken Cubes, Bouillon Cubes.

Dessert — Dessert Mix in Chocolate or Vanilla flavour.

b) *Ready Foods*

Soup powders in the following flavours—
Chicken Noodle, Mushroom, Cream of Chicken, Tomato, Pea and Vegetable, Minestrone.
Dessert powders in the following flavours—
Butterscotch, Strawberry, Chocolate, Vanilla.

2. The instant foods can be prepared by the addition of boiling water or, if desired, boiling milk and will provide a hot drink, a soup and a custard type dessert in action messing and useful alternative items for general messes.

3. The ready foods will provide alternative items to those already included in the Fixed Issuing Price List for provisions for use in general messes.

4. Details of pack and price of the items which will be available are set out hereunder.

Beverages	*Pack*	*Price*
Coffee, Powdered Instant ("Nescafe")	12 x 1-lb. cans	23/8 per lb.
Coffee, Powdered Instant ("Espresso")	12 x 1-lb. cans	25/1 per lb.
Coffee, Powdered Instant with chicory ("Ricory")	12 x 2-lb. cans	8/9 per lb.
Milk, Powdered Instant	16-lb. tins	1/6 per lb.
Milk, Sterilised, Whole	48 x 14-oz. cans	8d. per can
Soups		
Soups, Bouillon, Cubes	Packet of 6 cubes	6d. per pkt.
Soups, Chicken, Cubes	Packet of 6 cubes	6d. per pkt.
Soups, Chicken Flavour Booster	3-lb. tins	12/- per lb.
Soups, Powdered	10 x 8-oz. pkts. per can	
Chicken Noodle		23/- per can
Oxtail, Pea and Ham		25/- per can
Pea and Vegetable		25/- per can
Cream of Chicken		25/- per can
Minestrone		25/- per can
Tomato,		28/- per can
Vegetable and Tomato		28/- per can
Mushroom		38/- per can
Desserts		
Dessert Mix, Instant (Chocolate or Vanilla)	6 pkts. — 1-lb.	4/- per lb.
Dessert Powder—Butterscotch, Chocolate, Strawberry, Vanilla	5-lb. tin	2/9 per lb.

5. A preliminary examination of the cost of the foregoing items indicates that the cost of victualling will not be affected and Victualling Allowances will not be amended consequent upon their introduction.

(D.V.: 4528/26/350)

UNCLASSIFIED

114.—Supply of Provisions to H.M.A. Ships Visiting Darwin.

As stocks of fresh and dry provisions are usually maintained at H.M.A.S. MELVILLE in sufficient quantities to meet normal local requirements only, it is essential that adequate notice of any requirements be communicated to the Naval Officer-in-Charge, North Australia Area by H.M.A. ships visiting Darwin to permit dry provisions and certain items of fresh provisions being obtained from H.M.A. Victualling Yard, Fremantle.

2. A two/three weeks' shipping service is normally maintained between Fremantle and Darwin. Advance copies of all demands should at the same time be despatched direct to the Victualling Store Officer, H.M.A. Victualling Yard, Fremantle. This action will enable the Victualling Store Officer and the Base Supply Officer, MELVILLE, to confer and ensure that shipping availabilities are utilised to the best advantage.

3. Meats, other than carcase beef, are usually obtained from H.M.A. Victualling Yard, Fremantle, and are therefore to be demanded as in paragraph 2.

4. Navy Order 1169 of 1958 is hereby cancelled.

(D.V.: 4528/5/339)

(*Navy Order* 1169 *of* 1958).

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED

115.—Books B.R.24 (Government Telegraph Code) and B.R.24A (Appendix to Government Telegraph Code).

(*A.F.O.* 2056/1958).

It has been decided that B.R.24 and B.R.24A are no longer required for use in the R.A.N.

2. Copies should be returned to S.N.S.O., Sydney.

(D.N.A.S.: 4139/13/2825)

UNCLASSIFIED

116.—Form S.1297—Application for Lodging and Ration Allowance—Introduction.

The abovementioned form has been introduced for use in the R.A.N. and is required to be rendered in accordance with B.R.1950—Naval Pay Regulations and Interim Pay Instructions 270/1.

2. This form is required when—

a) Married R.N. officers cannot be provided with service accommodation or live in their own homes.

b) Unmarried R.N. officers cannot be provided with service accommodation.

3. Ships and establishments are to demand requirements from S.N.S.O., Sydney.

(D.N.A.S.: 3526/12/2351)

By authority Renown Press Pty. Ltd.

REGISTRAR

FOR OFFICIAL USE ONLY. C.N.O. 117/59

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
13th February, 1959.

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

By direction of the Naval Board.

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

UNCLASSIFIED.

117.—Books—Distribution of Non-accountable Publications during December, 1958.

The non-accountable publications, amendments to A.P.'s, B.R.'s, miscellaneous publications, &c., and A.F.O. "S.C." series contained in the appendix to this order, have been distributed to ships and services during December, 1958. Navy Order 983 of 1957 is relevant.

2. Copies of A.F.O. "P" series amendment and A.P. amendments, referred to in the appendix to this order, are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Navy Order 1063 of 1958.

3. All dates refer to 1958 except where otherwise stated.

APPENDIX.

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BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date or Amendment No.*
Aeroplane	26th September.
Aeroplane	3rd October.
Aeroplane	17th October.
Aeroplane	24th October.
Aeroplane	31st October.
Aircraft	Vol. 38, No. 3, December.
Educational Information	No. 93.
Fibres	Vol. 19, No. 10, October.
Flight	26th September.
Flight	3rd October.
Flight	10th October.
Flight	17th October.
Joint Services Recognition Journal	Vol. 13, No. 9, September.
Joint Services Recognition Journal	Vol. 13, No. 10, October.
Journal of the R.N. Medical Service	Vol. XLIV, No. 3, Summer.
Journal of the R.N. Scientific Service	Vol. 13, No. 5, September.
Post Office Guide	Supplement Nos. 40 and 41.
United Nations Review	Vol. 5, No. 4, October.

AMENDMENTS TO B.R.'S, ETC.

B.R. No.	*Amendment No.*
B.R. 1	17 and 19.
A.T.P. 10, British Supplement No. 2	1.
A.T.P. 10	Errata No. 2.
A.B.R. 19/1956	3.
B.R. 20 (1)	4.
B.R. 70/57	August Supplement.
B.R. 93 (51)	16 and 18.
B.R. 125	Supplt. No. 4, October.
B.R. 125	New Entries No. 4, October.
B.R. 226B (29)	1.
B.R. 382	22.
B.R. 664	25.
B.R. 819 (2)	4.
B.R. 1389	12.
B.R. 1545	6.
B.R. 1635 (51)	6.
B.R. 1637 (47)	1.
B.R. 1658	2.
B.R. 1739	Australian Addm. No. 1.
B.R. 1812B/1955	1.
B.R. 1837 (7), Div. J, Section JB	6.
B.R. 1837 (7), Div. J, Section JD	9.
B.R. 1837 (7), Div. J, Section JH	5.
B.R. 1837 (7), Div. J, Section JS	5.
B.R. 1837 (7), Div. J, Section JY	4.
B.R. 1837 (7), Div. J, Section JZ	5.
B.R. 1837 (7), Div. L, Intro.	18.
B.R. 1837 (7), Div. L, Section LT	4.
B.R. 1837 (7), Div. L, Section LX	15 and 16.
B.B. 1837 (7), Div. L, Section LY	16.
B.R. 1837 (8), Div. M, Section MB	5.
B.R. 1837 (8), Div. M, Section MC	5.
B.R. 1837 (8), Div. M, Section MD	5.
B.R. 1837 (8), Div. M, Section ME	5.
B.R. 1837 (8), Div. M, Section MG	10.
B.R. 1837 (8), Div. M, Section MM	9.
B.R. 1837 (8), Div. M, Section MP	10.
B.R. 1837 (8), Div. M, Section MY	9.
B.R. 1837 (8), Div. M, Section MZ	6.
B.R. 1988	15.
B.R. 2047A (7)	1.
B.R. 2047A (9A)	2.
B.R. 2050 (399A)	3.
B.R. 2050 (581)	3.
B.R. 2065 (3)	7.
B.R. 2101 (2)	4.
B.R. 2103	Chapter 11 and Appendices 1, 2, 3, 4 and XLVI.
B.R. 2103	Chapter 22 and Appendices XXIX to XLIII.
B.R. 2103	1.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
1086, Book 3, Part 2 (2nd Edition)	A.L. 99, 101 and 102.
1086, Book 12 (2nd Edition)	A.L. 135 and 137.
1181, Vol. 2	(A.L. 74)-B.61 (Alt. 1).
1182A, Vol. 2, Part 1	C.14 (A.L. 3).
1182C, Vol. 2	(A.L. 66)-E.2 (Alt. 1).
1182C (N), Vol. 6	A.I.L. 1/58.
	A.I.L. 2/58.
1492A, Vol. 2	(A.L. 37)-C.1.
1661, Vol. 2, Part 1	B.26 (A.L. 1).
	C.14.
	M.3 (A.L. 1 inc.).
	M.7.
1664A, Vol. 2, Part 1	A.87.
	A.88.
	D.15.
	M.1.
1664C, Vol. 2, Part 1	20 (A.L. 1 inc.).
1803, Vol. 2, Part 1	D.139.
	D.140.
	D.141.
	D.142.
	E.112.
	E.113.
	S.53.
	S.54.
	T.5.
2234E, Vol. 2, Part 1	(A.L. 37)-C.4.
2240A, Vol. 2, Part 1	91.
	104 (Canc.).
	109.
	110.
2337, Vol. 2	(A.L. 150)-C.69.
	(A.L. 151)-C.70.
2534N, Vol. 3	A.L. 2.
2538HA, Vol. 2, Part 1	(A.L. 108)-B.65.
	(A.L. 104)-B.67
	(A.L. 105)-B.68.
	(A.L. 106)-B.69.
	(A.L. 107)-B.70.
2552J, Vol. 2	(A.L. 14)-P.10.
2802A, Vol. 1, Parts 1 and 3 (2nd Ed.)	A.L. 27 and 28.
2892F, Vol. 2	(A.L. 72)-B.64.
3158, Vol. 2	(A.L. 394)-B.10 (Alt. 8 inc.).
	(A.L. 393)-F.5 (Alt. 5).
3193E	Correction No. 301UK (19th November).
3322	Correction No. 52 (4th November).
	Correction No. 54 (18th November).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A. P. No.	*A. L. or Leaflet.*
4099J, Vol. 1	A.L. 65 and 66.
4099J, Vol. 2	(A.L. 303)-B. 12.
	(A.L. 305)-B. 13.
	(A.L. 302)-D. 16.
	(A.L. 307)-D. 17.
	(A.L. 306)-O. 3 (Alt. 2).
	(A.L. 304)-P. 23.
4167B, C, D and E, Vol. 6, Part 1	A.L. 14.
4269C, Vol. 2, Part 1	A. 4 (A.L. 3 inc.)
	H. 22 (A.L. 1).
4282A, Vol. 1	A.L. 52.
4288, Vol. 1, Part 1	A.L. 30.
4288, Vol. 2	(A.L. 247)-B. 137 (Alt. 1).
	(A.L. 248)-B. 170 (Alt. 1).
4303C, Vol. 1	A.L. 104.
4320B, Vol. 3, Part 1	A.L. 18.
4340, Vol. 1, Book 2	A.L. 15.
4340, Vol. 2	(A.L. 19)-B. 7.
4343B, Vol. 4, Part 6	A. L. 38.
4343C, Vol. 4, Part 6	A.L. 29.
4343D, Vol. 1, Book 4, Sections 20 and 21	A.L. 4, 5, 6 and 7.
4343D, Vol. 2	(A.L. 38)-P. 4.
4343E, Vol. 1	A.L. 114, 115 and 116.
4343E, Vol. 2	(A.L. 22)-N. 3
	(A.L. 24)-S. 1 (Canc.).
4343E, Vol. 4, Part 6	A.L. 14.
4343S, Vol. 1	A.L. 56.
4360B, C, D (G.H.N.)	A.L. 9.
4361G, Vol. 2	(A.L. 140)-G. 16 (Alt. 1 inc.).
4389, Vol. 6, Part 2	A.L. 15.
4471A, Vol. 1	A.I.L. 1/58.
	A.I.L. 2/58.
	A.I.L. 3/58.
	A.I.L. 4/58.
	A.I.L. 5/58.
	A.I.L. 6/58.
4483A, Vol. 1, Part 2, and Vol. 5	A.L. 23 and 24.
4487A, Vol. 2	D. 14.
4487B, Vol. 2	D. 13.
4677A, Vol. 1 and 6	A.L. 12.
A.P. (N) 377	A.L. (RAN) 21 to R.A.N. Supplement.
A.P. (N) 378	A.L. (RAN) 19 to R.A.N. Supplement.
A.P. (N) 1023 (7)	A.L. 5.
A.P. (RAN) 101	A.L. 14.
N.A.M.O., Engines	E (RR) 50 (2 leaves) (24th June).
N.A.M.O., Gannet	X.24 (19th July).
N.A.M.O., General	W.60 (23rd July).
N.A.M.O., Miscellaneous	STI/Devon/18 (19th July).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
N.A.M.O., Sea Venom	X. 52 (19th July).
	STI/155 (23rd July).
	STI/160 (18th July).
	SI/51A (23rd July).
N.A.M.O., Vampire	STI/177 (23rd July).
N.A.M.O., Westland Whirlwind	STI/35 (Issue 2) (2 leaves) (19th July).
R.A.N.A.M.O., Double Mamba	14 (October).
R.A.N.A.M.O., Ejection Seats	6 (August).
R.A.N.A.M.O., Engines General	E. 17 (September).
R.A.N.A.M.O., Gannet	STI/RAN. 43 (Issue 2) (May).
	STI/RAN. 56 (August).
	STI/RAN. 57 (August).
	STI/RAN. 58 (August).
	STI/RAN. 59 (September).
R.A.N.A.M.O., General	A.L. 8.
	L. 55 (October).
	L. 56 (October).
	Q. 23 (August).
	R. 49 (October).
	R. 50 (October).
	W. 18 (October).
	STI/Flying Clothing/RAN. 7 (October).
	STI/Safety Equipment/RAN. 7 (October).
	SI/Instruments/RAN. 10 (November).
R.A.N.A.M.O., Ghost	X. 3 (October).
R.A.M.A.M.O., Sea Venom	A. 18 (Issue 2) (August).
	A. 29 (October).
	A. 32 (October).
	R. 4 (October).
	STI/RAN. 49 (October).
	STI/RAN. 44 (July).
R.A.N.A.M.O., Vampire Trainer	SI/RAN. 13 (Drawing).
A.A.P. No. 2, Group B, Section 20 (5th Edition)	Sub A.L. 13 (A.L. 9555).
A.A.P. No. 2, Group D, Section 1B (8th Edition)	Sub A.L. 60 (A.L. 9584).
A.A.P. No. 2, Group D, Section 1C (9th Edition)	Sub A.L. 66 (A.L. 9632).
A.A.P. No. 2, Group E, Section 7R (3rd Edit.) ..	Sub A.L. 17 (A.L. 9535).
A.A.P. No. 2, Group F, Section 3 (12th Edit.) ..	Sub A.L. 53 (A.L. 9442).
A.A.P. No. 2, Group F, Section 14A (12th Ed.) ..	Sub A.L. 51 (A.L. 9623).
A.A.P. No. 2, Group F, Section 14C (6th Ed.) ..	Sub A.L. 33 (A.L. 9629).
A.A.P. No. 2, Group G, Section 5A, Vol. 3 (4th Ed.)	Sub A.L. 19 (A.L. 9618).
A.A.P. No. 2, Group G, Section 5C (12th Edit.) ..	Sub A.L. 34 (A.L. 9527)
	Sub A.L. 35 (A.L. 9647).
A.A.P. No. 2, Group G, Section 5D (7th Edit.) ..	Sub A.L. 29 (A.L. 9533)
	Sub A.L. 30 (A.L. 9648).
A.A.P. No. 2, Group G, Section 5E (5th Edit.) ..	Sub A.L. 25 (A.L. 9669).
A.A.P. No. 2, Group G, Section 5F (6th Edit.) ..	Sub A.L. 24 (A.L. 9534).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
A.A.P. No. 2, Group G, Section 5Q (2nd Edit.) ..	Sub A.L. 14 (A.L. 9536).
A.A.P. No. 2, Group G, Section 5U, Vol. 1 (5th Ed.)	Sub A.L. 19 (A.L. 9649).
A.A.P. No. 2, Group G, Section 5U, Vol. 2 (3rd Ed.)	Sub A.L. 27 (A.L. 9500).
A.A.P. No. 2, Group G, Section 5W (3rd Edit.) ..	Sub A.L. 14 (A.L. 9540).
A.A.P. No. 2, Group G, Section 6C, Vol. 1 (2nd Ed.)	Sub A.L. 36 (A.L. 9385).
	Sub A.L. 37 (A.L. 9567).
A.A.P. No. 2, Group G, Section 6E (6th Edit.) ..	Sub A.L. 16 (A.L. 9576).
A.A.P. No. 2, Group G, Section 6F, Vol. 1 (2nd Ed.)	Sub A.L. 21 (A.L. 9520).
A.A.P. No. 2, Group G, Section 6F, Vol. 2 (2nd Ed.)	Sub A.L. 15 (A.L. 9521).
A.A.P. No. 2, Group G, Section 105C (4th Edit.)..	Sub A.L. 28 (A.L. 9554).
	Sub A.L. 29 (A.L. 9619).
A.A.P. No. 2, Group G, Section 106A (7th Edit.)..	Sub A.L. 25 (A.L. 9610).
A.A.P. No. 2, Group H, Section 28B (7th Edit.) ..	Sub A.L. 34 (A.L. 9437).
A.A.P. No. 2, Group H, Section 128F, Vol. 2A (3rd Edition)	Sub A.L. 20 (A.L. 9606).
A.A.P. No. 2, Group H, Section, 128F, Vol. 4 (3rd Edition)	Sub A.L. 28 (A.L. 9583).
A.A.P. No. 2, Group H, Section 128F, Vol. 6 ..	Sub A.L. 22 (A.L. 9662).
A.A.P. No. 2, Group I, Section 1, Vol. 3 (3rd Edit.)	Sub A.L. 10 (A.L. 9607).
A.A.P. No. 2, Group I, Section 32A (5th Edit.) ..	Sub A.L. 22 (A.L. 9659).
A.A.P. No. 2, Group J, Section 12A (7th Edit.) ..	Sub A.L. 35 (A.L. 9574).
A.A.P. No. 2, Group K, Section 2 (12th Edit.) ..	Sub A.L. 24 (A.L. 9699).
A.A.P. No. 2, Group K, Section 3 (11th Edit.) ..	Sub A.L. 38 (A.L. 9403).
A.A.P. No. 2, Group K, Section 5 (9th Edit.) ..	Sub A.L. 33 (A.L. 9703).
A.A.P. No. 2, Group T, Section 27H (8th Edit.) ..	Sub A.L. 27 (A.L. 9522).
A.A.P. No. 2, Group W, Section 4C (10th Edit.) ..	Sub A.L. 42 (A.L. 9457).
	Sub A.L. 43 (A.L. 9680).
A.A.P. No. 2, Group W Section 4D (7th Edit.) ..	Sub A.L. 29 (A.L. 9684).
A.A.P. No. 2, Group W, Section 4G (4th Edit.) ..	Sub A.L. 20 (A.L. 9665).
A.A.P. No. 2, Group W, Section 4K, Vol. 1 ..	Sub A.L. 10 (A.L. 9441).
	Sub A.L. 11 (A.L. 9640).
A.A.P. No. 2, Group Y, Section 10AB (5th Edition)	Sub A.L. 29 (A.L. 9472).
A.A.P. No. 2, Group Y, Section 10AF (3rd Edition)	Sub A.L. 6 (A.L. 9634).
A.A.P. No. 2, Group Y, Section 10AJ (4th Edition)	Sub A.L. 11 (A.L. 9628).
A.A.P. No. 2, Group Y, Section 10AK (5th Edition)	Sub A.L. 11 (A.L. 9410).
A.A.P. No. 2, Group Y, Section 10AR (4th Edition)	Sub A.L. 12 (A.L. 9454).
A.A.P. No. 2, Group Y, Section 10F (7th Edition)	Sub A.L. 29 (A.L. 9342).
A.A.P. No. 2, Group Y, Section 10FB (4th Edition)	Sub A.L. 16 (A.L. 9499).
A.A.P. No. 2, Group Y, Section 10H (8th Edition)	Sub A.L. 29 (A.L. 9389).
A.A.P. No. 2, Group Y, Section 10S (9th Edition)	Sub A.L. 18 (A.L. 9458).
A.A.P. No. 2, Group Y, Section 110A (4th Edition)	Sub A.L. 21 (A.L. 9469).
A.A.P. No. 2, Group Y, Section 110AB (5th Edition)	Sub A.L. 23 (A.L. 9481).
A.A.P. No. 2, Group Y, Section 110E (7th Edition)	Sub A.L. 17 (A.L. 9426).
A.A.P. No. 2, Group Y, Section 110F (5th Edition)	Sub A.L. 19 (A.L. 9543).
A.A.P. No.2, Group Y, Section 110KB (7th Edition)	Sub A.L. 20 (A.L. 9487).
A.A.P. No. 2, Group Y, Section 110P (6th Edition)	Sub A.L. 10 (A.L. 9466).
A.A.P. No. 2, Group Y, Section 110Q (6th Edition)	Sub A.L. 8 (A.L. 9504).
A.A.P. 316	A.L. 111 and 112.
A.A.P. 702.1	A.L. 70, 76 and 77.
A.A.P. 716.0, Vol. 2, Part 2	A.L. 34.
A.A.P. 717.00, Vol. 2, Part 1	A.L. 14 and 15.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
A.A.P. 717.00, Vol. 2, Part 2	A.L. 21, 22 and 23.
A.A.P. 721.79, Vol. 2, Part 2	A.L. 105, 106, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118 and 119.
A.A.P. 741.00, Vol. 2, Part 1	A.L. 33 and 34.
A.A.P. 741.00, Vol. 2, Part 2	A.L. 45, 46, 47 and 48.
A.A.P. 742.00, Vol. 2, Part 2	A.L. 6.
A.A.P. 750.00, Vol. 2, Part 1	A.L. 43 (with Erratum), 44, 45 and 46.
A.A.P. 750.00, Vol. 2, Part 2	A.L. 98, 100 and 102.
R.A.A.F. General Engineering Equipment Instructions	A.L. 26.
R.A.A.F. Aircraft General Special Technical Instructions	4.
R.A.A.F. Aircraft Safety Equipment Instructions	A.L. 42 and 45.
R.A.A.F. Aircraft Safety Equipment Orders ..	A.L. 13 and 14.
R.A.A.F. Armament Special Instructions Consolidated Index Issue 7.	
R.A.A.F. Dakota Orders	A.L. 61.
R.A.A.F. Electrical Special Technical Instructions	4, 5, 6, 7 and 9.
R.A.A.F. M/T. Maintenance Instructions ..	A.L. 15.
R.A.A.F. Pumps, Fuel, Air and Hydraulic Special Technical Instructions	1.
R.A.A.F. Repair and Maintenance General Instructions	A.L. 270 and 271.
R.A.A.F. Rotol Accessory Drive Equipment Special Technical Instructions	1.
R.A.A.F. Safety Equipment Special Technical Instructions	3, 4, 5, 6, 7 and 8.
R.A.A.F. Escape Facility Special Technical Instructions	3 and 4.
R.A.A.F. Fuels, Oils and Greases Special Technical Instructions	2.
R.A.A.F. Summary of Aircraft Accidents ..	July–September, 1958.
R.A.A.F. Summary of Defect Reports	Instrument Defect Summary No. 14. Instrument Defect Summary No. 15. Electrical Serial No. 1/58. Armament Engineering Serial No. 3–58 (Quarter ending 31st July) (Navy Office letter 4139/42/277 (77411) dated 3/10/58.)
R.A.A.F. Summary of Engine and Accessories Defects	Serial No. 13 November and December, 1956.
D.C.A. Aeronautical Information Publications	A.G.A. A.L. 13. General A.L. 26.
D.C.A. Airways Operation Instructions, Part 1	A.L. 17.
D.C.A. Airways Operation Instructions, Vol. 2	A.L. 1.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
Aviation Studies (International) Ltd. London ..	Engine Data Sheets September Instruction and 13 Sheets.
Standardization Design Memoranda	Numerical Index Issue 34 dated July. 13, Issue 2. 15, Section 1, Issue 4. 15, Section 2, Issue 4. 15, Section 3, Issue 4. 138, Issue 3. 207, Issue 2. 233, Issue 2. 260, Issue 1 (Cancellation). 278, Issue 2. 332, Issue 2, 339, Issue 1.
De Havilland Goblin Operation Maintenance and Overhaul Handbook	A.L. 37.
Smiths Aircraft Instrument Ltd.	*Field Service Bulletins—* Issue No. 46 (21st January). Issue No. 55 (Revised) (21st August). Issue No. 58 (Revised) (5th September). Serial No. 318 } Amendment Serial No. 319 } *Modification Leaflets—* Serial No. 203 and 222 (Issue 2) (Amendment). Serial No. 298 (30th December, 1957). Serial No. 300 (31st December, 1957). Serial No. 301 (31st December, 1957). Serial No. 302 (31st December, 1957). Serial No. 303 (31st December, 1957). Serial No. 304 (31st December, 1957). Serial No. 306 (30th December, 1957). Serial No. 307 (31st December, 1957). Serial No. 308 (31st December, 1957). Serial No. 309 (30th December, 1957). Serial No. 310 (31st December, 1957).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
Smiths Aircraft Instrument Ltd.—*continued.*	*Modification Leaflets*—contd.
	Reference No. 317 (Amendment) (25th June).
	Serial No. 358 (Amendment) (25th June).
	Serial No. 358 } (30th June).
	Serial No. 364 }
	Serial No. 379 (August).
	Serial No. 379 (M.L. Ref. No. 364) (June).
	Serial No. 380 (August).
	Serial No. 381 (September).
	Serial No. 382 (September).
	Serial No. 951 (Issue 2) (June).
	Serial No. 952 (M.L. Ref. No. 357) (9th June).
	Serial No. 956 (Issue 2) (June).
	Serial No. 962 (Issue 2) (June).
	Serial No. 1035 (Ref. No. 373) (June).
	Serial No. 1035 (Ref. No. 374) (June).
	Serial No. 1035 (Ref. No. 375) (June).
	Serial No. 1036 (Ref. No. 371) (June).
	Serial No. 1036 (Ref. No. 372) (June).
	Serial No. 1040 (M.L. Ref. No. 359) (9th June).
	Serial No. 1041 (M.L. Ref. No. 358) (9th June).
	Serial No. 1052 (Issue 2) (June).
	Serial No. 1068 (July).
	Serial No. 1072 (Issue 2) (July).
	Serial No. 1073 (Issue 2) (July).
Sperry Field Service Bulletins	No. 27, Gyropilot Type, A.L. 1A (17th April).
	No. 29, Gyropilot Type, A.L. 3 (16th April).
	No. 47, Gyrosyn Compass Type, C.L. 1/1A (18th April).
	No. 50, Gyrosyn Compass Type, C.L. 1 (17th April).
	No. 51, Gyrosyn Compass Type, C.L. 1/1A (11th April).
	No. 72, Gyrosyn Compass Type, C.L. 2 (17th April).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
Sperry Field Service Bulletins—*continued.*	No. 73, Gyrosyn Compass Type, C.L. 2 (18th April).
	No. 78, Gyrosyn Compass Type, C.L. 2 (15th April).
	No. 5, Gyrosyn Compass Type, C.L. 3 (17th April).
	No. 7, Gyrosyn Compass Type, C.L. 3 (11th April).
	No. 8, Gyrosyn Compass Type, C.L. 3 (18th April).
	No. 4B, Zero Reader Flight Director Type Z.L. 1 (15th April).
	No. 5K, Zero Reader Flight Director Type Z.L. 1 (18th April).
Sperry Publication	"Sperryscope"—Second Quarter 1958.
Air Diagrams	A.D. 5100 (Issue 2).
	A.D. 5111 (Issue 2) (Sheet 1).
	A.D. 5111 (Issue 2) (Sheet 2).
	A.D. 5111 (Issue 2) (Sheet 3).
	A.D. 6104K/MIN. (Issue 2).
	A.D. 6104L/MIN. (Issue 2).
	A.D. 6107J/MIN. (Issue 2).
	A.D. 6107L/MIN. (Issue 2).
	A.D. 6107N/MIN. (Issue 1).
	A.D. 6107P/MIN. (Issue 1).
	A.D. 6107Q/MIN. (Issue 1).
	A.D. 6107R/MIN. (Issue 2).
	A.D. 6107S/MIN. (Issue 2).
	A.D. 6107T/MIN. (Issue 2).
	A.D. 6543.
	A.D. 6625.
	O.N. 290.
	S.R. 949/N.B.
	S.R. 951/N.B. (Sheet 1).
	S.R. 951/N.B. (Sheet 2).
	S.R. 952/N.B.
	S.R. 954/N.B.
	S.R. 955/N.B.
	S.R. 956/N.B.
	S.R. 958/N.B.
	S.R. 960/N.B.
	S.R. 964/N.B.
	S.R. 965/N.B.
	S.R. 968/N.B.
	S.R. 969/N.B.
	S.R. 971/N.B.
	S.R. 974/N.B.
	S.R. 975/N.B.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
Air Diagrams—*continued.*	S.R. 978/N.B. S.R. 979/N.B. S.R. 982/N.B. (Sheet 1). S.R. 982/N.B. (Sheet 2). S.R. 990/N.B. S.R. 1038/N.B. S.R. 1039/N.B. S.R. 1040/N.B.

Title.	*Date.*
Lloyds Shipping Index	3rd November.
Lloyds Shipping Index	1st December.
Lloyds Shipping Index	8th December.
Lloyds Shipping Index	15th December.
Lloyds Shipping Index	22nd December.
Lloyds Shipping Index	29th December.

Distribution of A.F.O.'s "S.C." Series, December, 1958.

S.C. 1/58 .. .. Change No. 2 to B.R. 1864.

(*Navy Orders* 983 *of* 1957 *and* 1063 *of* 1958.)

(D.N.A.S. 4139/3/162.)

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C.N.Os. 118-143/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
20th February, 1959.

The enclosed 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.

RESTRICTED.

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Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

118.—Accidents—Naval Vehicles—Reports.

Accidents to naval vehicles which do not involve injury to any person or damage to privately owned vehicles or property need not be reported to the Naval Board when the estimated cost of repair to the naval vehicle does not exceed £50.

2. Paragraph 12 of the R.A.N. Motor Transport Instructions will be amended accordingly.

(D.N.A.S. 3712/50/161.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

119.—Accounting—Forms and Cash Vouchers—Captain's Signature.

The signature of the Captain on the following forms may be dispensed with:—

A.S. 22.—Voucher for Purchase.
A.S. 22A.—Voucher for General Expenses.
A.S. 27.—Petty Cash Voucher.
A.S. 542.—Travelling Expense Claim (Approval for Payment).

2. In addition to the certificates already given by him on these forms, the Supply Officer will complete the certificates indicated to be given by the Captain and will sign " for Captain ".

3. The general responsibility of the Captain for all expenditure incurred remains, and particular attention is drawn to Naval Account Regulations and Instructions, Article 84, Clause (1), regarding the necessity for examination of the cash account and supporting vouchers before transmission to the Director of Navy Accounts.

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

5. Navy Order 417 of 1953 is hereby cancelled.

(D.N.A. 3712/11/440.)

(*Navy Order* 417 *of* 1953.)

UNCLASSIFIED.

120.—Insurance—Member Granted Family Passage Overseas—Insurance of Furniture Stored in Australia and Insurance of Baggage Transported to or from Overseas Destination.

Where a member appointed or drafted overseas is granted a free passage to or from his overseas destination for his family under Instruction 237 of Interim Pay Instructions, the provisions of this order will govern the insurance of luggage and personal effects transported to or from his overseas destination, and of household furniture and effects stored at the expense of the Department in Australia.

2. The total insurance cover available to the member under this order is £1,100. All items will be covered only to the extent of their true value.

3. A member to whom this order applies may be granted storage of his household furniture and effects for the period of his absence overseas under Interim Pay Instructions, instruction 237, paragraph (9), clause (*c*).

4. Where a member is granted storage in accordance with paragraph 3 of this order, the conditions governing the storage of the household furniture and effects of a member who is granted a removal within Australia will apply, but, except where the member so elects under this order, the Department will not be liable for the loss of, or damage to, the goods remaining in Australia.

5. The member has the following alternatives which may be availed of at his discretion and he should specify the type of cover he elects in his application for a family passage: He may:

(*a*) insure his luggage and personal effects to be taken overseas to the value of £500 and accept a Departmental indemnity of £600 on household furniture and effects removed to store in Australia;

(*b*) insure to the value of £1,100 his luggage and personal effects to be taken overseas, in which case, while his right to storage in Australia is not affected, the Department will accept no liability in respect of the household furniture and effects stored in Australia; or

(*c*) accept the Departmental indemnity of £1,100 on household furniture and effects stored in Australia.

6. The maximum value of the cover available under paragraph 5 (*a*) cannot be varied.

7. The following authorities are affected by this order and should be noted accordingly, pending promulgation or amendment in Interim Pay Instructions:—

(*a*) Navy Order 330 of 1952, paragraphs 32, 38 and 40 (being repromulgated in R.I. 11/12/58 as Chapter XII, Section 4 of Interim Pay Instructions).

(*b*) Interim Pay Instructions, Instruction 237, paragraph (11). The cover under that paragraph is now available only where the member elects alternative (*a*) or (*b*) in paragraph 5 of this order and only to the extent to which the luggage and personal effects transported overseas were insured at the expense of the Department.

(*c*) Interim Pay Instructions, Instruction 237, paragraphs (13) and (14) are cancelled.

(*d*) Interim Pay Instructions, Instruction 237/11—

(i) paragraph (1)—reimbursement is to be claimed under this order.
(ii) paragraph (6) is cancelled.
(iii) paragraph (7)—the amount of reimbursement will be governed by this order.

(*e*) Interim Pay Instructions, Instruction 237/12 is cancelled.

(H.P.B.: 4804/1/60.)

(*Navy Order* 330 *of* 1952.)

UNCLASSIFIED.

121. Leave—Officers—Procedure.

The following revised procedure for approving of leave of absence to officers and deferment of leave has been approved.

2. Captains of ships and establishments may now approve of leave of absence for all officers under their command.

3. Administrative Authorities may approve of leave of absence for Captains of ships and establishments within their command.

4. Administrative Authorities and officers borne on the books of H.M.A.S. HARMAN for Navy Office, or H.M.A.S. LONSDALE for Navy Office, are to render applications for leave of absence on Forms A.S. 539 direct to Navy Office Melbourne for approval.

5. Administrative Authorities may also approve of the deferment of officers' leave from one leave year to the next. Deferment should only be approved in exceptional circumstances and where it can be clearly shown that there are strong service reasons for the leave not being taken in the year in which it is due. It should be taken as early as possible in the subsequent leave year and steps should be taken to avoid officers proceeding from one administrative command to another with a large amount of accumulated leave. Copies of the approval for deferment of leave are to be forwarded to Navy Office Melbourne for information.

6. Copies of approval for leave on Forms A.S. 539 in respect of officers, *vide* paragraphs 2 and 3, need no longer be forwarded to Navy Office. Such officers' leave records will be compiled from Forms A.S. 257B (Leave Check Sheets).

(H.P.B. 4022/1/251.)

UNCLASSIFIED.

122. Promotion to the S.D. List—Shipwright Specialization.

(*A.F.O.* 2835/1958.)

Promotions to Acting Shipwright Sub-Lieutenant will in future be made in February and June of each year as required, so that these officers can join the S.D. Officers Greenwich Course immediately on promotion. They will then attend the Dockyard Technical Course at the Constructors Training Office, Devonport, and any other post-qualifying courses, as convenient.

2. The present list of qualified candidates for promotion is still not large enough to fill requirements for the foreseeable future.

3. Prospective candidates should realize that a considerable amount of private study is necessary, and should seek guidance from their Divisional Officers, who should make every endeavour to provide the necessary facilities for them to reach the standard required of the new S.D. Officer.

4. Recommended text-books and publications:—

B.R. 569—*Practical Construction of Warships.*
R. N. Newton, R.C.N.C., M.I.N.A.
P.P. 567—*Theoretical Naval Architecture.*
E. L. Attwood and H. S. Pengelly.
B.R. 2170—*Ship A.B.C.D. Manual.*
B.R. 67—*Manual of Seamanship*, Vols. I, II, III.
Welding Handbook—D.N.C./28/512.
Relevant sections of *Queens Regulations and Admiralty Instructions.*
Relevant *Commonwealth Navy Orders.*
A.B.R. 19—*Manual of Painting Instructions.*
Corrosion—A Symposium—The committee of the Symposium on Corrosion, University of Melbourne, 1956.

(D.N.C. 4008/3/100.)

UNCLASSIFIED.

123.—Ratings—Seaman Branch—Instructions for Part III Examination of Ordinary Seamen.

It has been decided to introduce the question and answer method of examination, on lines similar to that applicable to the Fleet Board examination for Leading Seaman and Petty Officer, *vide* A.B.R. 10/58, Article 1121, to the Part III ship's officer examination of Ordinary Seamen for Able Seaman. The necessary questionnaires and instructions are being prepared and will be distributed on the following scale:—

	No. of Copies.
F.O.C.A.F.	2
F.O.I.C.E.A.	3
C.S.T.F.N.D.	2
D. 10	3
D. 9	4
F. 1	4
N.O.I.C.W.A.	2
Navy Office (D.T.S.R.)	1
(H.P.B.)	1

Copies for WARREGO and COOTAMUNDRA are to be issued by F.O.I.C.E.A. and for FREMANTLE by N.O.I.C.W.A. as required.

Instructions for Part III Examination of Ordinary Seamen.

2. The instructions for the conduct of Part III examination of Ordinary Seamen have been compiled with the following objects:—

(*a*) To ensure that the syllabus is covered thoroughly and as far as practicable in the manner which an Ordinary Seaman would encounter afloat.
(*b*) To ensure that consistent standards are maintained.

3. To achieve object 2 (*a*), all things which an Ordinary Seaman must be able to do are carried out as practical tests, and all things he must know are tested in short answer tests.

4. In the practical tests, it is sometimes inconvenient or excessively lengthy to carry out the tests on the actual equipment, and the use of a working model of the forecastle of a destroyer is considered acceptable.

5. Written short answer tests are used in preference to oral tests for three reasons:—

(*a*) As all candidates can do the written tests simultaneously, many more questions can be asked and the syllabus more efficiently covered.
(*b*) The average candidate is more likely to produce what he knows in a written short answer test than in an oral test before an examining officer.
(*c*) It is much easier to ensure a consistent standard at successive Boards.

Conduct of Written Examinations.

6. The necessary number of questions should be selected at random from the questions in the appropriate part and section of the question pamphlets. These questions should then be checked to see that there are no "give aways", i.e., questions the answer to which is given in another question.

7. If any candidate answers a question with an answer which is right but differs from the answer given in the pamphlet, he should be awarded the mark and the alternative answer reported to the Commodore Superintendent of Training, Flinders Naval Depot, who will promulgate any required correction or addition.

Conduct of Practical Examinations.

8. The necessary tests should be selected at random from the appropriate sections of the question pamphlets. In the practical tests, the candidate is either RIGHT (within the time limit, if there is one specified) or WRONG. Unless this system of marking is adhered to, inconsistencies will occur.

Security of Question Pamphlets.

9. *Question pamphlets are at all times to be kept in a locked stowage and an officer is to be responsible for their security.* Although these pamphlets attempt to cover all knowledge required by an Able Seaman, it is obvious that if an unscrupulous instructor were to teach only the answers required for all questions, the eventual standard and knowledge of future Able Seamen would be limited.

References.

10. A.B.R. 10, Articles 1112 and 1113, state the marks required for passes and the syllabus on which this questionnaire has been based.

(D.T.S.R. 4006/141/46.)

UNCLASSIFIED.

124.—Uniform—Ratings—No. 6 Dress—Fitting of Medal Beckets.

(*A.F.O.* 3119/1958.)

In order to ensure the uniform appearance and the correct positioning of medals on their No. 6 Dress, ratings are to arrange for beckets to take the medal bar or bars to be worked on their white drill tunics or jumpers. The positioning and the number of beckets to be fitted will depend on the number of medals to be worn, but the siting of the beckets is to be such that the top medal bar is 2 inches vertically below the point of the shoulder.

(D.V. 4716/1/436.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

125.—Radio—Cables and Junction Boxes—Provision of for Installation.

(*A.F.O.* 2919/1958.)

Advice has been received from the Admiralty that in future no installation cables or cable changing junction boxes, with the exception of the following, will be shown in Establishment Lists for radio equipment:—

(*a*) Cables supplied, usually in set lengths, either with plug terminations at one or both ends as Admiralty pattern connectors.

(*b*) Cable changing junction boxes designed specially for use with a particular set or outfit.

2. Guidance wiring diagrams in A.S.R.E. installation specifications will normally indicate the pattern number of suitable cables, but in certain cases may only indicate the voltage or current of the particular circuit. Standard cable changing junction boxes will not be given pattern numbers on the guidance wiring diagrams but will be indicated by dotted outlines.

(D.E.E. 4518/1/1427.)

UNCLASSIFIED.

126.—Machinery—Waste Steam Discharges from Relief Valves.

(*A.F.O.* 3125/1957.)

An accident has occurred in the boiler room of one of H.M. ships when the thread in the bridge of the evaporator coil steam valve stripped, allowing steam pressure to force the valve into the wide open position, and then to operate the coil steam relief valve which exhausted through the waste steam pipe at the top of the boiler room. This escape of steam made it impossible for the boiler room personnel to reach the evaporator steam master valve which was situated at a point level with, and about 8 feet away from, the waste steam pipe discharge. The escape hatch was also made inaccessible, and a number of ratings received scalds when leaving the compartment through the air-lock.

2. This accident draws attention to the desirability of leading all waste steam pipes from such relief valves to positions in the bilges remote from essential controls. If a large release of steam occurs, then the master valve of the system involved could be shut off before conditions in the region of the valve become unbearable.

3. Ships concerned should examine the positions of all waste steam pipe discharges. Where the pipes are not led to points in the bilges remote from essential controls a report should be made to the Administrative Authority who should decide whether it is essential for pipes to be re-sited. If so, the necessary alterations should be carried out by defect list procedure.

(D.M.E. 4276/2/190.)

UNCLASSIFIED.

127.—40-mm. Mk. 7 Mountings—Empty Cartridge Deflection Chutes.

It has been recently reported that certain 40-mm. Mk. 7 mountings have not been modified to ensure the smooth flow of empty cartridge cases along the deflection chutes. This is achieved by overlapping the rear section of the chute over the front section.

2. Cartridge chutes are to comply with Navy Order Diagram Issue 2/59 to ensure correct assembly.

3. All chutes are to be checked, and those which cannot be assembled correctly are to be modified in accordance with drawings 29000/101, 29000/102, 29413, 29414, 29809, quoting this order as the authority.

(D.O.U.W. 4429/141/64.)

UNCLASSIFIED.

128.—Anti-Submarine—Hull Outfits 7/7A Auxiliary Cover Plates for Asdic Type 164 and Type 170.

(*A.F.O.* 3053/1958.)

The auxiliary cover plates fitted to the main cover of the Hull Outfit 7/7A for securing Asdic Type 164 or 170 should be secured with standard ½-in. B.S.F. nuts.

2. A quantity of Hull Outfits 7 have been issued fitted with Pattern F1a/2/A.1491 self-locking nuts, and ships so fitted are to replace these nuts, when defective, by standard Pattern B.2(d)/30835 nuts " P " steel, CN.7, hexagonal, ½-in., for use with H.T.S. bolts, studs and studbolts.

(D.O.U.W. 4518/11/504.)

UNCLASSIFIED.

129.—A/S Weapons—A/S Mortar, Mark 10—End B—Additional Clinometer Surface and Protecting Strip.

(*A.F.O.* 3054/1958.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted and gunnery equipment depots.
(*b*) *Type of equipment* ..	A/S Mortar Mark 10.
(*c*) *Part of equipment affected*	Plate top B of " End B ".
(*d*) *Modification number* ..	To be known as mounting modification No. 12.
(*e*) *Purpose of modification* ..	To provide an additional clinometer surface to assist installation, and to protect this surface by a metal strip.
(*f*) *Nature of modification* ..	Plate top B is a machined and level surface. Clean surface over area to be protected by new item, Strip Protecting C, and fit in accordance with Navy Order Diagram Issue 2/59.
(*g*) *By whom to be done* ..	Ship's staff and dockyards.
(*h*) *Authority to manufacture parts*	Ship's staff and dockyards.
(*i*) *When to be done* ..	At the earliest opportunity.
(*j*) *How to be treated* ..	As a defect.

2. Navy Order 535 of 1958 refers.

(D.O.U.W. 4431/44/123.)

(*Navy Order* 535 *of* 1958.)

UNCLASSIFIED.

130.—A/S Weapons—A/S Mortar, Mark 10—Gear Boxes, Pitching and Rolling—Modification to Bearing Outer and Pinion Output.

To be recorded as modification No. A.N.4 to mountings—

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted, gunnery equipment depots.
(*b*) *Type of equipment* ..	A/S Mortar Mk.10—Gear boxes pitching and rolling.
(*c*) *Part of equipment affected*	Bearing outer and pinion output.
(*d*) *Purpose of modification* ..	To assist maintenance and to prevent damaging the " O " Seal when assembling.
(*e*) *Nature of modification* ..	To drill and tap 3 number 5/16-in. B.S.F. holes in the flange of the bearing outer and to remove the sharp edges from the teeth of pinion output where necessary.
(*f*) *Drawings*	A.M.E.4060/55 dated 24.6.58. A.M.E.4060/50 dated 18.8.58.
(*g*) *By whom to be done* ..	Dockyards.
(*h*) *When to be done* ..	As convenient.
(*i*) *How to be treated* ..	As a defect.

2. Navy Order 535 of 1958 refers.

(D.O.U.W. 4431/144/265.)

(*Navy Order* 535 *of* 1958.)

UNCLASSIFIED.

131.—Large H.E. Filled Underwater Weapons—Care in Handling.

(*A.F.O.* 2669/1958.)

Because of their thin casing and method of construction, large H.E. filled underwater weapons must be handled with great care at all times.

2. Particular care must be taken with depth charges. Not more than one depth charge should be lifted in one hoist and shot mats should always be used at receiving positions to reduce the risk of jolting.

3. Depth charges filled H.E. are not to be transferred at sea except to meet operational requirements in an emergency.

(D.O.U.W. 4437/1/17.)

UNCLASSIFIED.

132.—Alteration and Addition Item—A.S. Frigates (Converted Fleet).

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

Class List Item No. 560. *Classification* " *A* ".

Item ..	" To fit an additional training locking bolt on the 4-inch, Mark 19 mounting to enable the mounting to be locked at zero. Drawings N.22382 and N.22505F, Item 3 ".
References ..	A.F.O. A Series No. 136/58, Item No. 351. Navy Office letter 23173 dated 22nd October, 1958. F.O.I.C.E.A. memorandum N.17/2/1 dated 3rd December, 1958.

(D.C.C. 4283/1/385.)

UNCLASSIFIED.

133.—Naval Stores (Air)—R.A.F. Vocabulary Sections 28D, E, F, M, S, V and W—Introduction of Joint Service Catalogue Numbers.

(*A.F.O.* 3058/1958.)

The undermentioned reference numbers under Sections 28D, E, F, M, S, V and W of the R.A.F. Vocabulary have been replaced by the Joint Service Catalogue numbers shown.

2. Stocks and records are to be adjusted accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with Navy Order 1107 of 1958.

Old Stores Reference.	*New Stores Reference.*
Section 28*D*.	*Section* 28*D*.
12512	9436920
12516	9435710
12626	9435711
12864	9436822
13002	9436770
13003	9436769
13337	9436821
Section 28*E*.	*Section* 28*E*.
14066	9436728

Old Stores Reference.	*New Stores Reference.*
Section 28F.	*Section 28F.*
11198	9435722
15788	9436628
Section 28M.	*Section 28M.*
10298	9436836
Section 28S.	*Section 28S.*
2756	9436892
2772	9435713
2784	9436921
2792	9435714
2809	9435716
2815	9435715
2820	9435717
2826	9435718
3370	9435712
6780	9436890
14663	9435721
15160	9435719
Section 28V.	*Section 28V.*
7623	9434306
Section 28W.	*Section 28W.*
14319	9436805
14621	9436801
15037	9436800

(D.N.A.S. 4404/15/1041.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

134.—Naval Stores (General) (Class B, Group 3)—R.U. Ammunition Lockers—Obsolete.

(*A.F.O.* 836/1958.)

The following ammunition lockers have been made obsolete:—

Pattern No.	*Description.*
7116	R.U. for 12-pdr. Shell (20 shells).
7117	R.U. for 12-pdr. Cartridge (30 cartridges).
7163	R.U. for Hand Grenades (6 grenades).
7169	R.U. for Detonator, Type " A ".
7172	R.U. for Torpedo Impulse Charges (4 charges).
7175	R.U. for 6-pdr. Ammunition (24 rounds).
7199	R.U. for P.I.A.T. Bombs (18 bombs).
7828	R.U. for Davis Submerged Escape Apparatus.

2. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4505/30/260.)

UNCLASSIFIED.

135.—Naval Stores (General) (Class B, Group 8, Part I)—Lightweight Metal Truck, Pattern 16000—Introduction.

(*A.F.O.* 2723/1958.)

A new lightweight truck for transporting ammunition and for general ship use has been introduced into B.R. 810 (*Rate Book and Authorized List of Naval Stores*) under Class B, Group 8, Part I as follows:—

Pattern No.	*Description.*	*Ships' Accounting Classification.*
16000	Truck, lightweight, metal, Slingsby model 6891 ..	Permanent

2. This truck supersedes ammunition trolley, Pattern 5420, which is now obsolescent.

3. All obsolescent trolleys held by aircraft carriers will be replaced by the new trucks. Demands from these ships should accordingly be forwarded to S.N.S.O., Sydney and the trolleys landed on receipt of the trucks.

4. Returns of Pattern 5420 trolleys will continue to be accepted and stocks thereof will continue to be issued, in replacement of unserviceable items, to services other than aircraft carriers until expended.

5. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4505/88/243.)

UNCLASSIFIED.

136.—Naval Stores (General) (Class B, Group 9, Part B)—Tracks for Ensign and Jack Staffs—Introduction.

Approval has been given for the use in H.M.A. ships and establishments of a new method for securing ensigns and jacks to their staffs by using tracks and sliders instead of the present method of using lacings. The method was referred to in the Easter 1957 edition of the magazine *The Communicator*.

2. By using the track the flags will be close to the staffs all the time. There is no jamming and when halyards stretch it is easy to rehoist close up.

3. The track is a brass strip $\frac{3}{4}$ in. x $\frac{3}{32}$ in. and should be demanded in lengths to suit the height of the staffs concerned. It can be secured to the staffs by screws. The sliders which require to be sewn to the canvas of the flags should be demanded on the basis of one slider to each lace hole. Head sticks will still be required.

4. Stocks of the brass strip and sliders are now available on demand from S.N.S.O., Sydney.

(D.N.A.S. 4510/13/132.)

UNCLASSIFIED.

137.—Naval Stores (General) (Class B, Group 10, Part D)—Litter Bins, Aluminium Alloy—Introduction.

(*A.F.O.* 2839/1957.)

The following item has been introduced into the *Rate Book and Authorized List of Naval Stores*:—

Pattern No.	*Description.*	*Ship's Accounting Classification.*
B10D/12398	Litter Bin, Aluminium Alloy	Permanent.

2. A modified version, accounted for as Like Pattern 12398, will be supplied to H.M.A. ships, O.M.S. and above, on the basis of one for each mess space and bathroom, or as required in the case of large mess spaces.

3. Commanding Officers of H.M.A. ships concerned in commission should lodge demands to complete to the above allowances with S.N.S.O., Sydney. As manufacture will be necessary, demands should not be hastened.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4506/4/152.)

UNCLASSIFIED.

138.—Naval Stores (General) (Class E, Group 12)—Ink for Recording Instruments—Standardisation.

(*A.F.O.* 3139/1958.)

The various inks for recording instruments have been standardised and in future the following only will be stocked as Naval Stores under Class E, Group 12.

Pattern No.	*Description.*	*Ship's Accounting Classification.*
	Ink for recording instruments—	
5470	Black in ¼-oz. bottles	Consumable.
5471	Red in ¼-oz. bottles	
5472	Purple in ¼-oz. bottles	
5473	Black in ¼-*pint* bottles	

2. As a result of this standardisation the existing Patterns E12/202, 203, 204 and 204A have become obsolete and are being deleted from the *Rate Book and Authorized List of Naval Stores*.

3. The relevant publications will be amended.

(D.N.A.S. 4514/21/459.)

UNCLASSIFIED.

139.—Naval Stores (General) (Class F, Group 2B, Part 1) Battery-Fed Emergency Navigation Lanterns—Introduction.

(*A.F.O.'s* 1855/1957 *and* 2173/1958.)

Following successful trials with battery-fed electrical emergency navigation lanterns, it has been decided that H.M.A. ships down to and including Boom Working Vessels will change from oil to battery-fed emergency navigation lanterns. Civilian-manned vessels of comparable size will continue to use oil emergency lanterns.

2. The new lanterns will be dealt with as permanent Sea Stores and added to the *Rate Book and Authorized List of Naval Stores* under Class F, Group 2B, Part 1. The pattern number, consumable items required to complete and spares allowed for each lantern are shown below:—

Pattern.	*Lanterns.*	*Required to Complete.*		*First Fittings.*	*Spares.**
17248	Port, bow ..	Cell, accumulator A.P. 6706	F2A	3	3 P
		Lamp, I.S. Ref. X952241 ..	F2A	1	2 C
		Glass, red, A.P. 3925	F2B	1	1 C
17249	Stbd., bow ..	Cell, accumulator A.P. 6706	F2A	3	3 P
		Lamp, I.S. Ref. X952241 ..	F2A	1	2 C
		Glass, green, A.P. 3926 ..	F2B	1	1 C
17250	Steaming ..	Accumulator, A.P. 8856A ..	F2A	3	3 P
		Lamp, I.S. Ref. X952283 ..	F2A	1	2 C
		Dioptric lens, clear, A.P. 3934	F2B	1	1 C
17251	N.U.C. or overtaking or anchor	Accumulator, A.P. 8117 ..	F2A	3	3 P
		Lamp, I.S. Ref. X952241 ..	F2A	1	2 C
		Glass, red, A.P. 3925 or ..		1	1 C
		Glass, clear, A.P. 3927 for use as anchor, N.U.C. or overtaking light, as required	F2B	1	1 C

* P = Permanent Items. C = Consumable Items.

3. The lanterns will be allowed as follows:—

Pattern 17248 .. 1 for port bow light.
Pattern 17249 .. 1 for starboard bow light.
Pattern 17250 .. 2 for steaming lights (except to those ships exempted from carrying a second steaming lantern, i.e., Destroyers, Frigates, Ocean Minesweepers, Boom Working Vessels).
Pattern 17251 .. 2 with red glasses, Pattern 3925, for use as N.U.C. Light and 2, with clear glasses, Pattern 3927, for use as anchor lights or overtaking lights.

As aircraft carriers are required to display four anchor lights, all aircraft carriers will require two additional lanterns, Pattern 17251 with clear glasses, Pattern 3927.

4. Upon receipt of stocks, priority of issue will be given to destroyers and above in commission and ships concerned under construction. Supply to the remaining ships listed in paragraph 3 will be made when sufficient stocks are available.

5. When ships have been provided with battery-fed lanterns they will no longer require lamp rooms and should land oil emergency navigation lanterns accordingly.

6. The emergency bow light lanterns will be supplied with base plates and tongues to enable fitting to be carried out by ship's staff. The base plates will be of two types:

(*a*) For cruisers and above which are fitted with two-tier boxes.
(*b*) For destroyers and below which are fitted with single-tier boxes.

7. Existing jack stay arrangements can be used for the new emergency steaming and N.U.C. lanterns, but in those ships where emergency steaming lights are fitted on brackets dockyard assistance may be required to modify brackets and securing arrangements.

8. In ships where Lanterns A.P. 17250 cannot be hoisted into position from the deck due to obstruction caused by directors, radar aerials, etc., permanently fitted remote switching arrangements will be provided. These arrangements are shown on Navy Order Diagram Issue 2/59. (Drawing D.E.E. 36507.)

9. Commanding Officers are to raise A. and A. Forms A.S. 1182 to cover the fitting of emergency battery-fed lanterns. The A. and A. should indicate the lanterns to be installed, the associated seatings, screens, etc., and the portion of the work which can be undertaken by ship's staff. Commanding Officers of H.M.A. ships concerned in commission should lodge demands with the appropriate (S)N.S.O. to complete to the revised allowances. Demands should not be hastened. Supply to ships under construction, modernization, conversion, or refit should be arranged by the Storing Yard concerned in the usual manner.

10. When raising A. and A. Form A.S. 1182 for the fitting of battery-fed lanterns Commanding Officers are to indicate on the form where there is a need for remote switching because of the difficulty of hoisting the lanterns into position from the deck.

11. It is desired to stress the need for a rigid routine test to be carried out on these emergency lanterns, similar to that applied to the normal navigation lights, and the need to ensure both operational and spare cells are maintained fully charged. Special precautions are to be observed when cells are exposed to extremes in climate when loss in capacity may result.

12. Admiralty has advised that the relevant publications will be amended.

(D.E.E. 4518/22/553.)

UNCLASSIFIED.

140.—Naval Stores (General)—Containers—Return to Contractors for Credit.

(*A.F.O.* 176/1958.)

A considerable sum of money is spent each year on the purchase of containers for naval stores. Many of the containers concerned are classed as "returnable" under the conditions of contract and a credit is obtainable from the contractors if return is made in a satisfactory condition.

2. In order that the maximum possible credit may be obtained, it is essential that ships and services should forward all these containers to the nearest (Superintending) Naval Store Officer as soon as possible after being emptied unless this action is clearly uneconomical or otherwise impracticable.

3. To facilitate identification, containers for which a credit is allowed on return, will be marked "CREDIT ON RETURN" and all vouchers covering supplies of naval stores in these containers "CONTAINERS RETURNABLE".

(D.N.A.S. 3318/1/47.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

141.—Medical and Surgical Optical or Specialised Instruments—Repairs to.

In all cases where valuable specialised instruments supplied for medical or surgical use become defective, e.g., microscopes, cystoscopes, the following procedure is to be adopted:—

Ships.

(*a*) No attempt is to be made at repair.
(*b*) The instrument is to be surveyed and returned to Medical Store.
(*c*) A demand is to be created for replacement of the instrument.

Establishments.

(*a*) No attempt is to be made at repair.
(*b*) The instrument is to be surveyed and forwarded to the local agent for the instrument for advice and/or necessary repair. If there is no local agent, the instrument is to be surveyed and returned to Medical Store.
(*c*) A demand is to be created for replacement of the instrument.

2. Navy Order 826 of 1955 is hereby cancelled.

(M.D.G. 4481/30/13.)

(*Navy Order* 826 *of* 1955.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

142.—Form A.S. 1246b—History Sheet of Naval Airman (A.H., S.E., Phot. or Met. Obs.)—Revision.

Form A.S. 1246*b*—History Sheet of Naval Airman has been revised.

2. Page 1 of Form A.S. 536 (A)—Qualification Sheet for the Rating of Naval Airman—has been incorporated on Form A.S. 1246*b*. Provision has also been made on the History Sheet for the recording of results of specialist qualification and Airmanship examinations for Leading Airman and Petty Officer Airman.

3. Initially a copy of the revised Form A.S. 1246*b* is to be enclosed in the Certificate of Service of all Naval Airmen (A.H., S.E., Phot. or Met. Obs.) ratings borne with the exception of Petty Officer and Chief Petty Officer Airmen. Thereafter insertion of the form in the Certificate of Service is to be effected at H.M.A.S. CERBERUS on entry.

4. Supplies of the revised form are available on demand from the Superintending Naval and Air Store Officer, Sydney.

5. In view of the foregoing, Forms A.S. 536 (A) and A.S. 431Z—Application and Result of Airmanship Examination for Leading and Petty Officer Rate—will not be required to be used for Naval Airman (A.H., S.E., Phot. or Met. Obs.) ratings. However, for the time being these forms will continue to be used for ratings of the Naval Airman Mechanic Branch.

(H.P.B. 3526/12/2225.)

UNCLASSIFIED.

143.—Meteorological Publications and Charts—Supply and Accounting Arrangements.

The Admiralty publication W.1, *Meteorological Supplies Handbook*, as amended, has been adopted for use in the Royal Australian Navy in reference to the supply of meteorological publications and charts subject to the following modifications.

Distribution of Publications.

2. Meteorological publications and charts for the R.A.N. will be stocked and supplied by the Hydrographer of the Royal Australian Navy, Garden Island, Sydney. All references in W.1 to the Hydrographic Supplies Establishment, Taunton, England, are therefore to be interpreted as references to Hydrographer R.A.N. for the purposes of the R.A.N.

3. Meteorological publication W.7, *Radio Weather Messages*, and amendments thereto, will also be supplied by Hydrographer R.A.N. and not as stated in paragraph 11 of the Instructions in the *Handbook*, W.1.

Scale of Supply.

4. Meteorological publications will be supplied to H.M.A. ships in accordance with the scale shown in Appendix I of W.1. Ships in which a qualified meteorological officer, appointed for meteorological duties, is borne, will be allowed the complete set of meteorological publications. Surveying ships, and ships in which meteorological work is undertaken by a qualified (N) or (ND) officer, will be allowed the abridged set.

5. Shore establishments (other than naval air stations) in which a qualified meteorological officer, appointed for meteorological duties, is borne will also be supplied with the complete set of publications on the scale shown in Appendix I of W.1, subject to minor modifications to meet local requirements.

6. Ships which carry a meteorological observer rating, but not a qualified meteorological officer, may obtain the following items on demand additional to the abridged set of meteorological publications:—

Item No.	*Quantity.*	*Remarks.*
306	.. 1 No.	To ships holding appropriate chart folios (*see* W.1).
335	.. 1 No.	
167	.. 1 No.	
167*a*	.. 1 No.	
168	.. 20 No.	
121(3)	.. 1 No.	
121(4)	.. 1 No.	
175	.. 1 No.	
220	.. 1 No.	
276	.. 1 No.	

7. R.A.N. Air Stations at which a meteorological organisation is functioning will be supplied on the scale laid down in Appendix II of W.1 for Naval Air Stations in Australia. Items approved in W.1 for Naval Air Stations "on Far East Station only" may be obtained additionally on demand if required. The R.A.N. School of Meteorology will be supplied with additional publications as approved by the Naval Board.

8. Requirements for meteorological publications in excess of the approved scales are in all cases to be submitted through Administrative Authorities to the Naval Board for approval before demands on Hydrographer R.A.N. are rendered.

9. Meteorological publications at present held in excess of the foregoing scales are to be returned forthwith to Hydrographer R.A.N. or a request for permission to retain them is to be submitted through Administrative Authorities for the consideration of the Naval Board.

Meteorological Working Charts.

10. Initial supply of meteorological working charts to H.M.A. ships will be on the scale laid down in publication W.1, Appendix III, Table A, except as follows:—

(*a*) The initial supply of charts covering areas remote from Australia, e.g., Mediterranean, North Atlantic, etc., will be reduced to 50 in number, Charts affected at the date of this order are—
B.77, B.128, B.147, B.498, B.6628, B.6628UA, MO. 2227, MO. 2228 MO.2229, MO.2241, MO.2256, MO.2260, MO.2386.

(*b*) The initial supply of certain charts will be on an increased scale, viz.:—

Chart No.	*Quantity.*	*Remarks.*
B.142 ..	200	To ships in which a qualified meteorological officer is borne.
B.142a ..	100	
B.75 ..	50	To ships in which a meteorological observer rating but not a qualified meteorological officer is borne.
B.128 ..	50	
B.142 ..	50	

11. Further supplies of meteorological working charts are to be demanded from the Hydrographer R.A.N. on Form A.H.38 as requisite and publications and forms are to be demanded on Form A.H. 177. Economy in the use of working charts is essential and stocks held on board should not exceed six months' estimated requirements except in the case of H.M.A. ships which are about to leave Australian waters, when stocks may be brought up to twelve months' requirements.

12. A limited range of meteorological working charts published by the Commonwealth Meteorological Branch is available on demand in addition to the charts listed in W.1. Demands for these charts from ships and establishments other than R.A.N. Air Station, Nowra, are to be rendered to the Hydrographer R.A.N. on Form A.H. 38. The Senior Meteorological Officer, R.A.N. Air Station, Nowra, is authorised to obtain supplies, together with supplies of C.B.M. weather reporting forms, direct from the Commonwealth Bureau of Meteorology.

Custody of Publications.

13. The meteorological officer or, if no meteorological officer is borne, the officer undertaking meteorological duties will be personnally responsible for the custody of meteorological publications. He is to acknowledge to Hydrographer R.A.N. the receipt of all such publications and is to be responsible for the insertion of amendments which will be distributed by Hydrographer R.A.N.

14. Meteorological publications are to be mustered annually and a list of publications held, referred to by Item Numbers as given in W.1, without quoting descriptive titles, is to be prepared by the officer responsible for the custody of the publications. This list is to be forwarded by the Captain to Hydrographer R.A.N. under cover of a letter certifying that the muster has been properly carried out.

15. On transfer of custody of meteorological publications from one officer to another for any reason, the publications are to be mustered and a transfer and receipt certificate is to be prepared on N.W.S. Form 1 in triplicate. The original is to be forwarded to Hydrographer R.A.N., the duplicate being retained by the officer transferring and the triplicate by the transferee.

Disposal of Publications.

16. When a ship pays off, or when meteorological publications are no longer required for any other reason, all such publications, together with stocks of unused meteorological working charts, are to be returned to the Hydrographer R.A.N., Garden Island, accompanied by a transfer and receipt certificate on N.W.S. Form 1 in duplicate. The duplicate of this form will be signed by Hydrographer R.A.N. and returned to the officer concerned.

17. Meteorological logs, W.8, when no longer required on board, are to be forwarded to the Senior Meteorological Officer, R.A.N. Air Station, Nowra, N.S.W., for scrutiny and the extraction of data, and for onward transmission to the Director, Naval Weather Service, Navy Office, Melbourne. Meteorological logs are ultimately passed to the Commonwealth Bureau of Meteorology to assist in the compilation of climatological statistics.

18. Navy Orders 195 and 924 of 1955 are hereby cancelled.

(D.N.W.S. 4140/67/11.)

(*Navy Orders* 195 and 924 of 1955.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

C.N.O.'s 144-175/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
27th February, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

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CONTENTS—*continued.*

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

144.—Fires in H.M.A. Ships—Dangers of Careless Disposal of Smoking Material.

(*A.F.O.* 3099/1958.)

During the past 12 months a number of fires have been reported, in R.N. ships at sea, which have been attributed to careless disposal of smouldering tobacco. Three of these fires involved inflatable life rafts in weather deck stowages and resulted from attempts to throw cigarette ends overboard. In one such case, stores valued at over £1,000 were destroyed.

2. Commanding Officers should ensure that the attention of all personnel is drawn to the instructions in B.R. 1257, Ship Firefighting Manual, Chapter 2, Article 15 and Chapter 10, and that adequate precautions are enforced in the vicinity of stowages of combustible stores such as canvas and cordage.

(D.T.S.R. 4227/1/27.)

UNCLASSIFIED.

145.—Helicopter Operating Signals.

Following a trial period in H.M.A.S. MELBOURNE it has been decided to adopt the U.S.N./U.S.A.F. helicopter operating signals in the R.A.N. for use in carriers and air stations.

2. The following set of signals is for use when controlling helicopters during take off and landing operations:—

1. START ENGINE(S).
(DAY.) (NIGHT.)

2. ENGAGE ROTOR.
(DAY.) (NIGHT.)

3. TAKE OFF.
(DAY.) (NIGHT.)

4. HOVER.
(DAY.) (NIGHT.)

5. LANDING DIRECTION.
(DAY.) (NIGHT.)

6. WAVE OFF.
(DAY.) (NIGHT.)

7. MOVE FORWARD.
(DAY.) (NIGHT.)

8. MOVE BACK.
(DAY.) (NIGHT.)

9. SWING TAIL TO RIGHT.
(DAY.) (NIGHT.)

10. SWING TAIL TO LEFT.
(DAY.) (NIGHT.)

11. EMERGENCY STOP.
(DAY.) (NIGHT.)

12. STOP ROTOR(S).
(DAY.) (NIGHT.)

3. The following approach signals are to be used during the recovery of helicopters in aircraft carriers:—

1. ROGER.
(DAY.) (NIGHT.)

Cleared to land.

Notes.—(*a*) These signals are the same as LSO signals.
(*b*) In addition, display of a red flag (light) indicates deck not ready for recovery; a green flag (light) indicates ready deck.

(D.A.W.O.T. 3076/1/47.)

UNCLASSIFIED.

146.—"Knock for Knock" Agreements—Naval Vehicles.

Navy Order 58 of 1958 is to be amended as follows:—

Appendix D—Add the following companies:—

A.M.P. Fire and General Insurance Coy. Ltd.
*Australasian Catholic Assurance Coy. Ltd.
*Excelsior Insurance Coy. Pty. Ltd.
*The Invincible Fire and General Insurance Coy. Ltd.
*Robert Paxton (Insurances) Pty. Ltd.

(D.N.A.S. 4809/1/57.)

(*Navy Order* 58 *of* 1958.)

UNCLASSIFIED.

147.—Signals—Standard Layout of Typed Messages.

The standard layout of typed messages as described in A.F.O. S.1/1958 paragraph 661 is to be modified for use in the R.A.N. by not adopting sub-paragraph (*a*). The present practice of placing details of transmission, distribution, etc., at the bottom of a message is to continue.

2. A reference at the botton of the message as shown in plate 1 should be unnecessary, observing Navy Order 986 of 1957.

(D.S.D. 3312/131/10.)

(*Navy Order* 986 *of* 1957.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

148.—Delegation of Authority to Punish to W.R.A.N.S. Officers.

(*A.F.O.* 3037/1958.)

It has been approved that in the temporary absence of the W.R.A.N.S. Unit Officer (i.e., for more than 48 hours) the Commanding Officer may delegate to the next senior Administrative W.R.A.N.S. Officer, or the next senior Technical W.R.A.N.S. Officer if no Administrative Officer of equal rank is present, authority to award the following punishments:—

(*e*) Stoppage of leave—for 1 day
(*f*) Extra work —for 1 day

2. W.R.A.N.S. Instructions, Article 35, will be amended in due course.

(D.W.R.A.N.S. 4002/4/25.)

UNCLASSIFIED.

149.—Educational Tests, July to December, 1958—Summary of Results.

The following tables show the results of the educational tests held in October, 1958:—

Higher Educational Test.

Subject.	Number of Papers Taken.	Number Passed.	
		First Class.	Second Class.
General Knowledge	90	11	43
History	23	3	8
Geography	36	6	19
Navigation	39	6	18
Practical Mathematics	91	22	43
Mechanics	21	2	11
Magnetism and Electricity	24	4	12
English Expression	115	6	71
	439	60	225

Total Number of Candidates	232
Number of W.R.A.N.S. Candidates	Nil.
Number of candidates awarded First-Class Certificates (75 per cent. in each of 4 subjects)	3
Number of candidates awarded Second-Class Certificates (55 per cent. in each of 4 subjects)	33
Number of C.W. candidates who qualified educationally ..	2

Number of candidates who qualified educationally for commissioned rank on the Special Duties List in the various branches are as follows:—

Seaman	4
Communications	2
Engineering	1
Shipwright	..
Ordnance	..
Electrical	8

Air Engineering	7
Naval Airman	1
Medical	..
Dental	2
Supply and Secretariat	10
Regulating	..
Band	..
Naval Dockyard Police	1

Educational Test 1.

Total number of candidates	752
Number of successful candidates	481

3. This order will be reprinted for posting on notice boards.

(D.N.E.S. 4017/7/307.)

UNCLASSIFIED.

150.—Ratings—Award of Helmsman Certificates.

It has been decided that, from 1st June, 1959, the award of a Helmsman's Certificate on the Seaman's History Sheet (Form A.S. 583) will be a necessary requirement for Ordinary Seamen being advanced to Able Seaman.

2. The particulars of a Helmsman's Certificate already awarded to a rating should be transcribed to the appropriate section of the Seaman's History Sheet.

3. A.B.R. 10/58, Articles 1102 (B) and 1118 (19) will be amended in due course.

(H.P.B. 4007/32/226.)

UNCLASSIFIED.

151.—Uniform—Seamen's Blue Collars—Change of Shade.

(*A.F.O.* 2556/1958.)

In future, seamen's blue collars will be made of dungaree of a mid-blue shade which will give improved colour fastness to light and washing. Collars of this lighter shade will be supplied by victualling yards as stocks made from dark-blue dungaree are exhausted.

2. Dungaree of the mid-blue shade will also be used for the trimmings of seamen's white drill jumpers.

(D.V. 4532/96/61.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

152.—Transmission Systems—Magslips A.P. 10738 and A.P. 10739—Error in Manufacture.

(*A.F.O.* 2713/1958 *and* 286/1959.)

Investigation of a report from sea has revealed that there may have been an error during manufacture of A.P. 10738 Magslips Serial Nos. 13433 to 13728 inclusive and A.P. 10739 Magslips Serial Numbers 13783 to 14132 inclusive; rotors for A.P. 10739 having been fitted in stators for A.P. 10738.

2. All ships and authorities who experience any difficulty of setting up and tuning of transmission systems which incorporate A.P. 10738 and A.P. 10739 Magslips should examine them and if the serial number of the magslip is included in those given in paragraph 1 the following test should be applied:—

For A.P. 10738.—With the rotor excited from 20 volts 1100 c/s supply, the maximum voltage across any pair of stator terminals as the rotor is slowly turned should be 46 $\pm$ 3 volts.

For A.P. 10739.—As for A.P. 10738 except that the stator voltage should be 16.2 $\pm$ 2 volts.

3. If any of these magslips fail to meet the tests in respect of the voltage output from the stator terminals they should be forwarded to the nearest (S) N.S.O. clearly marked with the reason for return, and replacements demanded if required.

4. Magslips held in ships or establishments stores should have the serial number marked on the container examined and if as in paragraph 1 should be tested and dealt with as in paragraphs 2 and 3.

(D.E.E. 4518/12/155.)

UNCLASSIFIED.

153.—Electric Cables—Use in H.M.A. Ships and Establishments.

Navy Order 62 of 1958 is to be amended as follows:—

Appendix—Table 2—Twin and Three Core,
Varnished Cambric Insulated Cables.

Amend Patterns 31033 and 31035 to read 30133 and 30135 respectively.

(D.E.E. 4518/91/4.)

(*Navy Order* 62 *of* 1958.)

UNCLASSIFIED.

154.—Main Condensers—Fitting of Steel Protection Plates and Examination of Tube Plates.

Pending further experience, steel protection plates are to continue to be fitted to the outlet end tube plates of the main condensers in all ships in addition to those normally fitted to the inlet end tube plates.

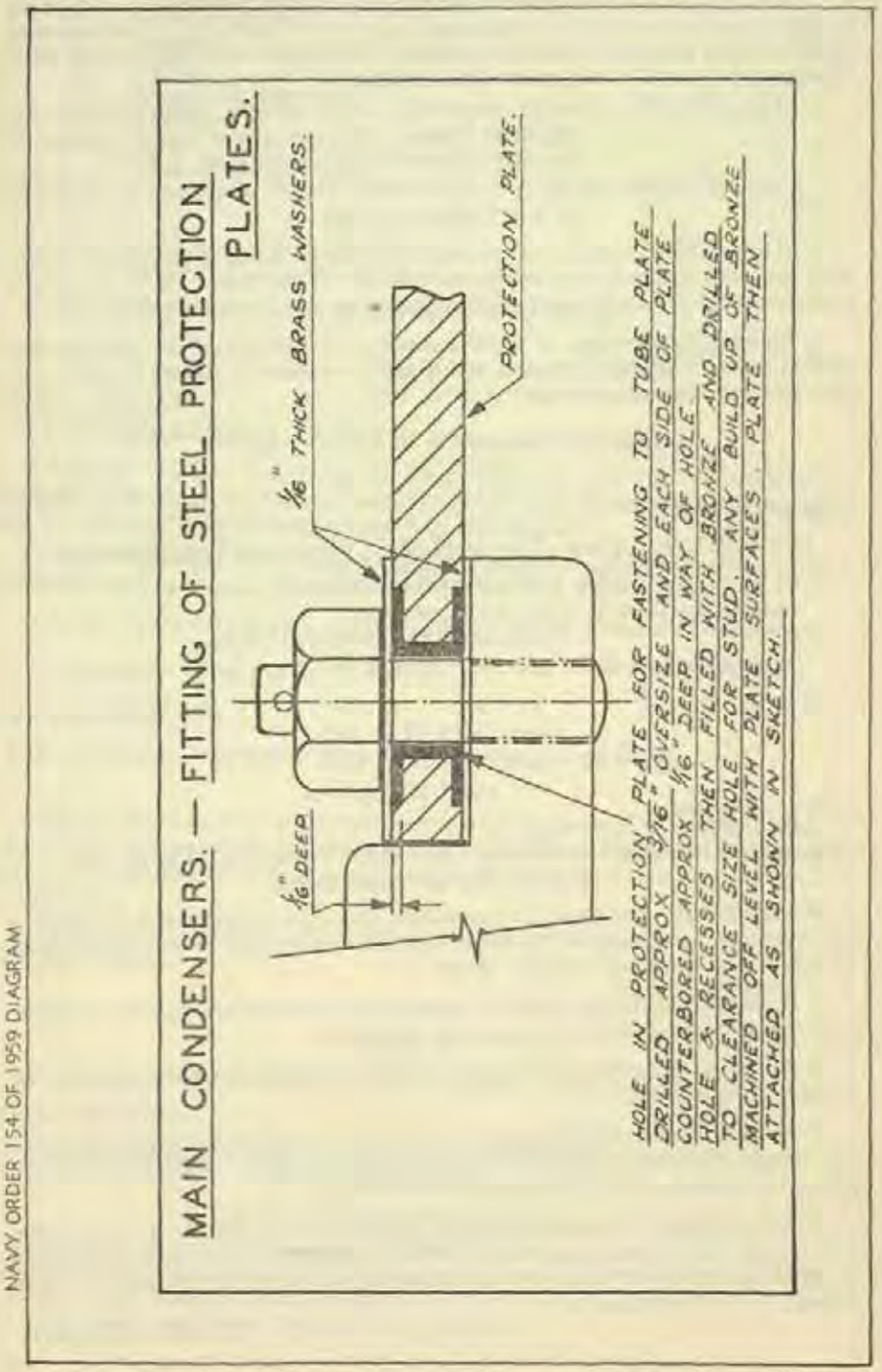
2. In any ship where steel protection plates are not already fitted at these positions, plates are to be fitted at the first available opportunity.

3. All protection plates are to be prepared and fitted in accordance with the accompanying diagram.

4. At each routine examination, the tube plates should be thoroughly examined for evidence of surface corrosion, pitting or dezincification. They should be recoated as necessary with Detel Red A.C.

5. Any evidence of corrosion, pitting or dezincification found should be recorded with relevant information regarding extent and depth of the deterioration and date at which this was recorded. Copies of these reports are to be forwarded to Navy Office.

(D.M.E. 4276/5/362.)



NAVY ORDER 154 OF 1959 DIAGRAM

UNCLASSIFIED.

155.—Ammunition—Cartridges S.A. .303-in. Ball—Method of Packing.

In view of the relatively small expenditure of .303-in. ball ammunition packed in chargers and bandoliers, all future supplies of charger packed ammunition to H.M.A. ships and establishments will be in charger cases.

2. Sufficient empty bandoliers will be allowed to enable 50% of the outfit to be repacked on board as required.

3. Warrants of naval armament stores will be amended accordingly.

(D.O.U.W. 4442/26/259.)

UNCLASSIFIED.

156.—Ammunition—Propellant—Landing—Destruction—REPORTS.

(*A.F.O.* 3049/1958.)

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing them 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 to Navy Office for instructions.

Propellant Lot or Sub-lot No.	*Propellant Nature and Size.*	*Nature of Gun Ammunition, etc., which may be involved.*
RC 1650R ..		
RC 1698 ..		
RC 1706 ..	FNHP 022 ..	Q.F. 40/60.
RC 1707 ..		
RC 1708 ..		
RNC 848XB ..	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).
RNC 709 ..	SC 109 ..	B.L. 6-in.; Q.F. 4.7-in.
RNC 2024 ..		
RNC 2025 ..		
RNC 2031 ..		
RNC 2032 ..		
RNC 2033 ..		
RNC 2035 ..	HSC/T 134-055 ..	Q.F. 6-pdr.; Q.F. 3-pdr.; Q.F. 2-pdr.
RNC 2223XA ..		
RNC 2225XA ..		
RNC 2226XA ..		
RNP 551XH ..		
RNC 4591XH ..		
RNC 4592XH ..		
RNC 4605XH ..	HSCK/T 134-055	Q.F. 6-pdr.; Q.F. 3-pdr.; Q.F. 2-pdr.; D.C.T.; Squid; A/S Mortar.
RNC 4606XH ..		
RNP 1078XJ ..		

2. Attention is drawn to Article 211 of *Naval Magazine and Explosives Regulations* 1956, B.R. 862 and 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.

(D.O.U.W. 4445/6/146.)

RESTRICTED.

157.—Anti-Submarine—Underwater Detection Equipment Test Outfits—Introduction.

(*A.F.O.* 2043/1958.)

Under water detection equipment test outfits (short title U.D.E.T.O.) are being introduced to provide facilities for repair and testing of asdic and echo sounding equipment; full details as to types of U.D.E.T.O. being introduced in the R.N. and the equipments which they can test are given in Appendices I. and II. Type G only has so far been adopted in the R.A.N.

2. The U.D.E.T.O.'s will be fitted in the electronics maintenance room in ships, and the Admiralty supply items are detailed in E List A/S.248. Fitting in ships will take place during modernization or long refit as part of an alteration and addition to modernize the electronics maintenance room. As new equipments are introduced the appropriate U.D.E.T.O.'s will be extended.

3. A publication is in course of preparation and will be issued in due course. Meanwhile manufacturing test pamphlets are being supplied to ships and services concerned to permit units of asdic and echo sounding equipment to be tested after repair.

Appendix I.

Types of U.D.E.T.O.

A. Base maintenance on shore for destroyers, frigates, minelayers, *all* minesweepers, trawlers, A/S M.L.'s and S.D.B.'s.

B. Base maintenance on shore for minelayers, *all* minesweepers, trawlers, A/S M.L.'s, S.D.B.'s and F.P.B.'s.

C. Base maintenance on shore for coastal and inshore minesweepers (including M/S trawlers and M.M.S), A/S trawlers and A/S M.L.'s, S.D.B.'s and F.P.B.'s.

D. Base maintenance on shore for fast patrol boats.

E. Base maintenance afloat for destroyer depot ships and escort maintenance vessels.

F. Base maintenance afloat for submarine depot ships.

G. Equipment for dockyards dealing with all forms of underwater detection equipment fitted in surface ships and submarines.

H. Equipment for dockyards dealing with underwater detection equipment up to Asdic 170 (surface ships) and Asdics 719 and 187 (submarines).

J. Base maintenance afloat for minesweeper maintenance vessels.

Appendix II.

Equipment Catered for.

Type A.
123 E and F.
128 AV, CV, L and Q.
134 E and F.
144 Q and Q2.
145 Q and Q2.
147 B and F.
162 series.
163 series.
164 series.
170 series.
174 series.
712 A.
715 B.
761.
762.
763 and A.
765 series.

Appendix II—*continued.*

Equipment Catered for—continued.

Type B.
123 E and F.
128 AV, CV, L and Q.
134 E and F.
144 Q and Q 2.
145 Q and Q 2.
147 B and F.
163 series.
164 series.
712A.
715B.
761.
762.
763A.
765 series.

Type C.
123 E and F.
134 E and F.
163 and A.
712 A.
715 B.
761.
762.
763 A.
765 series.

Type D.
762.
763 and A.
721 A.
715 B.

Type E.
144 Q and Q2.
145 Q and Q2.
147 B and F.
162 series.
164 series.
170 series.
174.
761.
765 series.

Type F.
129 series.
138 series.
168 series.
169 series.
183 series.
765 series.

Type G.
123 E and F.
128 AV, CV, L and Q.
129 series.
132.
134 E and F.
138 series.
144 Q and Q2.
145 Q and Q2.
147 B and F.
149 and B.
162.
163 series.
164 series.
168 series.
169 series.
170 series.
174 series.
183 series.
712 A.
715 B.
761.
762.
763.
765 series.

Type H.
123 E and F.
128 AV, CV, L and Q.
129 series.
132.
134 E and F.
138 series.
144 Q and Q2.
145 Q and Q2.
147 B and F.
162 series.
163 series.
164 series.
168 series.
169 series.
174 series.
183 series.
712 A.
715 B.
761.
762.
763.
765 series.

Type J.
762.
765 series.

(D.E.E. 4518/11/480.)

RESTRICTED.

158.—Torpedoes—18-in., Mark 30—S.A. 031 Cable, St. No. 16088 to be Checked.

(*A.F.O.* 2671/1958.)

Cases have occurred in the R.N. where the blue firing lead of S.A. 031 cable electronic unit to control unit, St. No. 16088, of 18-in. Mark 30 Torpedoes, has been found to be too short to connect to the warhead.

2. Cables of service torpedoes should be checked to confirm that the latest pattern, viz. 96 inches long from plug to tag, is fitted. Replacements should be demanded from the R.A.N. Torpedo Establishment, Sydney as necessary.

(D.O.U.W. 4431/15/21.)

UNCLASSIFIED.

159.—Alteration and Addition Item—Boom Defence Vessels.

The following alteration and addition item is approved for H.M.A.S. KIMBLA:—

Class List Item No. 126. *Classification* " *A* ".

Item: " To replace pattern 19 Carley lifefloats by pattern 5603 liferafts."

References: (*a*) Navy Office letter 16285 dated 22nd July, 1958.

(*b*) Navy Office letter 77795 dated 7th October, 1958.

(*c*) F.O.I.C.E.A.'s memorandum 6-40-326 dated 13th November, 1958.

NOTE.—This item is not applicable to H.M.A. ships KANGAROO, KOALA, KARANGI and KOOKABURRA.

(D.C.C. 3211/11/93.)

UNCLASSIFIED.

160.—Alteration and Addition Item—Battle Class Destroyers.

The following alteration and addition item is approved for Battle class destroyers:—

Class List Item No. 121. *Classification* " *A* ".

(*a*) " To remove cabin hummers and associated wiring between the Quartermaster's Position and outstations when an automatic telephone exchange is fitted.

(*b*) To reposition the sound powered telephones fitted in the Quartermaster's lobby to a more suitable position outside the S.R.E. compartment."

References: (*a*) H.M.A.S. TOBRUK Proposed alteration and addition Item temporary distinguishing letter " Q ".

(*b*) Navy Office letters 65643 and 77072 of 10th June, and 30th September, 1958.

(*c*) F.O.I.C.E.A. memoranda 6430 and 6/28/361 of 7th July and 27th October, 1958.

Remarks: Ships staffs are to remove all components and wiring with exception of the cable run from J.B.6 to J.B.9.

(D.C.C. 4276/5/400.)

UNCLASSIFIED.

161.—Alteration and Addition Item—H.M.A.S. MELBOURNE.

The following alteration and addition item is approved for H.M.A.S. MELBOURNE:—

Class List Item No. 85. *Classification* " *A* ".

Item: To improve A.B.C.D. arrangements by:—

(*a*) Supplying portable incident board with alternative fixing positions in compass platform and upper operations room.

(*b*) Fitting a sound-powered telephone from upper operations room to H.Q.I. with a change-over switch on H.Q.I. to compass platform sound-powered telephone circuit.

Remarks: To be effected by ship's staff. Naval stores to supply phone and switch and dockyard to supply incident board.

References: (*a*) H.M.A.S. MELBOURNE's proposed alteration and addition Item T.D.L. " AY ".

(*b*) Navy Office letter 76734 dated 26th September, 1958.

(*c*) F.O.I.C.E.A. memorandum 6/59/62 dated 5th November, 1958.

(*d*) Garden Island Drg. No. 525/167.

(D.C.C. 4278/2/583.)

UNCLASSIFIED.

162.—Boats Davits—Davit Slip Hangers.

The loss of a davit hanger has been reported from one of H.M.A. ships.

2. After the cutter was lowered and away to recover a torpedo fired in practice, the rolling of the ship, whilst stopped, apparently caused the hanger to swing about thus unscrewing the lower threaded eye from the bottle screw, and this fitting together with the senhouse slip dropped into the sea.

3. Later inspection of the ship concerned revealed evidence that the stoppers originally fitted had worked off, thus allowing the threaded part of the bottle screw to unscrew completely.

4. All H.M.A. ships are to examine their davit hangers at regular intervals to ensure that stoppers are fitted to both top and bottom threaded parts of the bottle screws. These stoppers, which are collars shrunk on to the ends of the threaded shanks with a set screw as a preventer, are to be welded in place after fitting. If the stoppers are found to be missing or defective, new stoppers are to be fitted by ships staff, with dockyard assistance if necessary.

(D.C.C. 4283/27/225.)

UNCLASSIFIED.

163.—Cathodic Protection—Bonding of H.M.A. Ships while Alongside Cathodically Protected Vessels.

With the increasing use of cathodic protection systems for naval vessels it is probable that unprotected ships will, from time to time, be berthed alongside ships fitted with cathodic protection systems. Severe corrosion of the unprotected ship can arise by current passing from the anodes of the protected ship into the unprotected ship, and returning by a sea water path to the protected ship. This corrosion can be prevented by using low resistance bonding to provide a more effective path for the return current.

2. All ships listed in Appendix A to this order are to be fitted with deck connections for low resistance bonding. Ships in commission not so fitted are to raise an item in the next defect list "To fit 4 in No. brass deck terminals for low resistance bonding." Separate action will be taken for ships building and in reserve.

3. Terminals are to be as shown in the accompanying diagram and fitted on each side of the ship, approximately 20-ft. either side of amidships, close to the ship's side for ease of connection. The bond between adjacent ships is to be provided by two 20-ft. lengths of Pattern 1890 cable. Bonding cables will be carried only in cathodically protected ships and these ships will be supplied with 4 in No. 20-ft. lengths of Pattern 1890 cable, complete with brazed lugs, as part of the cathodic protection system.

4. Whenever a cathodically protected ship is secured to one or more unprotected ships, the adjacent ships are to be electrically bonded by means of the deck connections fitted and cables supplied. The contact surfaces of all joints are to be free from grease and dirt, and before the joints are made these surfaces should be rubbed bright with a suitable abrasive. Joints are to be hardened down tight to ensure good electrical connection.

5. If a cathodically protected ship is secured to an unprotected ship and it is not practicable to bond the ships together, the cathodic protection is to be switched off.

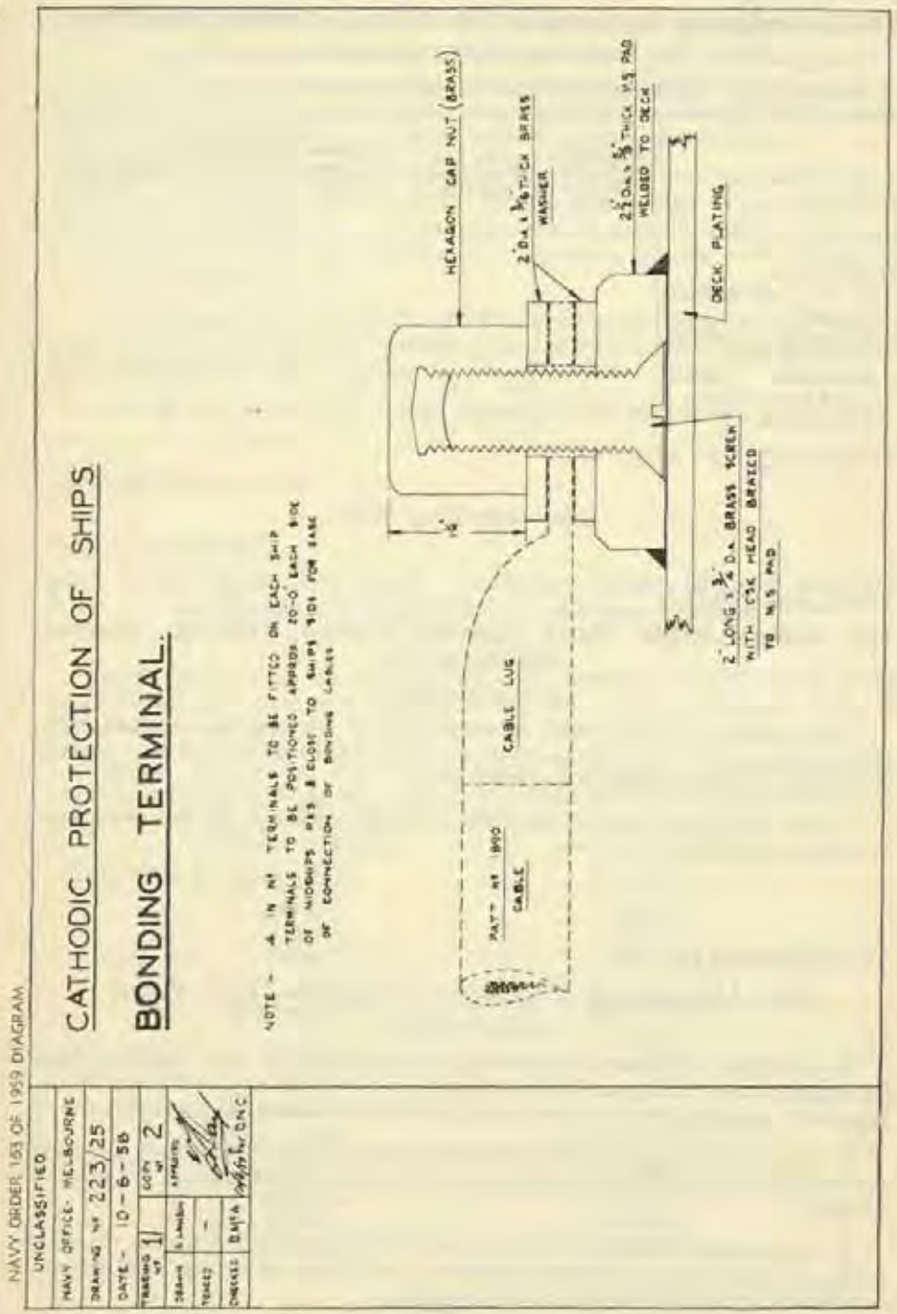
6. Bonding cables are to be tested by dockyard at six monthly intervals. The resistance of each cable is not to be greater than .001 ohm.

Appendix A.

List of ships to be fitted with bonding terminals and positions for fitting—

Ship.	Positions of Terminals. Frame No. For.	Aft.		Ship.	Positions of Terminals. Frame No. For.	Aft.	
VOYAGER ..	58	66	P. & S.	QUEENBOROUGH	48	56	P. & S.
VAMPIRE ..				QUICKMATCH ..			
VENDETTA ..				QUIBERON			
				QUADRANT			
ANZAC ..	62	71	P. & S.	SWAN	48	64	P. & S.
TOBRUK ..				WARREGO ..			
WARRAMUNGA	90	110	P. & S.	COOTAMUNDRA	37	57	P. & S.
ARUNTA ..				FREMANTLE ..			

(D.N.C. 4276/4/546.)



UNCLASSIFIED.

164.—Firefighting Equipment for Small Craft—Amended Allowances.

The appendix to Navy Order 573 of 1958 is to be amended as follows:—

Allowances for dumb lighters should be amended to read:—

Craft.	Extinguisher 2½ lb. CO2 like Patt. 12727.	Extinguisher 2 gall. foam Patt. 4726.	Extinguisher 2 gall. water (Gas pr.) Patt. 7272.	Delivery Hose, Cotton Nylon Rubber-lined No. 2 Size R.A.N. Screw x 30-ft.	Nozzle, Spray/Jet like Patt. 10321.
Dumb lighters—					
Oil fuel and distillate lighters	..	E, 4J	2J	..	..
Ammunition lighters (over 100 tons) ..	..	..	4J	..	..
Ammunition lighters (100 tons and less) ..	..	..	2J	..	..
Other lighters ..	..	E	..	..	..

(D.N.A.S. 4505/80/268.)

(*Navy Order* 573 *of* 1958.)

UNCLASSIFIED.

165.—Galleys—Bright Metal Canopies, Exhaust Trunking, Sheathed Bulkheads, etc.

(*A.F.O.* 3056/1958.)

The provision of bright metal canopies, exhaust trunking and sheathed bulkheads in the vicinity of firehearths and coppers, etc., is intended to assist easy cleaning and reduce fire risks by efficient heat reflection.

2. Any such bright metal is therefore to be kept polished and not painted or coated in any way.

(D.N.C. 4276/2/192.)

UNCLASSIFIED.

166.—Measurement of Draught at Propellers—Deck Plates.

(*A.F.O.* 3055/1958.)

In destroyers and frigates, where draught marks are given over propellers which project below the U.S.K. produced, plates are provided on the edge of the deck above, engraved " The draught marks below this plate are for docking purposes only ".

2. Cases have come to light in which these plates have been incorrectly sited over the draught marks at the after cut up, and it is desired to ensure that this error is rectified.

3. Commanding Officers of destroyers and frigates are to arrange for the deck plates to be examined. Where the plates are found to be incorrectly sited, an item is to be inserted in the ship's defect list for resiting.

(D.N.C. 4276/2/191.)

UNCLASSIFIED.

167.—Naval Stores (Accounting)—Extension of Use of Form A.S. 156Z Summary of Issues, etc.

Form A.S. 156Z, *Summary of Issues of Cleaning Gear* has been revised and is to be used for all items of consumable naval stores, where it is considered that the weekly volume of transactions in any one item is sufficient to justify summarising.

2. Particulars of issues are to be transcribed from the issue vouchers, (Forms A.S. 156 or A.S. 149) to the Form A.S. 156Z, the total quantity of each item being then posted to the ledger from the summary. Each Form A.S. 156Z is to be given a registered number and then bundled as a supporting voucher with the relevant Forms A.S. 156 and A.S. 149.

3. The existing Form A.S. 156Z is to be used for summarising issues of cleaning gear until stocks are exhausted. Supplies of the revised Form A.S. 156Z are available from S.N.S.O. Sydney, on demand.

4. The R.A.N. Supplement to B.R. 4 (para. 66) will be amended in due course.

(D.N.A.S. 3526/12/2296.)

UNCLASSIFIED.

168.—Naval Stores (Air), R.A.F. Vocabulary Section 28F, FP and M—Introduction of Joint Service Catalogue Numbers.

(*A.F.O.* 3136/1958.)

The undermentioned reference numbers under Sections 28F, FP and M of the R.A.F. Vocabulary have been replaced by the Joint Service Catalogue Numbers shown.

2. Stocks and records are to be adjusted accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with Navy Order 1107 of 1958.

Old Stores Reference	*New Stores Reference*
Section 28F.	*Section 28F.*
11953	9434374
12085	9434375
14945	9434373
Section 28FP.	*Section 28FP.*
13	9433676
31	9433677
56	9433678
Section 28M.	*Section 28M.*
12190	9435626
12923	9435648
13768	9435650
14685	9435651

(D.N.A.S. 4404/15/1038.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

169.—Naval Stores (Air)—Aircraft Fasteners and Quick Release Pins—Transfer from R.A.F. Vocabulary Section 27FP to 28FP.

(*A.F.O.* 2925/1958.)

All aircraft fasteners and quick release pins, at present held under Vocabulary Section 27FP are to be transferred to Section 28FP from the date of receipt of this order. The existing reference numbers will be retained, e.g., 27FP/1 will become 28FP/1.

2. Stocks and records should be adjusted accordingly. H.M.A. ships and establishments should adjust their ledgers in accordance with Navy Order 1107 of 1958.

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4404/15/1027.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

170.—Naval Stores (Fuel)—Aviation Fuels, Lubricating Oils and Allied Petroleum Products for Aviation Use—Testing.

Testing of Service stock of aviation fuels and lubricating oils and allied petroleum products for aviation use will be required:—

(*a*) where contamination of stocks is suspected;

(*b*) when stocks are suspected of being off specification, or when they have remained in refuellers, aircraft tanks, etc., for a considerable time and are suspected of having become "weathered" or otherwise unfit for use;

(*c*) when it is necessary to establish identification;

(*d*) when a specific consignment is ordered to be consumed within a certain period, or by a certain date and has not been so used;

(*e*) when stocks ordered to be consumed at the first opportunity as a result of test, or for some other reason, are still in use after three months;

(*f*) when there has been no receipt of fuel into a tank at Service bulk installations during the previous 12 months;

(*g*) when fuel has been held in drums 18 months from the date of filling marked on the drum, and subsequently at intervals of six months;

(*h*) when it is suspected that the fuel has been stolen from Service sources and confirmation by laboratory tests is needed.

2. In any such cases samples are to be forwarded by ships and establishments as follows:—

Aviation Fuels.

To:—Superintending Naval Store Officer,
Garden Island, SYDNEY.

Lubricating Oils, Greases, Hydraulic Fluids, etc.

To:—Naval Store Officer (Air),
Naval Air Store Depot,
Bundock Street, RANDWICK.

for onward forwarding to the A.I.D. Liaison Officer (Naval) for test arrangements.

3. When submitting samples, the quantities required are as follows:—

Aviation fuels:—

(*a*) For all aviation gasolines, 4 gallons are needed when a full test is desired. For a limited test (excluding rich mixture rating) a ½ gallon sample is sufficient.

(*b*) For aviation turbine fuels (AVTUR and AVCAT) a ½ gallon sample is sufficient for routine testing, but a larger quantity may be required for special tests.

(*c*) When filling sample cans, a small amount of ullage, about five per cent. is to be left and care must be taken to ensure that the containers are leak-proof and adequately sealed. Sealing wax is not permissible.

Aircraft engine lubricating oils:—A minimum of one pint in clean clear glass bottles which should be securely packed to meet the requirements of the transport medium.

Aircraft greases:—Approximately 2 lb.

Aircraft hydraulic fluids, coolant, etc.:—One quart.

4. When taking samples, the following precautions are to be observed, otherwise erroneous conclusions may be drawn from the results of their examination:—

(*a*) Samples must be taken so that they are fully representative of the particular product it is desired to test.

(*b*) Meticulous care must be taken to avoid any possible source of contamination. Sample containers for fuels should be cans and for the remaining products clear glass bottles or jars which can be easily examined for cleanliness. Containers for samples of aviation fuels should be washed out with the grade of fuel to be sampled. Containers for other products should be thoroughly washed out several times with distilled water and left until completely dry before taking the sample. The slightest trace of dirt or moisture will invalidate the test. Tin containers may only be used if they are known to be completely free of rust or any other impurities. Corks or glass stoppers should be thoroughly cleaned and dried before fitting in place and should be fitted immediately after the sample is taken.

(*c*) In general, samples of used lubricants should be accompanied by samples of the original lubricant to enable a determination to be made of any deterioration in quality. Where possible the original lubricants should be sampled from the top, middle and bottom of the ship's storage tank and submitted separately.

(*d*) A detailed description of the product sample should be given in tabulated form as follows:—

(i) Designation and Stores Reference Number (or Pattern No.).

(ii) Source from which sample has been drawn.

(iii) Whether sample is representative or drawn from a particular level.

(iv) Source and date of original supply or supplies.

(v) All relevant details likely to assist the investigations which may arise as a result of the tests, viz., length of time a used lubricating oil has been in service, etc.

(*e*) The appropriate particulars are to be shown on a label suitably protected against obliteration and securely fastened to the container. A tie-on label is always to be used since gummed ones are liable to become detached. Similar information including the markings on the sample containers is to be reported by letter to the relevant addressee (paragraph 2) stating the reason for the test being required. A copy of the letter is to be forwarded to the Director of Naval and Air Stores, Navy Office.

5. Authority to test fuel and lubricating oils in connection with aircraft accidents or investigation into failures or defects in aircraft engines is to be obtained by signal from Navy Office.

6. Stocks from which samples have been taken and sent for test are not to be issued until receipt of a test report showing that the stock has passed to specification and is suitable for use in aircraft. Stocks which fail to pass the test are to be reported to Navy Office for disposal instructions.

(D.N.A.S. 4139/13/2813.)

UNCLASSIFIED.

171.—Naval Stores (General) (Class B, Group 5, Part A)—Carpenters Stoppers, Pattern 25—Allowances.

(*A.F.O.* 2926/58.)

One carpenters stopper Pattern B5A/25 is to be allowed to each Battle class destroyer for use when towing the P.N.M. Unit from the centreline bollard. (B.R. 1049 *Material Counter—Measures against Torpedoes—Unifoxer Equipment*, refers).

2. Commanding Officers of ships concerned in commission should forward demands to the appropriate (S)N.S.O.

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4505/51/140.)

UNCLASSIFIED.

172.—Naval Stores (General) (Class B, Group 11, Parts C to F)—Hand Tools—Introduction of New Specifications.

Future purchases of the hand tools listed in Appendix A will be made to the specifications quoted.

2. The items are to be accounted for under the pattern numbers shown.

3. No further purchases will be made of the items listed in Appendix B. Present stocks are to be exhausted before issues of the new items are made.

APPENDIX A.

Pattern.	*Descripiton.*	*Specification.*
B11C/H516 ..	Croppers, bolt, shear type, length 14 inches, to cut $\frac{5}{16}$-in. diam. soft wire rope and $\frac{3}{16}$-in. diam. hard wire rope	DEF (AUST) 810 Type C.
B11C/H517 ..	Croppers, bolt, shear type, length 24 inches, to cut $\frac{7}{16}$-in. diam. soft wire rope and $\frac{5}{16}$-in. diam. hard wire rope	DEF (AUST) 810 Type C.

APPENDIX A—*continued.*

Pattern.	*Description.*	*Specification.*
B11C/H518 ..	Croppers, bolt, shear type, length 36 inches, to cut $\frac{3}{8}$-in. diam. soft wire rope and $\frac{1}{2}$-in. diam. hard wire rope	DEF (AUST) 810 Type C.
B11C/H524 ..	Spare cutters, right, for pattern H516 ..	DEF (AUST) 810 Type C.
B11C/H525 ..	Spare cutters, right, for pattern H517 ..	DEF (AUST) 810 Type C.
B11C/H526 ..	Spare cutters, right, for pattern H518 ..	DEF (AUST) 810 Type C.
B11C/H532 ..	Spare cutters, left, for pattern H516 ..	DEF (AUST) 810 Type C.
B11C/H533 ..	Spare cutters, left, for pattern H517 ..	DEF (AUST) 810 Type C.
B11C/H534 ..	Spare cutters, left, for pattern H518 ..	DEF (AUST) 810 Type C.
B11F/H2535 ..	Squares, carpenter's, 6-in.	DEF (AUST) 811 Type A.
B11F/H2536 ..	Squares, carpenter's, 9-in.	DEF (AUST) 811 Type A.
B11F/ ..	Squares, carpenters', 12-in.	DEF (AUST) 811 Type A.
B11F/H2537 ..	Squares, combination, with protractor head, 12-in.	DEF (AUST) 811 Type B.
B11F/H2542 ..	Squares, smith's, 18-in. x 9-in.	DEF (AUST) 811 Type C
B11F/H2545 ..	Squares, smith's, 24-in. x 12-in.	DEF (AUST) 811 Type C.
B11F/H2545A..	Squares, steel, 4-in. inside stock, workshop grade	BS 939 (ASS.B87).
B11F/H2546 ..	Squares, steel, 6-in. inside stock, workshop grade	BS 939 (ASS.B87).
B11F/H2549 ..	Squares, steel, 18-in. inside stock, workshop grade	BS 939 (ASS.B87).
B11F/H2550 ..	Squares, steel, 12-in. inside stock, reference grade	BS 939 (ASS.B87)

APPENDIX B.

Pattern.	*Description.*
B11C/— ..	Croppers, bolt, shear type, 30-in.
B11C/— ..	Croppers, bolt, shear type, 42-in.
B11C/— ..	Spare cutters, shear type, for 30-in. bolt croppers.
B11C/— ..	Spare cutters, shear type, for 42-in. bolt croppers.
B11F/— ..	Squares, carpenters, try and mitre, 6-in.
B11F/— ..	Squares, combination, with level, mitre and plumb, 9-in.
B11F/— ..	Squares, combination, with level, mitre and plumb, 12-in.
B11F/— ..	Squares, combination, with level, mitre and centre head 12-in.

APPENDIX B—*continued.*

Pattern.	*Description.*
B11F/2540	Squares, combination, without protractor head, 18-in.
B11F/2543	Squares, smith's, 18-in. x 12-in.
B11F/2544	Squares, smith's, 24-in. x 16-in.
B11F/—	Squares, steel, 5-in. inside stock, workshop grade.
B11F/—	Squares, steel, 8-in. inside stock, workshop grade.
B11F/—	Squares, steel, 10-in. inside stock, workshop grade.
B11F/2548	Squares, steel, 12-in. inside stock, workshop grade.
B11F/—	Squares, steel, 12-in. inside stock, inspection grade.
B11F/—	Squares, steel, 21-in. inside stock, workshop grade.
B11F/—	Squares, steel, 33-in. inside stock, workshop grade.

(D.N.A.S. 4506/12/650.)

RESTRICTED.

173.—Replenishment at Sea—Fuelling and Storing by Heavy Jackstay Method.

(*A.F.O.* 3147/1958.)

Jackstay fuelling of destroyers, frigates and ocean minesweepers has been under review and it has been decided that they may receive fuel by the jackstay method as a normal fuelling operation in addition to the derrick or astern methods.

2. Owing to the large jackstay angles that would be subtended if two jackstays were rigged, these vessels are on no account to receive more than one heavy jackstay at a time for fuelling or storing.

3. Destroyers and frigates will use the port side forward or centre transfer positions from "Tide" class for reception at their forward replenishment positions.

4. To allow for an angular scope subtended by the jackstay of 15° either side of the normal due to variations in station keeping, all ships replenishment highpoints are to be subjected to special tests. Until these tests have been carried out by refitting authorities the subtended jackstay angle is on no account to exceed 10° either side of the normal to the middle line of the ship.

5. In order that "Tide" class tankers may successfully fuel different types of ship from both sides without the necessity to change hoses they will normally be rigged for abeam transfers as follows:—

Port forward rig, F.F.O. and AVCAT—Jackstay.
Port centre rig, F.F.O. and DIESO—Jackstay.
Port after rig, F.F.O. and AVGAS—Jackstay.
Starboard forward rig, F.F.O. and DIESO—Derrick.
Starboard after rig, F.F.O.—Derrick.

6. Admiralty has advised that the British Addendum to A.T.P. 16 will be amended accordingly.

7. Navy Order 778 of 1957 is hereby cancelled.

(D.T.S.R. 3385/98/22.)

(*Navy Order* 778 *of* 1957.)

UNCLASSIFIED.

174.—A.P. (N) 123 Draft Handbook on the Radiological Decontamination of Aircraft.

(*A.F.O.* 2379/1958.)

A.P. (N) 123 *Draft Handbook on the Radiological Decontamination of Aircraft*, which contains sufficient information for personnel to be trained in and to carry out actual decontamination of radioactive aircraft, will be supplied without demand, by the Naval Store Officer (Air), Randwick, to the following authorities as soon as supplies are available:—

	No. of Copies.
R.A.N.A.S. Nowra	2 (including 1 No. for 723 Squadron)
H.M.A.S. MELBOURNE	1
MELBOURNE Air Group	1
Fairey Aviation (Aust.) Pty. Ltd.	1
De Havilland Pty. Ltd.	1
Bristol Aircraft Co.	1
D.A.M.R. (Navy Office)	1
Naval Air Engineer Overseer	1

(D.N.A.S. 4139/41/1331.)

UNCLASSIFIED.

175.—Revision of Forms.

The following forms have been revised:—

A.S. 30Y—Summary of Charges.
A.S. 245—Order for Imprisonment or Detention under The Naval Discipline Act.
A.S. 430L—Trade Certificate of Naval Airman Meteorological Observer.
A.S. 1303 (Air)—Recommendations for Courses.
A.S. 1404—(Outside) Return of B.L. and Q.F. Guns.
A.D.38A—Return Showing Dates of Taking in Hand of H.M.A. Ships and Small Craft.
A.D. 787K—List "D" Spare Equipment.
S.1147A (0.68) Return of Temperatures of Stowage of Propellants.
Electrical Record Cards (D.C.).

2. When stocks of the present forms are exhausted, supply of these revised forms will be effected on demand.

(D.N.A.S. 3526/10/122.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Registrar

FOR OFFICIAL USE ONLY. C.N.O. 176/59

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
27th February, 1959.

The enclosed order is 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.

1389/59.

UNCLASSIFIED.

176—Books—Distribution of Non-accountable Publications during January, 1959.

The non-accountable publications, amendments to A.P.'s, B.R.'s, miscellaneous publications, &c., and A.F.O. "S.C." Series, contained in the appendix to this order, have been distributed to ships and services during January, 1959. Navy Order 983 of 1957 is relevant.

2. Copies of A.F.O. "P" series amendments and A.P. amendments referred to in the appendix to this order, are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Navy Order 1063 of 1958.

(D.N.A.S. 4139/3/162.)

APPENDIX.

BOOKS, MAGAZINES PAMPHLETS, &C.

Publication.	*Date or Amendment No.*
Fibres	Volume 19, No. 11, November–December, 1958.
Flight	Dated 24th October, 1958.
Flight	Dated 31st October, 1958.
Flight Index	Volume LXXIII., January–June, 1958.
Flight	Dated 7th November, 1958.
Flight	Dated 14th November, 1958.
Flight	Dated 21st November, 1958.
Flight	Dated 28th November, 1958.
A Guide to Optimum Frequencies	S7/59 (February–March–April), 1959.
Occupational Safety and Health	July–September, 1958.
Royal Navy List	July, 1958.
Services List of Preferred Valves	Issue SLPV 45/7, dated 18th December, 1958 (with covers).
Services List of Preferred Valves	Issue SLPV 46/7, dated 19th December, 1958.
United Nations Review	Volume 5, No. 5, November, 1958.

AMENDMENTS TO B.R.'S, ETC.

B.R. No.	*Amendment No.*
B.R. 1	18.
B.R. 1 (Addm. No. 1)	3.
B.R. 8	1.
A.T.P. 10 (Brit. Supplt. No. 2)	4.
B.R. 14/1957	9 and 10.
B.R. 31/1953	Appendix 5, dated 1st April, 1958.
B.R. 31/1953	Chapter 19, dated April, 1958.
B.R. 31/1953	Chapter 20, dated April, 1958.
B.R. 70/1958	September, 1958 Supplement.
B.R. 125	Supplement No. 5, November, 1958.
B.R. 125	New Entries No. 5, November, 1958.
B.R. 128 (1)	Supplements Nos. 2 and 3.
B.R. 155c (3)	(Amendment) 2.
B.R. 155c (7)	Australian Amendment No. A-N-1.
B.R. 226c (7)	(Amendment) 3.
B.R. 227 (12)	1.
B.R. 268 (16) (A)	2.
B.R. 376	17.
B.R. 667	Supplement No. 15, September, 1958.
B.R. 667	Noter-up No. 15, September, 1958.
B.R. 810/52	(Amendment) 7.
B.R. 1203, Part 2	34.
B.R. 1282/1957	1.
B.R. 1331	7 and 8.
B.R. 1466 (1) (2)	6.
B.R. 1469 (1) (2)	3.
B.R. 1470 (1) (2) (3)	4.
B.R. 1475	2.
B.R. 1506 (Addendum No. 1)	1.
B.R. 1511	17 and 18.
B.R. 1557 (1) (A)	2.
B.R. 1557 (1) (B)	2.
B.R. 1557 (2) (B)	2.
B.R. 1557 (4) (B)	2.
B.R. 1617	4.
B.R. 1671 (3)	3.
B.R. 1692	67.
B.R. 1705 (6)	7.
B.R. 1730	2.
B.R. 1743/55	4.
B.R. 1771 (4)	2.
B.R. 1771 (14)	1.
B.R. 1787/1957	1 and 2.
B.R. 1837 (4), Division U, Section UQ	2.
B.R. 1837 (7), Division J, Section JD	8.

AMENDMENTS TO B.R.'S, ETC.—*continued.*

B.R. No.	*Amendment No.*
B.R. 1837 (8), Division M, Introduction	11.
B.R. 1873	4.
B.R. 1891	14.
B.R. 1919	12.
B.R. 1921	54.
B.R. 1935	5.
B.R. 1944 (1)	7.
B.R. 1944 (2)	5.
B.R. 1944 (3)	4.
B.R. 1950	36 and 37.
B.R. 1985	3.
B.R. 1986	10, 12 and 13.
B.R. 1987 (1) (B)	Australian Amendment No. A.N. 1.
B.R. 1988	14.
B.R. 2047B (2)	2.
B.R. 2047B (4)	5.
B.R. 2047B (5)	Amendment 4.
B.R. 2050 (369)	2.
B.R. 2050 (373A)	2.
B.R. 2050 (373B)	2.
B.R. 2104	4.
B.R. 2101 (1)	3.
B.R. 2101 (2)	3.
B.R. 2101 (3)	1 and 2
B.R. 2101 (5)	5 and 6.
B.R. 2110 (1)	9.
B.R. 2110 (2)	8.
B.R. 2111 (6)	3.
B.R. 2125 (5)	1.
A.C.P. 114H	Change No. 5.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
1086, Book 1 (2nd Edition)	A.L. 21.
1182 (N), Vol. 1	A.L. 9 and 11.
1182C (N), Vol. 1	A.L. 12.
1275A, Vol. 1, Section 15	A.L. 12 and 13.
1641P, Vol. 1, Part 2 and Vol. 5	A.L. 41.
1661E, Vol. 1 (2nd Edition)	A.L.71
1661F, Vol. 1	A.L. 65 and 69.
1803D, Vol. 1, Book 4	A.L. 66, 67, 68 and 71.
2817A, Vol. 1 and Vol. 6, Part 1	A.L. 139.
3193E	Correction No. 302UK (3rd December, 1958).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
3322	Correction No. 56 2nd December, 1958). Correction No. 58 (16th December, 1958). Correction No. 59 (30th December, 1958).
4282B, Vol. 1	A.L. 25 and 26.
4361F and G—G.H.N.	A.L. 5.
4487A, Vol. 2	Gannet/RAN/34 (November, 1958). Gannet/RAN/38 Diagram, Fig. 1 (April, 1958).
4487B, Vol. 2	Gannet/RAN/34 (November, 1958). Gannet/RAN/38 Diagram, Fig. 1 (April, 1958).
4511, Vol. 1 and Vol. 6	A.L. 45 and 47.
A.P. (N), 378	A.L. 113 and 114.
A.P. (N), 383	A.L. 106 and 107.
A.P. (N), 400 (V.N.)	A.L. 12.
A.P. (RAN), 7 Vol. 2	G. 3 (Mod. No. Vampire V. 718) (November, 1958). J. 2 (Mod. No. Vampire V. 721) (November 1958).
N.A.M.O., General	O. 80 (11th August, 1958). STI/Ejection Seat/18B (30th July, 1958). STI/Miscellaneous/237 (29th July, 1958). STI/Miscellaneous/237 Diagram.
N.A.M.O., Meteor	X. 38 (8th August, 1958). SI/70 (5th August, 1958).
N.A.M.O., Sea Vampire	STI/176 (8th August, 1958)
N.A.M.O., Sea Venom	X. 53 (8th August, 1958). STI/158 (30th July, 1958).
N.A.M.O., Westland Whirlwind	A. 5 (8th August, 1958). STI/34 (29th July, 1958).
R.A.N.A.M.O., Double Mamba	12 (Issue 2) (November, 1958). 15 (December, 1958).
R.A.N.A.M.O., Gannet	X. 24 (Issue 2) (November, 1958).
R.A.N.A.M.O., General	L. 57 (November, 1958). O. 29 (November, 1958). W.19 (November, 1958). STI/Flying Clothing/RAN/8 (November, 1958). STI/Instruments/RAN/15 (December, 1958). STI/Safety Equipment/RAN/6 (October, 1958). STI/Safety Equipment/RAN/8 (November, 1958).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
R.A.N.A.M.O., Sea Venom	A. 28 (June, 1958). A. 33 (November, 1958). STI/RAN/41 (May, 1958). SI/RAN/15 (November, 1958). SI/RAN/16 (November, 1958).
R.A.N.A.M.O., Sycamore	W. 5 (October, 1958).
D.C.A. Aeronautical Information Documents Service	En Route Facility Charts—Sheet 1 —British Isles.
D.C.A. Aeronautical Information Publications	A.G.A. (A.L. 14). A.G.A. (A.L. 14), Corrigendum. General A.L. 27. R.A.C. 2/A.L. 22. R.A.C. 2/A.L. 23. R.A.C. 3/A.L. 15.
D.C.A. Operations Letters	A.T.C. 252 (15th December, 1958). A.T.C. 253 (12th January, 1959).
Gannet Mark Applicability Chart	A.L. 11 (Part only).

Title.	*Date.*
Lloyds Shipping Index	5th January, 1959.
Lloyds Shipping Index	12th January, 1959.
Lloyds Shipping Index	26th January, 1959.

(*Navy Orders* 983 *of* 1957 *and* 1063 *of* 1958.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

C.N.O.'s 177-202/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
6th March, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

1514/59.

CONTENTS.

CONTENTS—*continued.*

Section 2.

PERSONNEL.

UNCLASSIFIED.

177.—Amendments to Chapter 19 of Q.R. and A.I.

(*A.F.O.* 72/1959.)

Admiralty has advised that their Lordhips have by regulation made the following *amendments* to the new edition of Chapter 19 of Queen's Regulations and Admiralty Instructions.

2. In Article 1906(4) *delete* the words "against the Act" and *substitute* "triable under the Act".

3. In Article 1941 (1) (*b*) (viii) *delete* "(No. 11)" and *substitute* "(No. 12)".

4. In Article 1941 (2) (*b*) *delete* "30 days" and *substitute* "14 days".

5. Q.R. and A.I. will be amended in due course.

(D.G.S. 3712/3/22.)

UNCLASSIFIED.

178.—Examination for Electrical Sub-Lieutenant (L), (R), (AL), (AR).

In future the examination for Electrical Sub-Lieutenant (L), (R), (AL) and (AR) will be held in November of each year.

2. Navy Order 1071 of 1958 is to be amended as follows:—

After "Wardmaster Sub-Lieutenant" insert—

"Electrical Sub-Lieutenant (L), (R), (AL) and (AR)	Wednesday, 4th November Thursday, 5th November	5th October ".

(H.P.B. 4008/4/285.)

(*Navy Order* 1071 *of* 1958.)

UNCLASSIFIED.

179.—W.R.A.N.S.—Marks of Respect to be Paid when Wearing Plain Clothes.

When in plain clothes, whether wearing hats or not, W.R.A.N.S. officers and ratings are not required to salute with the hand, but are to acknowledge senior persons by a respectful verbal salutation.

2. When the Colours are hoisted or hauled down and when the National Anthem is played, W.R.A.N.S. Officers and ratings if in plain clothes are to face in the required direction and stand to attention, but are not to salute.

(D.W.R.A.N.S. 3244/3/79.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

180.—Radar—Type 262 Series—Aerial Outfits APE(1) (2)—Aerial Motor, Pattern 53590B—Inspection.

(*A.F.O.* 2779/1958.)

Following reports of difficulty, investigation has revealed that the contact brush-gear of certain Aerial Motors, Pattern 53590B, may have been incorrectly set during manufacture. The suspect stock bears Serial Nos. A.52294–A.52425 inclusive.

2. The defect is due to the contact brushes having been positioned at a greater pitch than that of the shorted commutator segments (B.R. 2047A(18), Chapter 1, Paragraph 44 and Fig. 7 refer), which results in non-operation of the contact circuits.

3. Authorities holding Motors, Pattern 53590B, are to arrange to test those with serial numbers as in paragraph 1, for correct operation of the contact gear. Care is to be taken that the brushes are accurately bedded before testing is commenced.

4. Motors found defective by Services are to be returned to the nearest (S)N.S.O. who is to report details of the serial numbers of these and of any other defective motors held in stock to Navy Office.

5. Motors found serviceable are to be labelled "Serviceable".

(D.N.A.S. 4519/31/1162.)

UNCLASSIFIED.

181.—Machinery—Diesel Engines—Jabsco Water Pumps.

(*A.F.O.* 93/1959.)

Reports of failure of the rubber impellers of Jabsco water pumps fitted to Foden and Perkins engines indicate that the principal cause is the sharp edge of the discharge port in the cam-plate, which tears the impeller. New pumps will have this edge rounded off during manufacture, and engine overhaul authorities are to take similar action for pumps being overhauled.

2. A contributory cause of failure is the deterioration of pump impellers when they stand for long periods compressed and dry in engines in store. The following procedure is to be carried out to prevent such deterioration:—

(*a*) On completion of tests subsequent to engine overhaul the impeller is to be removed from the pump, dried, dusted with French chalk, packed in a carton or paper wrapping and sealed to exclude the light. The impeller is then to be securely attached to the pump with a label marked "ENGINE NOT TO BE RUN WITHOUT FITTING PUMP IMPELLER".

(*b*) On receipt of an engine from overhaul depot or store, before putting it into service the impeller is to be wetted with the engine coolant liquid and the pump carefully reassembled. The impeller must be free to rotate in the pump casing.

(*c*) To avoid unnecessary costs in breaking open and represervation of pumps, this order has not been applied retrospectively to new and overhauled machinery already in store. Should an engine or replace pump be

received from store with the impeller fitted in the pump, the pump is to be stripped for examination of the impeller and discharge port. If the impeller shows signs of softening, swelling, or permanent set, it is to be discarded and a new impeller fitted. The original impeller, if serviceable, or the new impeller is to be wetted with the engine coolant liquid and the pump reassembled as in (*b*). If the discharge port has sharp edges, these are to be carefully rounded off.

(*d*) Failure of these pumps can be brought about by running them in a dry condition and operators are to ensure that under no circumstances are pumps to be allowed to run dry. This is particularly important in the case of bilge pumps.

3. Admiralty has advised that the relevant B.Rs. will be amended accordingly.

4. Failure of the impeller is also brought about by excessive operating temperatures which can arise where the pump is used in the engine coolant circuit. The maximum allowable temperature is 160° F. and every care is to be taken to ensure that this figure is not exceeded.

(D.M.E. 3761/1/70.)

UNCLASSIFIED.

182. Ammunition—Propellant—Landing—Destruction—Report.

(*A.F.O.* 94/1959.)

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing them 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 to Navy Office for instructions.

Propellant Lot or Sub-lot No.	*Propellant Nature and Size.*	*Nature of Gun Ammunition, etc., which may be involved.*
RC 1660R ..	FNHP 022 ..	Q.F. 40/60.
RC 1710 ..		
RC 1711 ..		
RC 1712 ..		
RC 1716 ..		
RC 1717 ..		
RNC 726 ..	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.)
RNC 719 ..	SC 109 ..	B.L. 6-in.; Q.F. 4.7-in.
RNC 724 ..		
RNC 2069 ..	HSC/T 134-055	Q.F. 6-pdr.; Q.F. 3-pdr.; Q.F. 2-pdr.
RNC 4624XH	HSCK/T 134-055	Q.F. 6-pdr.; Q.F. 3-pdr.; Q.F. 2-pdr.; D.C.T.; Squid; A/S Mortar.
RNC 4657XH		
RNC 4658XH		
RNC 4659XH		
RNC 4672XH		
RNC 4673XH		
RNC 4674XH		
RNC 718 ..	SC 150 ..	B.L. 6-in.; Impulse torpedo.
RNC 723 ..		

2. Attention is drawn to Article 211 of *Naval Magazine and Explosives Regulations* 1956, B.R. 862 and 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.

(D.O.U.W. 4445/6/147.)

UNCLASSIFIED.

183.—Gunmountings—4.5-in. Twin R.P. 41 Mk. 6 Series—Spare Seals for Hydraulic Breech Opening Gear Piston—Drawing N.44915, Item 6.

It has been reported that spare seals, B.R. 226B (22) Index M.C. 202, may not be correct to drawing in that the lip edge of the seal is on the internal diameter instead of being on the external diameter.

2. Ships and establishments fitted with the above-mentioned gunmountings are to check all spare seals held and any seals which do not comply with the drawing are to be returned to Gunnery Equipment Stores Officer, Sydney, quoting this order as the authority. Replacement seals are to be demanded in lieu.

3. Gunnery equipment depots are to check stocks, incorrect seals being brought to produce and demands raised to replenish stocks accordingly.

(D.O.U.W. 4429/23/343.)

UNCLASSIFIED.

184.—A/S Mortar, Mark 10—Amplifier Assemblies, Marks 12AA and 15AA—Fan Motor.

(*A.F.O.* 3128/1958.)

Ships, establishments and authorities concerned	H.M.A. ships, establishments, dockyards and gunnery equipment depots holding this equipment.
Equipment affected ..	A.S. Mortar Mark 10—Amplifiers Marks 12AA and 15AA—Fan Motor.
Modification number ..	Not required, as equipment is not being modified by this instruction.
Purpose of instruction ..	Reports received from sea of short life of these motors in service.
Nature of instruction ..	There is a possibility of the Fan motor terminals A and ZZ being incorrectly connected by a link. This link shorts resistance R30 (B.R. 1709 (3), plate 7) and causes excessive starting current, thus shortening the life of the motor. Fan Motors are to be examined and the link removed if found in place.
By whom to be done ..	Ships' staff and authorities concerned.
When to be done ..	Earliest opportunity.

(D.O.U.W. 4431/44/124.)

RESTRICTED.

185.—A/S Mortar, Mark 10—Axis Pin of Semi-Permanent Stop.

(*A.F.O.* 3129/1958.)

Ships and establishments concerned	Ships and establishments so fitted, gunnery equipment depots.
Type of equipment	A/S Mortar Mark 10.
Part of equipment affected	Axis pin of semi-permanent stop.
Modification number ..	To be known as mounting modification No. 11.
Purpose of modification ..	To provide lubrication to axis pin to prevent seizure in semi-permanent stop.
Nature of modification ..	Removal of existing axis pin and fitting new pin manufactured to Navy Order 185 of 1959 Diagram.
By whom to be done ..	Ship's staff.
When to be done ..	At the earliest opportunity.
How to be treated ..	As a defect.

(D.O.U.W. 4431/44/119.)

RESTRICTED.

186.—A/S Mortar Mark 10—Barrel Trunnion Bearings and End "A" Trunnion Bearing.

(*A.F.O.* 98/1959.)

Ships and authorities concerned	Ships and establishments so fitted and gunnery equipment depots.
Type of equipment ..	A/S Mortar Mark 10.
Part of equipment affected	Barrel trunnion bearings and end "A" trunnion bearings.
Modification number ..	To be known as Mounting Modification No. 10.
Purpose of modification ..	To improve lubrication of bearings.
Nature of modification ..	(i) *Trunnion Bearings.* Machine additional groove in each bearing. (ii) *End "A" Trunnion Bearing.* Drill hole and fit additional grease nipple to bearing.
Drawing	A.M.E. 4002, Schedule A.M.E. 4002, A.M.E. 4002/17 and A.M.E. 4002/138.
By whom to be done ..	Dockyards during annual routine lifting of cradle and barrels.
When to be done ..	In conjunction with the dockyard component of planned maintenance. M.C. 6, Part III.-Y.6.
How to be treated ..	As a defect.

(D.O.U.W. 4431/44/124.)

RESTRICTED.

187.—A/S Mortar Mark 10—Depth Setting Control Panel, Mark 2—Action/Practice Switch—Modification.

(*A.F.O.* 99/1959.)

Ships concerned ..	Daring Class Destroyers, Type 15, Frigates and H.M.A.S. WATSON.
Equipment	Action/practice switch in the depth setting control panel Mark 2.
Modification number ..	No. 5 to the depth setting control panel Mark 2.
Purpose of modification ..	It is possible to move the action/practice switch operating knob into either of its two positions without operating the electrical switch mechanism. This results in damage either to the depth setting needles or failure to set the depth.
Nature of modification ..	(1) Shorten ends of circular shroud above action/practice switch so that switch can operate before handle reaches either end of shroud. The shroud is not to be shortened to less than a symmetrical semi-circle. (2) Slightly slacken the two 2 B.A. screws securing switch to support pillars. Move handle slowly from side to side and check that switch casing does not move. (3) If switch does move displace switch (lugs are slotted) until no movement occurs and tighten screws, checking that lock washers are fitted. (4) Test switch by making a number of rapid movements and checking that the electrical circuit is correctly opened and closed.
By whom to be done ..	Ship's staff.
When to be done ..	At first opportunity.
How to be treated ..	As a defect.

2. Navy Order 566 of 1958 is hereby cancelled.

(D.O.U.W. 4431/44/105.)

(*Navy Order* 566 *of* 1958.)

UNCLASSIFIED.

188.—Alteration and Addition Items—H.M.A.S. MELBOURNE.

The following alteration and addition items are approved for H.M.A.S. MELBOURNE:—

Class List Item No. 86. *Classification* "*A*".

Item: To improve the exhaust ventilation and habitability of 4J and 4M fan flats adjacent compartments in accordance with Navy Office Drawing No. 221/92 (G.I. Drwg. No. 142/51).

Class List Item No. 87. *Classification* " *A* ".

Item: (*a*) To air condition the Admiral's sea cabin from No. 7 air conditioning unit.

(*b*) To air condition the Captain's sea cabin by extension of existing air conditioning supply from Upper Operations Room.

(*c*) To air condition radar and radio offices within the bridge structure.

Navy Office Drawing No. 221/91 (G.I. Drwg. No. 141/51) refers.

Class List Item No. 88. *Classification* " *A* ".

Item: (*a*) To re-arrange the supply trunking in the auxiliary machinery space to provide a supply at the Watchkeeper's positions.

(*b*) To provide exhaust trunking to exhaust the forward end of the lower part of the auxiliary machinery space and the forward end of the U.R. Plant (Upper) space.

References: (*a*) H.M.A.S. MELBOURNE'S proposed Alteration and Addition Items, T.D.L., U.W.X.Z. and AA.

(*b*) H.M.A.S. MELBOURNE'S memorandum 324/11, dated 8th December, 1956.

(*c*) FOCAF'S memorandum A.F. 2142/1904/21 of 31st December, 1956.

(*d*) Navy Office letters 06731 and 06727 of 1st July, 1957.

(*e*) FOICEA's memorandum 0539, dated 5th December, 1957.

(D.C.C. 4278/2/619.)

UNCLASSIFIED.

189.—Cathodic Protection—Reports.

All ships and authorities responsible for the operation of controllable cathodic protection systems are to report monthly on Form A.S. 3070Z *Cathodic Protection Report* on the performance of these systems.

2. Reports are to be completed in triplicate and forwarded as shown below:—

Copy No. 1—To Administrative Authority for onward transmission to the Naval Board.

Copy No. 2.—To Administrative Authority for retention.

Copy No. 3.—For retention by reporting authority.

3. The following notes are issued for guidance in completion of form A.S. 3070Z:—

(*a*) *Page* 1—*Details of System.*—Brief details only are required, e.g., Type of anodes. Silicon-iron. Underwater paint system. Vinyl.

(*b*) *Page* 2—*Anode Currents.*—Brief details of anode positions are to be noted in the heading. Frame numbers only are sufficient for hull mounted systems. Where suspended anodes are in use frame number (F), depth immersed (D), and distance from ships side (S) are to be shown e.g., F 94, D 6 feet, S 8 feet. All readings are to be taken with current on and should be correct to 0.1 ampere.

(*c*) *Page* 3—*Hull Potentials.*—Hull potentials are to be measured by fixed reference electrodes, where fitted, or by the use of portable reference cells. All readings are to be taken with current on and should be correct to the nearest ten millivolts. Positions of measuring current are to be shown by frame number, or when taken astern by the notation " Astern x Ft.".

(*d*) *Page* 3—*Voltages Adjustments, Remarks.*—Any adjustments to generator or rectifier voltage are to be recorded. The names of any ships alongside and their mean hull potential are to be included.

(*e*) *Page* 4—*General Remarks.*—

(i) The condition of the sea, whether the ship is anchored in strong tidal streams and any variations in salinity that may be experienced in estuary waters or after heavy rain and any other relevant information on the operation of the system are to be recorded.

(ii) Particular reference is required to the efficiency of the protection where this can be determined by divers or other inspection.

4. Ships copies of these reports are to be retained on board for at least two years. After this interval they are to be destroyed.

5. Printing of forms A.S. 3070Z is at present being arranged by S.N.S.O., Sydney, and demands placed will be met on receipt of forms from the printer.

(D.N.C. 4273/51/25.)

UNCLASSIFIED.

190.—Naval Stores [Air]—Introduction of Equipment for Checking Varley Battery, Ref. 5J/3336.

(*A.F.O.* 1789/1957.)

To facilitate checking of Varley Battery Ref. 5J/3336 the following equipment has been introduced as permanent items of ground equipment:—

Ref. No.	*Description.*
(*a*) 5G/3051.	Test Meter, Battery.
(*b*) 5Q/25512.	Voltmeter 0–30V., D.C.

Item (*a*) is to be used for checking Varley batteries in battery charging rooms and in aircraft. Item (*b*) is to be used as a reference meter for item (*a*) and any other 0–30V. D.C. range voltmeters now in service.

2. The items will be allowed as follows and supply will be effected, without demand, by the N.S.O. (Air) Randwick.

Ref. No.	*Station.*	*Carrier.*
5G/3051	4	3
5Q/25512	1*	1*

* For use in Instrument Repair Workshop.

(D.N.A.S. 4403/10/162.)

UNCLASSIFIED.

191.—Naval Stores (General) (Class B, Group 8)—Re-organization of Parts A, B, E and K.

(*A.F.O.* 3142/1958.)

To rectify some anomalies the composition of Class B, Group 8 of B.R. 810, *The Rate Book and Authorized List of Naval Stores*, has been revised, and transfers between parts of the group as listed in the appendix are to be effected forthwith.

2. Stocks and records in dockyards and stores depots should be adjusted as necessary.

3. H.M.A. ships and establishments should comply with paragraph 8 (*a*) of Navy Order 1107 of 1958 where applicable.

4. Admiralty has advised that B.R. 810 is being reprinted to accord with the new arrangement and that other publications concerned will be amended.

APPENDIX.

Pattern Number.	*Transfer.* *From.*	*To.*	*Pattern Number.*	*Transfer* *From.*	*To.*
49E ..	B.8B	B.8A	210A	B.8B	B.8A
49H ..	B.8B	B.8A	210B	B.8B	B.8A
49K ..	B.8B	B.8A	211 ..	B.8B	B.8A
62 ..	B.8B	B.8A	211A	B.8B	B.8A
63 ..	B.8B	B.8A	212 ..	B.8B	B.8A
64 ..	B.8B	B.8A	212A	B.8B	B.8A
79A ..	B.8B	B.8A	213 ..	B.8B	B.8A
80A ..	B.8B	B.8A	213A	B.8B	B.8A
80B ..	B.8B	B.8A	213B	B.8B	B.8A
81A ..	B.8B	B.8A	213C	B.8B	B.8A
81B ..	B.8B	B.8A	213D	B.8B	B.8A
82A ..	B.8B	B.8A	213E	B.8B	B.8A
82B ..	B.8B	B.8A	214 ..	B.8B	B.8A
86A ..	B.8B	B.8A	214A	B.8B	B.8A
87A ..	B.8B	B.8A	215 ..	B.8B	B.8A
88A ..	B.8B	B.8A	215A	B.8B	B.8A
89A ..	B.8B	B.8A	216X	B.8B	B.8A
90A	B.8B	B.8A	216Y	B.8B	B.8A
118 ..	B.8B	B.8A	217X	B.8B	B.8A
119 ..	B.8B	B.8A	217Y	B.8B	B.8A
120 ..	B.8B	B.8A	220 ..	B.8B	B.8A
121 ..	B.8B	B.8A	220A	B.8B	B.8A
200 ..	B.8B	B.8A	221 ..	B.8B	B.8A
202 ..	B.8B	B.8A	221A	B.8B	B.8A
203 ..	B.8B	B.8A	222 ..	B.8B	B.8A
204 ..	B.8B	B.8A	223 ..	B.8B	B.8A
204A	B.8B	B.8A	230 ..	B.8B	B.8A
205 ..	B.8B	B.8A	421 ..	B.8B	B.8A
205A	B.8B	B.8A	422 ..	B.8B	B.8A
206 ..	B.8B	B.8A	423 ..	B.8B	B.8A
206A	B.8B	B.8A	504 ..	B.8B	B.8A
209 ..	B.8B	B.8A	520A	B.8B	B.8A
209A	B.8B	B.8A	520B	B.8B	B.8A
209B	B.8B	B.8A	520C	B.8B	B.8A
210 ..	B.8B	B.8A	566 ..	B.8B	B.8A

APPENDIX—*continued.*

Pattern Number.	*Transfer* *From.*	*To.*	*Pattern Number.*	*Transfer.* *From.*	*To.*
1551 ..	B.8B	B.8A	336 ..	B.8A	B.8B
3150 ..	B.8B	B.8A	1072 ..	B.8A	B.8B
3151 ..	B.8B	B.8A	2014 ..	B.8A	B.8B
3304 ..	B.8B	B.8A	2528 ..	B.8A	B.8B
3305 ..	B.8B	B.8A	5752 ..	B.8A	B.8B
3306 ..	B.8B	B.8A	12370 ..	B.8A	B.8B
3307 ..	B.8B	B.8A	12371 ..	B.8A	B.8B
3308 ..	B.8B	B.8A	13337 ..	B.8A	B.8B
3309 ..	B.8B	B.8A	401 ..	B.8E	B.8B
3310 ..	B.8B	B.8A	403 ..	B.8E	B.8B
3311 ..	B.8B	B.8A	407 ..	B.8E	B.8B
3313 ..	B.8B	B.8A	934 ..	B.8E	B.8B
3314 ..	B.8B	B.8A	3129 ..	B.8E	B.8B
5570 ..	B.8B	B.8A	3130A	B.8E	B.8B
5571 ..	B.8B	B.8A	3134 ..	B.8E	B.8B
5572 ..	B.8B	B.8A	3135 ..	B.8E	B.8B
5573 ..	B.8B	B.8A	3136 ..	B.8E	B.8B
5859 ..	B.8B	B.8A	3137 ..	B.8E	B.8B
12184 ..	B.8B	B.8A	3138 ..	B.8E	B.8B
12948 ..	B.8B	B.8A	3139 ..	B.8E	B.8B
13301 ..	B.8B	B.8A	3156 ..	B.8E	B.8B
13302 ..	B.8B	B.8A	3157 ..	B.8E	B.8B
13303 ..	B.8B	B.8A	3158 ..	B.8E	B.8B
13304 ..	B.8B	B.8A	4660 ..	B.8E	B.8B
13305 ..	B.8B	B.8A	4661 ..	B.8E	B.8B
13306 ..	B.8B	B.8A	4662 ..	B.8E	B.8B
13307 ..	B.8B	B.8A	4663 ..	B.8E	B.8B
13308 ..	B.8B	B.8A	4664 ..	B.8E	B.8B
13309 ..	B.8B	B.8A	13321 ..	B.8E	B.8B
13310 ..	B.8B	B.8A	13322 ..	B.8E	B.8B
13311 ..	B.8B	B.8A	1405 ..	B.8A	B.8E
13312 ..	B.8B	B.8A	1406 ..	B.8A	B.8E
13313 ..	B.8B	B.8A	1407 ..	B.8A	B.8E
13314 ..	B.8B	B.8A	1408 ..	B.8A	B.8E
13315 ..	B.8B	B.8A	1410 ..	B.8A	B.8E
13316 ..	B.8B	B.8A	1411 ..	B.8A	B.8E
13317 ..	B.8B	B.8A	1412 ..	B.8A	B.8E
13568 ..	B.8B	B.8A	5300 ..	B.8A	B.8E
13569 ..	B.8B	B.8A	5304 ..	B.8A	B.8E
371 ..	B.8E	B.8A	5305 ..	B.8A	B.8E
372 ..	B.8E	B.8A	5306 ..	B.8A	B.8E
373 ..	B.8E	B.8A	5307 ..	B.8A	B.8E
374 ..	B.8E	B.8A	5308 ..	B.8A	B.8E
375 ..	B.8E	B.8A	5309 ..	B.8A	B.8E
376 ..	B.8E	B.8A	5312A	B.8A	B.8E
377A	B.8E	B.8A	5315 ..	B.8A	B.8E
382 ..	B.8E	B.8A	5316 ..	B.8A	B.8E
383 ..	B.8E	B.8A	12740 ..	B.8A	B.8E
384 ..	B.8E	B.8A	12741 ..	B.8A	B.8E
388 ..	B.8E	B.8A	12747 ..	B.8A	B.8E

APPENDIX—*continued.*

Pattern Number.	*Transfer. From.*	*To.*	*Pattern Number.*	*Transfer. From.*	*To.*
12904 ..	B.8A	B.8E	7909A	B.8B	B.8E
12905 ..	B.8A	B.8E	7910 ..	B.8B	B.8E
12906 ..	B.8A	B.8E	7911 ..	B.8B	B.8E
12907 ..	B.8A	B.8E	7912 ..	B.8B	B.8E
12908 ..	B.8A	B.8E	7913 ..	B.8B	B.8E
12909 ..	B.8A	B.8E	7914 ..	B.8B	B.8E
2015 ..	B.8B	B.8E	7915 ..	B.8B	B.8E
2015A ..	B.8B	B.8E	7916 ..	B.8B	B.8E
2023 ..	B.8B	B.8E	12388 ..	B.8B	B.8E
2024 ..	B.8B	B.8E	13585 ..	B.8B	B.8E
2025 ..	B.8B	B.8E	13586 ..	B.8B	B.8E
2080 ..	B.8B	B.8E	13587 ..	B.9B	B.8E
4754 ..	B.8B	B.8E	13588 ..	B.8B	B.8E
2800 ..	B.8B	B.8E	13589 ..	B.8B	B.8E
6429 ..	B.8B	B.8E	13600 ..	B.8B	B.8E
6429A ..	B.8B	B.8E	13601 ..	B.8B	B.8E
6430 ..	B.8B	B.8E	13602 ..	B.8B	B.8E
6430A ..	B.8B	B.8E	13603 ..	B.8B	B.8E
6431 ..	B.8B	B.8E	13604 ..	B.8B	B.8E
6431A ..	B.8B	B.8E	13605 ..	B.8B	B.8E
6432 ..	B.8B	B.8E	13606 ..	B.8B	B.8E
6433 ..	B.8B	B.8E	13607 ..	B.8B	B.8E
6433A ..	B.8B	B.8E	13608 ..	B.8B	B.8E
6434 ..	B.8B	B.8E	13609 ..	B.8B	B.8E
6435 ..	B.8B	B.8E	13610 ..	B.8B	B.8E
6436 ..	B.8B	B.8E	13611 ..	B.8B	B.8E
6437 ..	B.8B	B.8E	13612 ..	B.8B	B.8E
6438 ..	B.8B	B.8E	13613 ..	B.8B	B.8E
6439 ..	B.8B	B.8E	13614 ..	B.8B	B.8E
6440 ..	B.8B	B.8E	13615 ..	B.8B	B.8E
6441 ..	B.8B	B.8E	13616 ..	B.8B	B.8E
6442 ..	B.8B	B.8E	13617 ..	B.8B	B.8E
6443 ..	B.8B	B.8E	13618 ..	B.8B	B.8E
6444 ..	B.8B	B.8E	13619 ..	B.8B	B.8E
6445 ..	B.8B	B.8E	13620 ..	B.8B	B.8E
6446 ..	B.8B	B.8E	13621 ..	B.8B	B.8E
7441 ..	B.8B	B.8E	13622 ..	B.8B	B.8E
7448 ..	B.8B	B.8E	13623 ..	B.8B	B.8E
7449 ..	B.8B	B.8E	13624 ..	B.8B	B.8E
7901 ..	B.8B	B.8E	13625 ..	B.8B	B.8E
7901A ..	B.8B	B.8E	13626 ..	B.8B	B.8E
7902 ..	B.8B	B.8E	13627 ..	B.8B	B.8E
7902A ..	B.8B	B.8E	13628 ..	B.8B	B.8E
7903 ..	B.8B	B.8E	13629 ..	B.8B	B.8E
7904 ..	B.8B	B.8E	13630 ..	B.8B	B.8E
7905 ..	B.8B	B.8E	13631 ..	B.8B	B.8E
7906 ..	B.8B	B.8E	13632 ..	B.8B	B.8E
7907 ..	B.8B	B.8E	13633 ..	B.8B	B.8E
7908 ..	B.8B	B.8E	13635 ..	B.8B	B.8E
7909 ..	B.8B	B.8E	13638 ..	B.8B	B.8E

APPENDIX—*continued.*

Pattern Number.	*Transfer From.*	*To.*	*Pattern Number.*	*Transfer From.*	*To.*
13639 ..	B.8B	B.8E	13685 ..	B.8B	B.8E
13640 ..	B.8B	B.8E	13765 ..	B.8B	B.8E
13646 ..	B.8B	B.8E	13766 ..	B.8B	B.8E
13647 ..	B.8B	B.8E	13767 ..	B.8B	B.8E
13648 ..	B.8B	B.8E	13768 ..	B.8B	B.8E
13649 ..	B.8B	B.8E	13769 ..	B.8B	B.8E
13650 ..	B.8B	B.8E	13770 ..	B.8B	B.8E
13651 ..	B.8B	B.8E	13771 ..	B.8B	B.8E
13652 ..	B.8B	B.8E	13772 ..	B.8B	B.8E
13653 ..	B.8B	B.8E	13773 ..	B.8B	B.8E
13659 ..	B.8B	B.8E	13774 ..	B.8B	B.8E
13660 ..	B.8B	B.8E	13775 ..	B.8B	B.8E
13661 ..	B.8B	B.8E	3593 ..	B.8A	B.8K
13662 ..	B.8B	B.8E	3611 ..	B.8E	B.8K
13663 ..	B.8B	B.8E	3612 ..	B.8E	B.8K
13666 ..	B.8B	B.8E	3613 ..	B.8E	B.8K
13672 ..	B.8B	B.8E	3614 ..	B.8E	B.8K
13673 ..	B.8B	B.8E	3615 ..	B.8E	B.8K
13674 ..	B.8B	B.8E	5021 ..	B.8E	B.8K
13675 ..	B.8B	B.8E	13332 ..	B.8E	B.8K
13676 ..	B.8B	B.8E	13333 ..	B.8E	B.8K
13683 ..	B.8B	B.8E	13700 ..	B.8E	B.8K
13684 ..	B.8B	B.8E			

(D.N.A.S. 4505/1/526.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

192.—Naval Stores (General) (Class B, Group 8, Part B)—Pressure Gauges, Adapters, Cocks and Unions—Introduction.

(*A.F.O.* 2724/1958.)

A new range of pressure gauges has been introduced into B.R. 810 *Rate Book and Authorized List of Naval Stores* under Class B, Group 8, Part B. (Joint Service Group/Class 6685) to supersede the existing range of gauges under Schedule C112. The screwed connections on most of the new gauges are of B.S.P. sizes which conform to the screwed connections of equipment fitted in new vessels. To enable the new gauges to be fitted in place of superseded gauges in existing ships, a range of adaptors has also been introduced. Details of the new gauges are shown in Appendix A which also shows the pattern numbers of the appropriate adaptors and superseded gauges. Details of the adaptors are shown in Appendix B.

2. The superseded gauges shown in Appendix A are now obsolescent, but returns will continue to be accepted and stocks will continue to be issued until expended. Obsolescent gauges should be replaced by the new only when they become unserviceable, and demands for new gauges (and adaptors, where required) should quote the pattern number of the gauge requiring replacement.

3. For use in new vessels, a new range of pressure gauge cocks and union nuts with B.S.P. connections and suitable for pressures up to 350 lbs. per sq. in. and 1,200 lbs. per sq. in. has also been introduced as shown in Appendix C. Cocks Patterns 2010A, 2011A, 2012A and 2013A and Unions, Patterns 5843 and 5844 will still be required for existing ships and will be marked " X " in the Rate Book.

Appendix A.

Accounting Classification { *Gauges—Permanent.* / *Adaptors—Consumable.* }

J.S.C. No.	Dial Size ins.	Graduation. Vacuum. ins. Hg.	Graduation. Pressure. lb./in.²	Mounting.	Connection. ins.	Superseded C112 Gauge Pattern No.	Adaptor Pattern No.
Gauges, Edgewise, pressure:—							
942-0580	8		0– 15	F	3/8 B.S.P.	—	—
942-0581			0– 30	F	3/8 B.S.P.	13112	—
942-0582			0– 60	F	3/8 B.S.P.	13111	—
942-0583			0– 100	F	3/8 B.S.P.	13110	—
942-0584			0– 160	F	3/8 B.S.P.	13109	—
942-0585			0– 200	F	3/8 B.S.P.	13108	—
942-0586			0– 300	F	3/8 B.S.P.	—	—
942-0587			0– 400	F	3/8 B.S.P.	13107	—
942-0588			0– 600	F	3/8 B.S.P.	13106	—
942-0589			0– 800	F	3/8 B.S.P.	13105	—
942-0590			0–1,000	F	3/8 B.S.P.	13104	—
942-0591			0–2,000	F	3/8 B.S.P.	13103	—
942-0592			0–3,000	F	3/8 B.S.P.	13102	—
942-0781			0–4,000	F	3/8 B.S.P.	13101	—
942-0593			0–6,000	F	3/8 B.S.P.	13100	—
Gauges, Edgewise, pressure and vacuum:—							
942-0785	8	10–0– 10		F	3/8 B.S.P.	13119	—
942-0577		30–0– 15		F	3/8 B.S.P.	13118	—
942-0578		30–0– 60		F	3/8 B.S.P.	13117	—
942-0579		30–0–100		F	3/8 B.S.P.	13116	—
942-0782		30–0–400		F	3/8 B.S.P.	13115	—
942-0783		30–0–650		F	3/8 B.S.P.	13114	—
942-0784		30–0–800		F	3/8 B.S.P.	13113	—
Guages, Edgewise, vacuum:—							
942-0576	8	30– 0		F	3/8 B.S.P.	13120	—
942-0786		30–20		F	3/8 B.S.P.	13121	—
Gauges, General Purpose, pressure:—							
942-0738	2		0– 30	F	1/8 B.S.P.	—	—
942-0440	2½		0– 15	S	1/4 B.S.P.	3143 5830	13574 13571
942-0442			0– 30	S	1/4 B.S.P.	3142	13574
942-0444			0– 60	S	1/4 B.S.P.	2531 5827 5828	13573 13572 13571
942-0447			0– 100	S	1/4 B.S.P.	3141 5826	13574 13572
942-0451			0– 200	S	1/4 B.S.P.	5825	13572
942-0455			0– 600	S	1/4 B.S.P.	5824	13572
942-0457			0– 1,600	S	1/4 B.S.P.	3140 5823	13574 13572
942-0469			0– 200 atmos.	D	1/4 B.S.P.	—	—
942-0482	4		0– 15	S	3/8 B.S.P.	—	—
942-0484			0– 30	S	3/8 B.S.P.	2005C 2524	13122 13122
942-0486			0– 60	S	3/8 B.S.P.	2004K 2005A	13122 13122
942-0488			0– 100	S	3/8 B.S.P.	2004A 5822	13122 13122
942-0489			0– 100	F	3/8 B.S.P.	—	—
942-0490			0– 160	S	3/8 B.S.P.	2004B	13122
942-0492			0– 200	S	3/8 B.S.P.	2004C 2005E	13122 13122
942-0493			0– 200	F	3/8 B.S.P.	—	—
942-0494			0– 300	S	3/8 B.S.P.	2004E 2005F	13122 13122

J.S.C. No.	Dial Size ins.	Graduation. Vacuum. ins. Hg.	Graduation. Pressure. lb./in.²	Mounting.	Connection. ins.	Superseded C112 Gauge Pattern No.	Adaptor Pattern No.
Gauges, General Purpose, pressure—*continued.*							
942-0496			0– 400	S	$\frac{3}{8}$ B.S.P.	2004F 2005G	13122 13122
942-0498			0– 600	S	$\frac{3}{8}$ B.S.P.	2004G 2005H	13122 13122
942-0501			0– 800	S	$\frac{3}{8}$ B.S.P.	2004H 2537	13122 13575
942-0503			0– 1,000	S	$\frac{3}{8}$ B.S.P.	2004I 2005I	13122 13122
942-0506			0– 2,000	S	$\frac{1}{2}$ B.S.P.	2513 4667	13578 13578
942-0508			0– 3,000	S	$\frac{1}{2}$ B.S.P.	2520B 4668A	13578 13578
942-0746			0– 4,000	S	$\frac{1}{2}$ B.S.P.	2520C 2536 4669A	13578 13577 13578
942-0511			0– 6,000	S	$\frac{1}{2}$ B.S.P.	2521A 2526A 4664A	13578 13578 13578
942-0747			0–10,000	S	$1\frac{1}{8}$ × 12 t.p.i.	2530	—
942-0771	6		0– 6 (absolute)	S	$\frac{3}{8}$ B.S.P.	3155	13122
942-0531			0– 15	S	$\frac{3}{8}$ B.S.P.	5820	13122
942-0533			0– 30	S	$\frac{3}{8}$ B.S.P.	—	—
942-0534			0– 60	S	$\frac{3}{8}$ B.S.P.	2003	13122
942-0536			0– 100	S	$\frac{3}{8}$ B.S.P.	2003A	13122
942-0539			0– 160	S	$\frac{3}{8}$ B.S.P.	2003B	13122
942-0541			0– 200	S	$\frac{3}{8}$ B.S.P.	2003K	13122
942-0542			0– 300	S	$\frac{3}{8}$ B.S.P.	2003D	13122
942-0543			0– 400	S	$\frac{3}{8}$ B.S.P.	2003E	13122
942-0544			0– 600	S	$\frac{3}{8}$ B.S.P.	2003F	13122
942-0772			600– 700	S	$\frac{3}{8}$ B.S.P.	2003L	13122
942-0545	6		0– 800	S	$\frac{3}{8}$ B.S.P.	2003G	13122
942-0547			0– 1,000	S	$\frac{3}{8}$ B.S.P.	2003H	13122
942-0548			0– 1,600	S	$\frac{1}{2}$ B.S.P.	5849	13578
942-0551			0– 3,000	S	$\frac{1}{2}$ B.S.P.	4665	13578
942-0553			0– 6,000	S	$\frac{1}{2}$ B.S.P.	4670A	13578
942-0773			0–20,000	S	$1\frac{1}{8}$ × 12 t.p.i.	2529	—
942-0780	18		0– 3,100	S	$\frac{1}{2}$ B.S.P.	—	—
Gauges, Duplex Test, pressure:—							
942-0759	6		0– 150	D	$\frac{13}{16}$ × 14 t.p.i.	2001	—
942-0760			0– 250	D	$\frac{13}{16}$ × 14 t.p.i.	2002	—
942-0761			0– 350	D	$\frac{13}{16}$ × 14 t.p.i.	2002A	—
942-0762			0– 650	D	$\frac{13}{16}$ × 14 t.p.i.	2002C	—
942-0763			0–1,000	D	$\frac{13}{16}$ × 14 t.p.i.	2002B	—
942-0777	10		0–2,000	D	$\frac{13}{16}$ × 14 t.p.i.	2002D	—
Gauges, Test, pressure:—							
942-0677	8		0–3,000	S	$\frac{1}{2}$ B.S.P.	—	—
942-0774			0–3,500	S	$\frac{1}{2}$ B.S.P.	—	—
942-0776	10		1,000–3,500	S	$1\frac{1}{8}$ × 12 t.p.i.	—	—
942-0775			1,000–5,000	S	$1\frac{1}{8}$ × 12 t.p.i.	4696	—
942-0778	12		0–1,000	S	$\frac{1}{2}$ B.S.P.	—	—
942-0779			0–1,600	S	$\frac{1}{2}$ B.S.P.	—	—
Gauges, General Purpose, pressure and vacuum:—							
942-0472	4	30–0– 15		S	$\frac{3}{8}$ B.S.P.	5836	13122
942-0474		30–0– 30		S	$\frac{3}{8}$ B.S.P.	—	—
942-0476		30–0 –60		S	$\frac{3}{8}$ B.S.P.	2007B	13122
942-0479		30–0–100		S	$\frac{3}{8}$ B.S.P.	2007A	13122
942-0748		30–0–400		S	$\frac{3}{8}$ B.S.P.	5835	13122

J.S.C. No.	Dial Size ins.	Graduation. Vacuum. ins. Hg.	Graduation. Pressure. lb./in.²	Mounting.	Connection. ins.	Superseded C112 Gauge Pattern No.	Adaptor Pattern No.
Gauges, General Purpose, pressure and vacuum—*continued.*							
942-0769	6	10-0- 10		S	⅜ B.S.P.	—	—
942-0524		30-0- 15		S	⅜ B.S.P.	2007I	13122
942-0526		30-0- 30		S	⅜ B.S.P.	—	—
942-0527		30-0- 60		S	⅜ B.S.P.	5833	13122
942-0529		30-0-100		S	⅜ B.S.P.	5832	13122
942-0764		30-0-160		S	⅜ B.S.P.	2007E	13122
942-0765		30-0-200		S	⅜ B.S.P.	2007F	13122
942-0766		30-0-400		S	⅜ B.S.P.	2007H 2007K	13122 13122
942-0767		30-0-500		S	⅜ B.S.P.	—	—
942-0768		30-0-700		S	⅜ B.S.P.	5850	13122
Gauges, General Purpose, vacuum:—							
942-0471	4	30- 0		S	⅜ B.S.P.	2008A	13122
942-0522	6	30- 0		S	⅜ B.S.P.	2008	13122
942-0770		30-20		S	⅜ B.S.P.	3154	13122
Gauges for refrigerants and gases:—							
Acetylene:—							
942-0638	2½	0- 60		S	¼ B.S.P.	—	—
942-0639		0-100		S	¼ B.S.P.	—	—
942-0642		0-200		S	¼ B.S.P.	—	—
942-0643		0-300		S	¼ B.S.P.	—	—
942-0645		0-200 atmos.		S	¼ B.S.P.	—	—
Carbon dioxide:—							
942-0723	4	0-1,800	T	S	½ B.S.P.	2523A	13578

Freon/Arcton:—							
942-0705	3	0-300	T	S	¼ B.S.P.	5857	—
942-0706		30-0-120	T	S	¼ B.S.P.	5858	—
942-0709	4	0-300	T	S	⅜ B.S.P.	5855	13122
942-0713		30-0-120	T	S	⅜ B.S.P.	5856	13122
Methyl chloride:—							
942-0719	3	0-300	T	S	¼ B.S.P.	5853	—
942-0720		30-0-120	T	S	¼ B.S.P.	5854	—
942-0721	4	0-300	T	S	⅜ B.S.P.	5851	13122
942-0722		30-0-150	T	S	⅜ B.S.P.	5852	13122
Oxygen:—							
942-0612	2½	0- 100		S	¼ B.S.P.	—	—
942-0615		0- 200		S	¼ B.S.P.	—	—
942-0616		0- 300		D	¼ B.S.P.	2547	13574
942-0620		0- 200 atmos.		D	¼ B.S.P.	—	—
942-0725		0- 200 atmos. (with red line at 100 atmos.)		S	¼ B.S.P.	2548	13574
942-0729	4	30-0- 160		S	⅜ B.S.P.	4677	13122
942-0625		0- 200		S	⅜ B.S.P.	—	—
942-0626		0- 300		S	⅜ B.S.P.	—	—
942-0630		0-2,000		S	½ B.S.P.	4671	13578
942-0631		0-3,000		S	½ B.S.P.	—	—
942-0728		0-3,600 (with red line at 1,800 lb./in.²)		S	½ B.S.P.	4753	13578
942-0731		0-4,000		S	½ B.S.P.	4672	13578
942-0633		0-6,000		S	½ B.S.P.	4673	13578
942-0634	6	0-6,000		S	½ B.S.P.	—	—
942-0635	8	0- 300		S	⅜ B.S.P.	—	—

Note.—Graduation of the pressure scale is in lb./in.^{2} unless otherwise stated.

Abbreviations:—

B.S.P.	British Standard Pipe Thread.	atmos.	atmospheres.
t.p.i.	threads per inch.	ins. Hg.	inches of mercury.
D.	Direct mounting with bottom connections.	lb./in.^{2}	pounds per square inch.
F.	Flush mounting with back connections.	T.	Also graduated for corresponding temperature.
S.	Surface mounting with bottom connections.		

Appendix B.

Pattern No.	*Description.*	*Accounting Classification.*
	Adaptors, pressure gauge:—	
13571	$\frac{3}{8}$-in × 24 t.p.i. male—$\frac{1}{4}$-in, B.S.P. female	Consumable.
13572	$\frac{3}{8}$-in. × 20 t.p.i. male—$\frac{1}{4}$-in. B.S.P. female	
13573	$\frac{1}{2}$-in. × 20 t.p.i. male—$\frac{1}{4}$-in. B.S.P. female	
13574	$\frac{1}{8}$-in. B.S.P. male—$\frac{1}{4}$-in. B.S.P. female	
13575	$\frac{1}{4}$-in. B.S.P. male—$\frac{3}{8}$-in. B.S.P. female	
13122	$\frac{13}{16}$-in. × 14 t.p.i. male—$\frac{3}{8}$-in. B.S.P. female	
13577	$\frac{1}{4}$-in. B.S.P. male—$\frac{1}{2}$-in. B.S.P. female	
13578	$\frac{13}{16}$-in. × 14 t.p.i. male—$\frac{1}{2}$-in. B.S.P. female	

Appendix C.

Pattern No.	*Description.*	*Accounting Classification.*
	Cocks, pressure gauge, parallel sleeve—packed with male and female connections:—	
	bronze, for pressures up to 350 lb./in.^{2}:—	
12860	$\frac{1}{4}$-in. B.S.P.	Permanent
12861	$\frac{3}{8}$-in. B.S.P.	
12862	$\frac{1}{2}$-in. B.S.P.	
	steel, for pressures up to 1,200 lb./in.^{2}:—	
12863	$\frac{1}{4}$-in. B.S.P.	Permanent
12864	$\frac{3}{8}$-in. B.S.P.	
12865	$\frac{1}{2}$-in. B.S.P.	
	Union nuts and tail pieces:—	
	for pressures up to 350 lb./in.^{2}:—	
12866	$\frac{1}{4}$-in. B.S.P.	Consumable
12867	$\frac{3}{8}$-in. B.S.P.	
12868	$\frac{1}{2}$-in. B.S.P.	
	for pressures up to 1,200 lb. /in.^{2}:—	
12869	$\frac{1}{4}$-in. B.S.P.	Consumable
12870	$\frac{3}{8}$-in. B.S.P.	
12871	$\frac{1}{2}$-in. B.S.P.	

(D.N.A.S. 4505/80/332.)

UNCLASSIFIED.

193.—Naval Stores (General) (Class E, Group 2E)—Bottles, Dropping, Patterns 4990/1/2—Deletion from Rate Book.

(*A.F.O.* 3062/1958.)

The following bottles now used for containing various reagents used with test sets for boiler feed water, will no longer be provided. Stocks held at dockyards and depots should be issued until expended.

Pattern.	*Description.*
E2E/4990	Bottle, dropping, T.K., Pattern 60-cc. labelled " Potassium Chromate ".
E2E/4991	Bottle, dropping, T.K., Pattern 60-cc. labelled " Phenolphthalein ".
E2E/4992	Bottle, dropping, 60-cc. labelled " Methyl Orange ".

2. The standard pattern dropping bottle, Pattern 141 held under Class E, Group 11, should be used when stocks of Patterns E2E/4990/1/2 are no longer available. Suitable " stick-on " type labels should be used as necessary.

3. Pattern E11/141 Bottle is not to be issued in lieu of Pattern E2E/4993 Bottle, Dropping, 60-cc. for Silver Nitrate, as this material is affected by light and should be contained in its correct amber bottle Pattern E2E/4993.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4512/24/200.)

UNCLASSIFIED.

194.—Naval Stores (General) (Class E, Group 12)—Rawlplugs—Introduction.

(*A.F.O.* 3088/1958.)

The undermentioned sizes of Rawlplugs are being added to the *Rate Book and Authorized List of Naval Stores*, under Class E, Group 12:—

Pattern.	*Description.*		*Denomination.*	*Accounting Classification.*
9153	Rawlplugs—Size 8 ..	1 -in.	Box of 100	Consumable.
9154		1½-in.	Box of 100	Consumable.
9155	Size 10 ..	1 -in.	Box of 100	Consumable.
9156		1½-in.	Box of 100	Consumable.
9157	Size 12 ..	1 -in.	Box of 100	Consumable.
9158		1½-in.	Box of 100	Consumable.
9159	Size 14 ..	1 -in.	Box of 100	Consumable.
9160		1½-in.	Box of 100	Consumable.
9161		2 -in.	Box of 100	Consumable.

2. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4514/21/461.)

UNCLASSIFIED.

195.—Naval Stores (General) (Class E, Group 12)—Stretcher, Ambulance, Mark 2, Pattern 14148—Modification.

(*A.F.O.* 3001/1958.)

Inconvenience is being caused to casualties being evacuated by air on stretchers exceeding 7-ft. 6-ins. in length as these stretchers cannot be accommodated in the newer aircraft now in use.

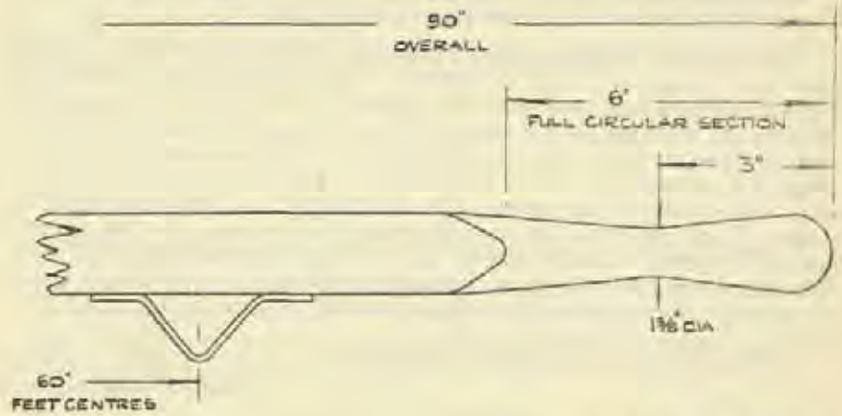
2. Arrangements are therefore to be made for the following modifications to be made to all Stretchers, Ambulance, Mark 2, Pattern E12/14148, which are held by ships and establishments and are liable to be used for air avacuation of patients.

3. The modifications are:—

(*a*) to reduce the length of the stretcher poles to 7-ft. 6-ins. by sawing off an equal amount from each end;

(*b*) to reshape the handles so that they are circular in section over a length of 6-ins. from the end, the section being reduced to provide a neck of 1⅜-ins. diameter at a point 3-ins. from the end of the pole (*see* Diagram below).

(*c*) position the feet to 60-ins. longitudinal centres, equi-spaced from the ends of the poles.



(D.N.A.S. 4514/21/457.)

RESTRICTED.

196.—Naval Stores (Technical) (Class F, Group 1A, Part 2)—Asdic Transducers—Periodic Return for Overhaul and Test—Care and Preservation.

(*A.F.O.* 2860/1958.)

Asdic Transducers of the following patterns are subject to slow deterioration and after a life of five years they should be examined for performance:—

A.408B, A.416, A.1142, 1147, 1158, 1200, A.1302B, A.2163B, A.2215, A.2317B, A.2656, A.2727, A.2957B, A.3149, A.3168, A.3232, A.3420, A.3578, A.3712, A.3898, A.4275, A.4285, A.4323, A.4363, and A.5238.

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 176/58A indicates that the transducer is frequency A and that it was made or last overhauled and tested in 1958.

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 S.N.S.O. Sydney, for overhaul and test after five years from the date of manufacture or of last overhaul. Such transducers should be depreciated in value by D.68 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 in Reserve Fleet ships entering Extended Reserve should, in view of liability to deterioration, be returned to S.N.S.O. Sydney.

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

8. A number of quartz transducers having an exposed 15-in. diameter steel face plate (i.e., Patters, 1147, 1158, and 1200) 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. The face of these transducers is protected from the effects of sea water by coatings of CERREX non-drying, anti-rust compound, and whenever the 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 petrol and the transducer face repainted with two coats of CERREX. Before these transducers are packed in their transport boxes for shipment or dispatch, they are to be cleaned, thoroughly dried and the face coated with CERREX.

9. Navy Order 571 of 1956 is hereby cancelled.

(D.O.U.W. 4518/11/499.)

(*Navy Order* 571 *of* 1958.)

UNCLASSIFIED.

197.—Naval Stores (Technical) (Class F, Group 1C, Part 3)—300-watt Amplifiers, Pattern 12649—Retrospective Modification.

(*A.F.O.* 1934/1958.)

To prevent damage to the switching relay due to excessive arcing it has been found necessary, following many reports from sea, to modify the H.T. switching circuit of amplifiers Pattern 12649.

2. The modification takes about 2 man-hours and consists of changing the existing half-wave rectifier Pattern 60516 for a full-wave rectifier, the fitting of an extra smoothing capacitor and the replacement of the switching relay itself.

3. Kits of modification parts, together with drawings and modification instructions have been ordered from the U.K. and are expected to be available by June, 1959.

4. Ships fitted with amplifiers Pattern 12649 should demand from the S.N.S.O. Sydney one kit of modification parts per amplifier. Arrangements should be made for dockyard stocks of amplifiers to be modified before issue.

5. Amplifier Pattern 12649 has been rendered obsolescent by the introduction of amplifier Pattern 12649A which incorporates the above modification and many others including facility for operation from 115v. as well as 230v. A.C. mains.

(D.N.A.S. 4518/15/534.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

198.—Storage of Quick-Frozen Fish.

The ideal temperature to keep stocks of quick-frozen fish fillets is 0°–5°F. As this is below the range in which cold rooms in H.M.A. ships are operated, viz., 15°–18°F., the storage life of the quick-frozen fillets is correspondingly reduced and stocks kept in cold rooms should be used within thirty days.

(D.V. 4528/37/56.)

UNCLASSIFIED.

199.—Supply of Provisions in Hermetically Sealed Containers.

Appreciable losses of cereals have recently been reported by H.M.A. ships. It is desired therefore that, when ships are proceeding to tropical areas, or on lengthy cruises, demands placed with H.M.A. Victualling Yards for cereals be endorsed accordingly to ensure that cereals are specially packaged to avoid losses.

(D.V. 4528/37/56.)

Section 5.

BOOKS, FORMS, CORRESPONDENCE, STATIONERY.

UNCLASSIFIED.

200.—B.R. 67 (2) Seamanship Manual—Revised Edition—Issue.

B.R. 67, Volume II. is now available for issue on repayment. Navy Order 779 of 1957 refers.

Cancelled by 398/59

(D.N.A.S. 4139/13/2577.)

(*Navy Order* 779 *of* 1957.)

UNCLASSIFIED.

201.—B.R. 3011/58—Admiralty Shock and Vibration Mountings—Installation and Maintenance.

(*A.F.O.* 1527/1958.)

B.R. 3011, *Manual for Admiralty Shock and Vibration Mountings—Installation and Maintenance* is now being issued by the Admiralty. This manual provides a convenient reference work for those responsible for the installation and maintenance of shock and vibration mountings, and supersedes E. in C/BWS/4 notes on the performance, installation, and maintenance of Admiralty type shock and shock vibration mountings. Distribution by S.N.S.O., Sydney, will be effected on receipt of stocks as follows:—

Distribution.	*Copies.*
F.O.C.A.F.	3
G.O.E.A.	7
G.O. Vic.	3
G.M.G.I.	3
G.M.W.D.	3
F.N.D.	2
R.A.N.C.	2
H.M.A.S. NIRIMBA	2
NOWRA	1
Destroyers	3 each.
Aircraft carriers	4 each.
A/S frigates	3 each.
O.M.S.	1 each.

(D.N.A.S. 4139/13/2855.)

Section 7.

CANCELLED LIST.

UNCLASSIFIED.

202.—Cancellation of Navy Order.

Navy Order 1058 of 1957 being no longer applicable is hereby cancelled.

(D.A.W.O.T. 3593/41/96.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 203-228/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
16th March, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

Mos 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.

1859/59.

CONTENTS.

CONTENTS—*continued.*

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

203.—Dockyard Weapons Division—Introduction.

Navy Order 1147 of 1958 is to be amended as follows:—Delete paragraph 3 and insert in its stead:—

" 3. The Weapons Division is responsible for the—

(*a*) installation,

(*b*) modification,

(*c*) refit,

(*d*) examination to determine the extent of repairs required, and

(*e*) repair,

of gunnery and underwater weapon and allied systems. This responsibility includes mechanical, hydraulic, electrical and electronic aspects and overall tuning, testing and setting to work. So that the most convenient and economical use can be made of staff and facilities, the Weapons Division is also responsible for—

(*f*) other hydraulic installations in ships including steering pumps (but not steering systems);

(*g*) steam catapults;

(*h*) certain electronic equipments such as echo sounders; and

(*i*) examination to determine the extent of repairs required and the repair of optical equipment, scientific instruments, watches and clocks.".

(O. & M. 3391/70/16.)

(*Navy Order* 1147 *of* 1958.)

UNCLASSIFIED.

204.—Fire Prevention and Control.

An inquiry into a recent disastrous fire in a Service establishment found, among other things, that insufficient care had been taken in the handling of inflammable liquids. Current fire precautions have therefore been reviewed and it has been decided to repromulgate the more important provisions in this order and to draw the attention of Officers-in-Charge of establishments to the importance of reviewing regularly the organization and equipment, including apparatus, water supply, means of escape, &c., necessary to deal adequately with fires and explosions should they occur and the steps required to prevent such occurrences.

2. Such instructions as may be required for the safeguarding of the establishment concerned are to be issued and appropriate surveys of the firefighting organization are to be made in consultation with the Department of Works to determine the adequacy or otherwise of the equipment, &c.

3. Whilst the matters dealt with in this order have a particular application to civilian storeholding authorities the fundamental principles have a general application throughout the Service.

4. *Inflammable stores—Nature of risk, definitions.*—The fire danger with inflammables principally arises from the ease with which the vapour from these volatile materials can be ignited at ordinary temperatures even at a distance and the rapidity with which such fire can grow. All liquids and compositions having a flash point between 73°F. and 150°F. are classified as **Inflammable** and those with a flash point of below 73°F. are classified as **Highly Inflammable**. The **Flash Point** is the temperature to which a volatile substance must be heated, under specific conditions, in order to give off sufficient vapour to form an inflammable mixture with air. A guide as to the liquids and compositions coming under these categories is given in the appendix to this order.

5. *Precautions in storage and handling of inflammables.*—Inflammable stores must be kept in securely closed containers clearly and prominently labelled, and stowed in a separate building or compartment provided exclusively for that purpose, or where no such facility is provided, under protection in a special storeroom fitted with flooding and ventilating arrangements. In no circumstances must inflammables be stored with ordinary combustible stocks or near to charged or empty gas cylinders. If necessary, drummed stocks of inflammables may be stored in an open space free of dry undergrowth and away from buildings, thoroughfares, or sources of ignition. The taking of inflammable stores into the general store is forbidden and work with inflammable stores is only to be carried out in a specially designated area. In addition the following precautions are to be taken:—

(*a*) Smoking, use of naked lights, or other means of causing ignition of inflammable vapour in any part of a store or in the vicinity of inflammable stores stowed in the open, is to be strictly forbidden and suitable warning notices, e.g.—

NO SMOKING. DANGER INFLAMMABLE STORES
NO NAKED LIGHTS.

are to be prominently displayed.

(*b*) Illumination of inflammable storehouses is to be by approved electrical means only, incorporating flame-proof fittings, external switches, &c. No matches or lighters are to be carried.

(*c*) Sufficient first aid firefighting appliances such as hand extinguishers appropriate to the risks are to be sited at a convenient point in the vicinity. The Department of Works is to be consulted regarding the type, number and positioning of the firefighting appliances, all of which are to be kept in good order and ready for immediate use at all times.

(*d*) Stocks are to be examined daily for leaks of fluid or vapour. Special precautions are to be taken with damaged containers and " leakers " until they can be decanted. Highly inflammable liquids (i.e. those having a flash point of less than 73°F.) in drums are not to be stowed in stacks more than two high.

(*e*) Maximum ventilation is to be provided to reduce the concentration of inflammable vapour.

(*f*) Wherever practicable stocks of inflammable liquids are to be maintained in the sizes suitable for use so that the requirement for decanting will be reduced as much as possible.

(*g*) Ready use stocks of inflammables are to be reduced to a minimum and kept in closed cans away from sources of heat (e.g. quantity of methylated spirits held for use with certain duplicating machines should not exceed two pints).

(*h*) Adequate firebreaks are to be provided in the stowage.

(*i*) Steel tools are not to be used in inflammable storehouses.

(*j*) Where packaging involves spray painting, liquid envelope, or the use of inflammable material, the Officer-in-Charge of the establishment is responsible for ensuring that the fire precautions as laid down are followed.

(*k*) Extra precautions are to be taken when handling partly filled containers due to the build up of vapour in the top of the container.

6. *Precautions re stowage applicable to all storehouses.*—The following general precautions are applicable to stowage in all types of storehouses and are to be observed.

(*a*) Consideration is to be given at all times to the manner in which stores are stowed in storehouses, &c., so as to minimise fire risks.

(*b*) To reduce the risk of fire spreading, combustible stores are to be separated by material which is non-combustible or not readily combustible.

(*c*) All exits are to be kept clear and adequate passageways and space are to be left so that firefighters can readily locate and extinguish fires wherever occurring without the necessity of moving stocks, fittings, &c.

(*d*) Great care is to be taken against the possibility of spontaneous combustion. Metal bins with covers are to be placed at convenient points throughout the store for the collection and daily disposal of oily rags, cotton waste, &c. On no account should such material be placed in bins set apart for sawdust or similar combustible material.

7. *Fire Organization.*—It is of the greatest importance that fires or circumstances which lead to an outbreak of fire should be dealt with immediately. All Branches are therefore to take necessary steps to ensure that not only is the fire-fighting equipment available to them adequate to meet any emergency but that all personnel realize the necessity for immediate action, and are fully acquainted with and trained in the use of, such equipment as is available to them.

8. Fire drills are to be conducted at frequent intervals and instruction given in the use of firefighting appliances. Wherever practicable the services of an instructor from the local fire brigade should be utilized for the purpose of instructing staff in the appropriate steps to be taken in dealing with the initial stages of a fire before the fire brigade arrives. Personnel should also be acquainted with the proper method of connecting the fire hoses to the hydrants and in the manner of unwinding hoses, &c., as any kinks in the hose will not only reduce the flow of water but could result in serious injury to the persons manning the branch pipes when the water is turned on. A fire alarm system should be instituted and important precautionary duties allocated to particular members. This should include the responsibility for cutting off gas and electric power, removal of gas cylinders and inflammable material, so far as this is practicable, the orderly use of exits, &c.

9. Special attention should be given to developing a "fire consciousness" amongst staff so that all possible precautions are taken for the safety of the premises and equipment. The daily routine for the examination of premises on being vacated is to be thoroughly and systematically performed by the persons authorized to sign the Fire Books. This is to ensure that no fire hazard remains, all electrical heating appliances have been disconnected and switched off, all fire doors closed and the premises left safe and secure.

10. All personnel are to be informed that any circumstances which exist at any time, or are liable to arise, tending to cause or increase the risk of fire or explosion are immediately to be brought to the notice of a responsible officer.

11. The passive defence policy applicable to all naval establishments is set out in Confidential Navy Order 119 of 1957.

12. The more detailed instructions for fire prevention and firefighting laid down in B.R. 819 (i) are to be observed in all Naval Armament Establishments. The instructions in Navy Order 36 of 1959 are to be observed at other establishments where explosives are involved.

(D.V. 3513/1/109.)

(*Confidential Navy Order* 119 *of* 1957, *and Navy Order* 36 *of* 1959.)

UNCLASSIFIED.

205.—Organization for Scientific Services in the R.A.N.

The Naval Board has instituted a Director of Scientific Services (short title D.S.S.) and has appointed Mr. P. Ward to the post.

2. The Director of Scientific Services is responsible for advising the Naval Board on all scientific matters as they affect the Naval Service, and for the direction, co-ordination and control of all scientific activities undertaken by the Department of the Navy. He is responsible to the Third Naval Member for the effective conduct of the work except in regard to operational research, for which he is responsible to the First Naval Member.

3. The Commander Superintendent, R.A.N.E.L., is responsible to the Naval Board for the administration of the R.A.N. Experimental Laboratory and is authorized to correspond direct with the Naval Board. On scientific matters the Principal Scientist, R.A.N.E.L., and the Director of Scientific Services may at any time communicate direct.

(H.N.B. 3406/14/98.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

206.—Eligibility of Ex-naval Ratings for Licences to Engage in Electrical Wiring Work Ashore.

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

2. The following extracts from letters addressed to the Naval Board indicate the concessions which have been granted in Victoria, Queensland and Tasmania:—

VICTORIA.

3. From the State Electricity Commission of Victoria, Royston House, 247 Flinders Lane, Melbourne.

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

(*b*) *In the case of Chief Electricians (AIR), Petty Officer Electricians (AIR), Leading Electrical Mechanics (AIR) and Electrical Mechanics (AIR).*—Naval electrical wiring work or training up to a maximum period of 4 years will be regarded as electrical wiring work for the purpose of licensing as an electrical mechanic. An ex-naval rating with not less than 4 years electrical wiring experience in the Navy will be granted a "B" grade (Interim) permit to work for a stated employer for a period sufficient to enable him to complete 5 years experience in electrical wiring work required under the Licensing of Electrical Mechanics Regulations. On completion of this period, but not until he has had at least 12 months experience in electrical wiring work as defined for licensing purposes, he will be permitted to sit for the "B" Grade Electrical Mechanics Examination and thenceforward will be dealt with on the same basis as any other applicant for a licence.

QUEENSLAND.

4. From the Electrical Worker's Board, corner Edward and Margaret Streets, Brisbane. Ex-naval ratings may be permitted to sit for examinations to enable them to obtain a licence to work in this State as an electrician. I desire to advise that this Board is agreeable to the following:—

(*a*) That ex-electrical artificers who have been engaged in electrical work in the Navy for a period of at least 5 years and who have undergone the electrical course prescribed by the Admiralty or Naval Board, and who, in addition, have had at least 12 months electrical fitting work on shore, be permitted to sit for examination for an Electrical Fitter's Certificate. To obtain the necessary shore experience, an improvers' licence may be granted without the obligation to attend a technical education course.

(*b*) That ex-Chief Electricians, Petty Officer Electricians, Leading Electrical Mechanics, Electrical Mechanics, Chief Electricians (AIR), Petty Officer Electrician (AIR), Leading Electrical Mechanics (AIR) and Electrical Mechanics (AIR) who have had 5 years experience on electrical work in the Navy, and who can produce evidence of having undergone the course of instruction prescribed by the Admiralty or Naval Board and who, in addition, have had 12 months experience on electrical mechanical work on shore, be permitted to sit for examination for a certificate as electrical mechanic. To obtain the necessary shore experience, an improvers' licence may be granted without obligation to attend a technical education course."

TASMANIA.

5. From the Hydro-Electric Commission, Hobart. The Commission is prepared to offer as follows:—

(*a*) That it will, without examination, grant naval ratings who present a discharge showing that they have received not less than 3 years practical electrical training in the Navy and have passed the technical examination prescribed by the Navy in respect to such a course, a tentative "B" grade Wireman's licence, or its equivalent, which licence will permit the holder thereof to execute or to be engaged on electrical work, subject to the conditions prescribed by the Regulations.

(*b*) The holder of such tentative "B" grade licence will be permitted to enter for examination for a full "B" grade licence, upon submission of evidence to the Commission that he has received a further 6 months practical installation experience ashore, but in default of his passing the "B" grade examination within twelve months of the date upon which the tentative "B" grade licence was issued to him, then such tentative "B" grade licence will, at the discretion of the Commission, be subject to cancellation.

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

WESTERN AUSTRALIA.

6. The Electricity Act, 1945, of Western Australia grants the following concession to ex-naval ratings (Electrical Workers Board, Perth, Western Australia).

Paragraph 25.

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

SOUTH AUSTRALIA.

7. No licence is required to operate as a Wireman in South Australia.

NEW SOUTH WALES.

8. The Electricity Authority of New South Wales is reconsidering concessions previously granted and when a decision is made a further order will be promulgated.

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

10. Navy Order 8 of 1953 is hereby cancelled.

(D.E.E. 4002/12/98.)

(*Navy Order* 8 *of* 1953.)

UNCLASSIFIED.

23/1/59.

207.—Hard Lying Money for Personnel in Ships Undergoing Refit.

Paragraph 2 of Navy Order 40 of 1959 is to be amended by adding H.M.A.S. WARRAMUNGA to the list of ships.

(H.P.B. 4822/50/16.)

UNCLASSIFIED.

208.—Lamps—Infra Red.

Infra red heat machines (popularly known as Infra Red lamps) are not to be used in Royal Australian Naval Hospitals, ships, or establishments by any person other than:—

(*a*) a Medical Officer,

(*b*) a Dental Officer,

(*c*) a legally qualified Physiotherapist,

(*d*) a Sick Berth Rating qualified in and holding the Part II. qualification for Masseur,

(*e*) a person acting under the direct instructions and supervision of a Medical Officer.

2. This instruction has been issued to conform with civil legislation within Australia.

3. Navy Order 320 of 1953 is hereby cancelled.

(M.D.G. 4482/2/223.)

(*Navy Order* 320 *of* 1953.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

209.—Electrical Indicating Instruments—Warning Against Defects.

(*A.F.O.* 3048/1958.)

In one of H.M. ships appreciable errors were introduced into a gunnery fire control system due to an electrical indicating instrument being fitted with a perspex front in place of a glass one, which had broken. The errors are attributed to the accumulation of static electricity on the perspex.

2. Ships and establishments are to ensure that glass fronts only are fitted to electrical indicating instruments when replacements are necessary.

3. Attention is also drawn to the danger of touching the pointer or scale plate of a meter from which the front glass has been removed. Normal design requirements necessitate these components being electrically connected to one terminal of the instrument. Thus when the meter is on a "live" circuit, the pointer and dial will also be alive.

4. This order should be brought to the notice of all officers and men concerned.

(D.E.E. 4518/1/1433.)

UNCLASSIFIED.

210.—Series 1 Standard Amplifier Assemblies—D.C. Fan Motor—Maintenance.

(*A.F.O.* 27/1959.)

Several adverse reports on the maintainability of the D.C. fan motor fitted with series C1 amplifier assemblies have been received.

2. All ships and establishments so fitted and experiencing a heavy maintenance commitment for these fan motors are to take the following action:—

(*a*) Clean and re-varnish the paxolin ring with varnish A.P. 4290.

(*b*) Provide an increased leakage path between the brush holders and the motor and cover by fitting micanite spacers behind the brush holders. The spacer produced should extend beyond the inner circumference of the paxolin ring as far as practicable.

(*c*) Clean and regrease bearings 50 per cent. to 60 per cent. capacity only.

3. Reports on serviceability after this action has been carried out are to be rendered on Form A.S. 2022 in the usual way quoting this order.

(D.E.E. 4430/8/5.)

RESTRICTED.

211.—Gun Mountings—40-mm. Marks 3 and 7 Mountings—Modification to Gun Balancing Gear—Modification No. 57 (Mark 7 Mounting)—Modification AN 10 Mark 3 Mountings.

(*A.F.O.* 2853/1958.)

(*a*) *Ships, establishments and authorities concerned*	All ships, Shore Establishments, Gunnery Schools, Dockyards and Depots holding these mountings.
(*b*) *Type and marks of mounting*	40-mm., Marks 3 and 7.
(*c*) *Part of mounting affected* ..	Gun balancing gear.
(*d*) *Purpose of modification* ..	To safeguard personnel in the event of a fracture of the balance spring control rod.
(*e*) *Nature of modification* ..	To insert a steel disc between the lock nut and adjusting nut at the bottom end of each spring casing, and to insert the "U" shaped guard (Part No. C.M. 390) in the holes provided, thus making it a *Permanent* fitting. NOTE.—Previously Part No. C.M. 390 has been used only when dismantling the gear.

(*f*) *Drawing or Navy Order Diagram*	D.N.O. 11223, Navy Order 211 of 1959 Diagram.
(*g*) *By whom to be done* ..	H.M.A. dockyards and establishments concerned.
(*h*) *When to be done*	As soon as possible.
(*i*) *How to be treated*	As a defect.

2. Navy Order 529 of 1956 should be noted accordingly.

(D.O.U.W. 4429/41/325.)

(*Navy Order* 529 *of* 1956.)

RESTRICTED.

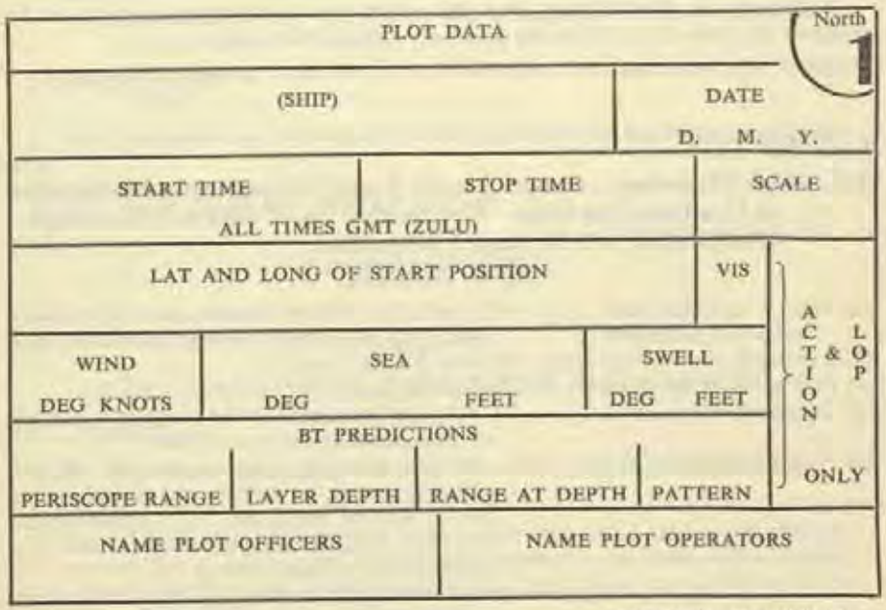
212.—Action Information Organization—Plotting—Records.

A standard rubber stamp for use on all A.I.O. plot records is being introduced for use in the R.A.N. and will be distributed without demand as follows:—

H.M.A.S. MELBOURNE	2
N.A.S. NOWRA	2
A.J.A.S.S.	2
H.M.A.S. WATSON	2
DESTROYERS AND FRIGATES ..	1 each.
SWAN AND O.M.S.	1 each.
4th SM. SQUADRON	1 each.

2. The use of this stamp will make the task of analysis of several ships records much easier, and is to be compulsory on all records.

3. The design of the stamp is as follows:—



(D.T.S.R. 3391/31/15.)

RESTRICTED.

213.—Anti-submarine—Bathythermograph—Surface Type—Patterns A.2/A1040C and A1041C—History Sheets.

(*A.F.O.* 97/1959.)

The classification of the Bathythermograph History Sheet is to be downgraded to restricted.

2. In the event of a Bathythermograph being lost overboard, the history sheet is to be returned to the Director of Ordnance and Underwater Weapons, Navy Office, Melbourne. On all other occasions of issue, transfer, or return, it is to be completed up to date and forwarded with the instrument in its case.

3. The history sheet for each Bathythermograph should be enclosed in a polythene envelope and fixed to the underside of the lid of the transit case. Care must be taken by services issued with Bathythermographs to ensure that the history sheet is removed from the case.

4. Admiralty has advised that B.R. 1891 will be amended in due course.

(D.N.A.S. 4518/11/506.)

UNCLASSIFIED.

214.—Diving—Clearance Diving and Underwater Swimming—Underwater Signals—Use and Allowances.

Navy Order 819 of 1958 is to be amended as follows:—

Paragraph 3 (*b*)—Delete sub-paragraphs (ii) and (iii) and insert new sub-paragraph.

"(ii) Safety fuze may be ignited either by Match Fuzee Safety or by ordinary Safety Match."

Paragraph 5—Delete and insert—

"5. Annual allowance to all ships and establishments operating clearance divers and underwater swimmers is to be:—

LH.022 Thunderflash, large, packed with strikers ..	300
UR.419 Detonators, Safety Fuze, No. 80 Mk. 1N ..	100
UR.369 Fuze Safety, No. 11, Mk. 2	50 ft.
LH.005 Match Fuzee Safety	6 boxes (120 matches)"

(D.O.U.W. 4434/99/239.)

(*Navy Order* 819 *of* 1958).

UNCLASSIFIED.

215.—Alterations and Addition Item—H.M.A.S. MELBOURNE.

The following alteration and addition item is approved for H.M.A.S. MELBOURNE:—

Class List Item No. 90. *Classification A.*

Item: (*a*) To remove the air weapons instructor table from the meteorological cryptographic office and install four steel cabinets, approximately 6 feet high by 1 foot 9 inches wide to provide a bulk stowage for confidential books.

(*b*) Door of meteorological cryptographic office to be modified by fitting new locking arrangements and a barred and curtained window.

References: (*a*) H.M.A.S. MELBOURNE's proposed alteration and addition item " AU ".

(*b*) FOCAF's memorandum A.F. 1904/53 (1191) dated 17th July, 1958.

(*c*) Navy Office letter 24346 dated 7th November, 1958.

(*d*) FOICEA's memorandum 6-59-60 dated 16th January, 1959.

(D.C.C. 4278/2/578.)

UNCLASSIFIED.

216.—Naval and Victualling Stores—Revision of Accounting, Supply, &c., of Gymnastic Shoes as Underwater Diving Equipment.

It has been decided that shoes, gymnastic issued for underwater diving equipment will in future be stocked at Victualling Yards only.

2. All stocks of these items held by H.M.A. ships and establishments should be transferred from the Naval Store Account to the Loan Clothing Account as necessary to accord with the revised classifications and thereafter demands for these items are to be lodged with the appropriate (S) Victualling Store Officer.

3. Accounting vouchers transferring stocks should be endorsed " no financial adjustment " quoting this order as authority.

(D.N.A.S. 4532/44/51.)

UNCLASSIFIED.

217.—Naval Stores (Air)—Grease ZX-28—Introduction.

(*A.F.O.* 103/1959.)

The undermentioned item is introduced:—

Ref. No.	*Description.*	*Den. of quantity.*	*Remarks.*
34B/9428473	Grease ZX-28	2-oz. tube	Molybdenum disulphide anti-seize compound for metal parts likely to become heated in use. Specification D.T.D. 900 approval Nos. 4284, 4330, 4384, 4424 and 4525.

2. If not already stocked the following initial outfit should be demanded:—

Ref.	*Denom.*	*N.A.S. NOWRA.*	*H.M.A.S. MELBOURNE.*	*C.R.O.'s.*
9428473	Tube 2-oz.	30	10	10

3. Grease ZX-28 is a general purpose molybdenum disulphide anti-seize compound which will incorporate the following proprietary items which have hitherto been specified individually for various applications but are basically similar and interchangeable in use as an anti-seize compound:—

Ref. No.	*Proprietary Description.*	*Specification.*
34B/319	Paste, anti-scuffing	D.T.D. 900/4284
34B/9428473	Moly-Paul " G " compound (previously described as Molykote " G " compound).	D.T.D. 900/4384
34B/426899 34B/9426900	Moly L.M. Grease	D.T.D. 900/4424

3. Any stocks of the above-mentioned products are to be accounted for under Ref. 34B/9428473 and the description amended to read " Grease ZX-28 ", which description is to be quoted in all future demands.

4. Admiralty has advised that the relevant Air Publications will be amended.

(D.N.A.S. 4404/36/249.)

UNCLASSIFIED.

218.—Naval Stores (Electrical)—Packaging of Defective Magslips, Motors, &c.

(*A.F.O.* 40/1959.)

Defective magslips, " M " type motors, split field motors, &c., are often returned to Yards inadequately packaged by ships and services and consequently suffer further damage in transit.

2. In order to safeguard these delicate and relatively expensive items from avoidable damage, arrangements are to be made for all returns to be protected by suitable packing material and returned in tins whenever possible.

3. The tins from which the replacements have been removed can be used for this purpose in many cases, care being taken to obliterate any inappropriate markings on them. If no tins are available on board and the ship or service is in close proximity to a Dockyard, application should be made to the local (S).N.S.O. for empty tins before the items are returned. If tins cannot be supplied, or if distance from the Dockyard precludes such a course, the defective items must be carefully packaged in order to prevent further damage.

(D.N.A.S. 4518/1/1440.)

UNCLASSIFIED.

219.—Naval Stores (General) (Class B, Group 10, Part E)—Springs, Spare, for Hill Hinges for Deck Scuttles.

(*A.F.O.* 2931/1958.)

The spring pattern 612 included in the *Rate Book and Authorized List of Naval Stores* (B.R. 810) under Class B, Group 10, Part E is suitable only for hinges pattern 610A when fitted to 18-in. or 24-in. deck scuttles. A heavier gauge spring, to which

Cancelled by 465/59

pattern No. 612A has been allocated, will be supplied to meet requirements for replacement of defective springs in this hinge when fitted to 27-in. and 30-in. diameter deck scuttles.

2. The full descriptions of these springs are:—

Springs torsion for hinges pattern 610A, width 3¼-in. external diameter 1¾-in. four coils to fit on ⅝-in. square spindle outer end turned ⅝ inch outwards at 45°, coiled right hand for 100° movement.

Pattern 612 .. 15 gauge steel plate. For 18-in. and 24-in. diameter deck scuttles.

Pattern 612A.. 13 gauge steel plate. For 27-in. and 30-in. diameter deck scuttles.

3. The full description of the hinge pattern 610A is " Hinges, spring loaded, Hills, for deck scuttles, Admiralty types " A " and " L ".

4. Admiralty has advised that *The Rate Book and Authorized List of Naval Stores* (B.R. 810) will be amended.

(D.N.A.S. 4506/5/120.)

UNCLASSIFIED.

220.—Naval Stores (General) (Class B, Group 11, Part E)—Saw Blades, Hack, Hand, 10-in.—Introduction—Obsolescence of Existing Patterns.

(*A.F.O.* 2702/1957.)

To conform with British inter-service standardization the following items have been introduced into B.R. 810, the *Rate Book and Authorized List of Naval Stores*, under Class B, Group 11, Part E:—

Saw Blades, Hack, Hand:—

Low Tungsten, Flexible—

Pattern.	*Description.*	*Ship's Accounting Classification.*
H5098 ..	10-in. 32 T.P.I. ½-in. width, fine	Consumable.
H5097 ..	10-in. 24 T.P.I. ½-in. width, medium ..	
H5096 ..	10-in. 18 T.P.I. ½-in. width, coarse ..	
High Speed Steel—		
H5542 ..	10-in. 32 T.P.I. ½-in. width, fine	
H5541 ..	10-in. 24 T.P.I. ½-in. width, medium ..	
H5540 ..	10-in. 18 T.P.I. ½-in. width, coarse ..	

2. These items will replace the following saw blades which will be made " O " but which will continue to be issued until stocks are expended:—

Pattern.	*Description.*
H5093 ..	Blades, flexible, 9-in., 18 T.P.I., 23 S.W.G., coarse.
H5095 ..	Blades, flexible, 9-in., 32 T.P.I., 23 S.W.G., fine.
H5094 ..	Blades, flexible, 9-in., 24 T.P.I., 23 S.W.G., medium.
H5100 ..	Blades, flexible, 12-in., 18 T.P.I., 23 S.W.G., coarse.
H5101 ..	Blades, flexible, 12-in., 24 T.P.I., 23 S.W.G., medium.
H5102 ..	Blades, flexible, 12-in., 32 T.P.I., 23 S.W.G., fine.
9426 ..	Blades, H.S.S., 12-in., 32 T.P.I.
9427 ..	Blades, H.S.S., 12-in., 18 T.P.I.
9428 ..	Blades, H.S.S., 12-in., 24 T.P.I.

3. Small stocks of obsolescent pattern H.5102 blades will continue to be maintained in the R.A.N. for cutting through the larger size pipes.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4506/12/585.)

UNCLASSIFIED.

221.—Naval Stores (General) (Class D, Group 5) Rope, Nylon, Towing, Pattern 10194—Introduction.

(*A.F.O.* 2436/1958.)

Reports have indicated that the 60-ft. length of log line required for towing Asdic Repeater Target Units Patt. A.3776 in shallow crowded waters, is liable to deterioration and is therefore unsuitable.

2. A nylon tow rope 1¼-in. x 10 fathoms to replace the log line has therefore been introduced and added to *The Rate Book and Authorized List of Naval Stores* under Class D, Group 5, Pattern Number 10194.

3. This tow rope will be accounted for as a permanent naval store item and one will be allowed to each ship or service carrying a Towed Asdic Repeater Target Set Type 181.

4. Commanding Officers of ships and services concerned in commission should forward demands to the appropriate (S) N.S.O. quoting this order as authority. Demands for ships under construction will be raised by the appropriate storing yard in the normal manner.

5. Admiralty has advised that the relevant publications including E List A/S 224 dated 4th January, 1954 will be amended.

(D.N.A.S. 4510/15/122.)

UNCLASSIFIED.

222.—Naval Stores (General) (Class F, Group 3)—Dosimeter, Quartz Fibre No. 1, Mark 2—Introduction.

(*A.F.O.* 182/1959.)

An improved dosimeter quartz fibre, No. 1 has been developed and will supersede the existing dosimeter, Pattern F3/911—0001. The new dosimeter will be introduced as a permanent item of naval stores under Class F. Group 3 (N.A.T.O. Supply Group 6665) as follows:—

Pattern.	*Description.*
911-0286 ..	Dosimeter, individual, quartz fibre 0–0.5R. No. 1 Mark 2.

2. All future purchases of dosimeters 0–0.5R. will be to the new design. Pattern F3/911-0001 is now obsolescent, but existing stocks are to be fully utilized.

3. Relevant publications will be amended.

(D.N.A.S. 4518/38/104.)

UNCLASSIFIED.

223.—Naval Stores (General) (Class F, Group 5)—Spotlight, Focussing, Pattern 162002—Introduction.

(*A.F.O.* 2794/1958.)

The spotlight described below has been introduced into naval service to augment pattern 5830A, lighting units, flood, MULTILITE in certain photographic sections and will be added to *The Rate Book and Authorized List of Naval Stores*—

Class and Group.	*Pattern Number.*	*Description.*	*Ship's Accounting Classification.*
F5	162,000	Spotlight, Focussing 500 W. ..	P

2. These spotlights will be allowed on the following scale and supply will be made without demand, by the S.N.S.O., Sydney, when stocks are available:—

H.M.A.S. MELBOURNE	1
R.A.N.A.S. NOWRA	1
R.A.N. Photography School, NOWRA	1

3. A medium prefocus 230v, 500w lamp X 964831 should be used with spotlight pattern F5/162,002 and services concerned should demand their requirements from S.N.S.O. Sydney, in the usual manner.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4518/51/43.)

UNCLASSIFIED.

224.—Stores—Spare Parts (S.P.D.C.)—Transfer of Toroidal Sealing Rings to Vote 8IIA, Class E, Group 2C.

(*A.F.O.* 2937/1958.)

The toroidal sealing rings detailed in the appendix to this order, which are at present stocked at S.P.D.C.'s under the Admiralty catalogue numbers quoted, are identical to toroidal sealing rings introduced into naval service under Vote 8IIA, Class E, Group 2C by Navy Order 1012 of 1958 (*Naval Stores (General) (Class E, Group 2C)—Toroidal Sealing Rings of Synthetic Rubber—Introduction*).

2. All stocks held by S.P.D.C.'s of these items are accordingly being transferred to Vote 8IIA, Class E, Group 2C and future requirements should be demanded from the appropriate Naval Store Depot, under the appropriate Pattern Number.

3. The following parts identification lists will be amended:—

CE2 (CH535002) ..	Drysdale Wee Mac Pumps.
EB6C(CH502206) ..	English Electric 6H Diesel Engine.
EB8 (CH502008) ..	Foden FD6 Propulsion and Generator Diesel Engine.
EB15 (CH502015) ..	Foden FD4 Propulsion and Generator Diesel Engine.
EB19 (CH502019) ..	Perkins P6M X Craft Diesel Engine.

(D.N.A.S. 4512/20/270.)

APPENDIX.

S.P.D.C. Admiralty Catalogue Number.	*Description.*	*Naval Store Pattern Number.*
	Rings, toroidal, sealing (BS.1806), Material BA.5 (BS.2751):—	
CA036497	Size OS 1	E2C 10401
CA036499	Size OS 2	E2C 10402
CA036501	Size OS 3	E2C 10403
CA036502	Size OS 4	E2C 10404
CA036506	Size OS 5	E2C 10405
CA036515	Size OS 6	E2C 10406
CA036521	Size OS 7	E2C 10407
CA036523	Size OS 8	E2C 10408
CA036536	Size OS 9	E2C 10409
CA036545	Size OS10	E2C 10410
CA036553	Size OS11	E2C 10411
CA036557	Size OS12	E2C 10412
CA036563	Size OS13	E2C 10413
CA036571	Size OS14	E2C 10414
CA036573	Size OS15	E2C 10415
CA036579	Size OS16	E2C 10416
CA036583	Size OS17	E2C 10417
CA036590	Size OS18	E2C 10418
CA036595	Size OS19	E2C 10419
CA036599	Size OS20	E2C 10420
CA036604	Size OS21	E2C 10421
CA036610	Size OS22	E2C 10422
CA036615	Size OS23	E2C 10423
CA036621	Size OS24	E2C 10424
CA036624	Size OS25	E2C 10425
CA036629	Size OS26	E2C 10426
CA036635	Size OS27	E2C 10427
CA036636	Size OS28	E2C 10428
CA036649	Size OS29	E2C 10429
CA036661	Size OS30	E2C 10430
CA036673	Size OS31	E2C 10431
CA036682	Size OS32	E2C 10432
CA036691	Size OS33	E2C 10433
CA036703	Size OS34	E2C 10434
CA036715	Size OS35	E2C 10435
CA036728	Size OS36	E2C 10436
CA036740	Size OS37	E2C 10437
CA036749	Size OS38	E2C 10438
CA036756	Size OS39	E2C 10439
CA036765	Size OS40	E2C 10440
CA036771	Size OS41	E2C 10441
CA036775	Size OS42	E2C 10442
CA036778	Size OS43	E2C 10443
CA036782	Size OS44	E2C 10444
CA036788	Size OS45	E2C 10445
CA036792	Size OS46	E2C 10446
CA036799	Size OS47	E2C 10447
CA036803	Size OS48	E2C 10448
CA036807	Size OS49	E2C 10449
CA036812	Size OS50	E2C 10450

APPENDIX—*continued.*

S.P.D.C. Admiralty Catalogue Number.	*Description.*	*Naval Store Pattern Number.*
	Rings, toroidal, sealing (BS.1806), Material BA.5 (BS.2751):—	
CA036817	Size OS51	E2C 10451
CA036820	Size OS52	E2C 10452
CA036821	Size OS53	E2C 10453
CA036828	Size OS54	E2C 10454
CA036834	Size OS55	E2C 10455
CA036839	Size OS56	E2C 10456
CA036846	Size OS57	E2C 10457
CA036851	Size OS58	E2C 10458
CA036856	Size OS59	E2C 10459
CA036862	Size OS60	E2C 10460
CA036867	Size OS61	E2C 10461
CA036873	Size OS62	E2C 10462
CA036878	Size OS63	E2C 10463
CA036883	Size OS64	E2C 10464
CA036887	Size OS65	E2C 10465
CA036893	Size OS66	E2C 10466
CA036901	Size OS67	E2C 10467
CA036909	Size OS68	E2C 10468
CA036915	Size OS69	E2C 10469
CA036919	Size OS70	E2C 10470
CA036924	Size OS71	E2C 10471
CA036928	Size OS72	E2C 10472
CA036932	Size OS73	E2C 10473
CA036934	Size OS74	E2C 10474
CA036936	Size OS75	E2C 10475
CA036938	Size OS76	E2C 10476
CA036940	Size OS77	E2C 10477
CA036942	Size OS78	E2C 10478
CA036944	Size OS79	E2C 10479
CA036946	Size OS80	E2C 10480
CA036948	Size OS81	E2C 10481
CA036949	Size OS82	E2C 10482
CA036951	Size OS83	E2C 10483
CA036952	Size OS84	E2C 10484
CA036953	Size OS85	E2C 10485
CA036954	Size OS86	E2C 10486
CA036955	Size OS87	E2C 10487
CA036956	Size OS88	E2C 10488
CA036957	Size OS89	E2C 10489
CA036958	Size OS90	E2C 10490
CA036959	Size OS91	E2C 10491
CA036960	Size OS92	E2C 10492
CA036961	Size OS93	E2C 10493
CA036962	Size OS94	E2C 10494
CA036963	Size OS95	E2C 10495
CA036964	Size OS96	E2C 10496

(D.N.A.S. 4512/20/270.)

(*Navy Order* 1012 *of* 1958.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

225.—Supply of Provisions to H.M.A. Ships at Hong Kong.

Consequent upon the closure of H.M. Victualling Yard, Hong Kong, the Royal Army Service Corps has assumed responsibility from 11th January, 1959, for the supply of provisions to local R.N. establishments and the duty destroyer or frigate at Hong Kong. The R.A.S.C. will also meet limited requirements of visiting ships and will maintain a range of all items of dry provisions normally provided for H.M. ships.

2. The following arrangements are to apply for the supply of provisions for H.M.A. ships at Hong Kong:—

(*a*) Provision requirements for the first 24 hours in harbour should be included in LOGREQ signals (F.E.G.O. 110) addressed to Commodore, Hong Kong in the normal way.

(*b*) When a victualling store issuing ship is present, supplies are to be obtained from that source to the maximum extent possible, any requirements not available being obtained as at (*c*) below.

(*c*) If no V.S.I.S. is present—

(i) Dry Provisions. Items which are stocked by the R.A.S.C. are to be demanded from the Officer Commanding, No. 3 Supply Depot, R.A.S.C., Hong Kong, at least four days before delivery is required, A.S. 549 is to indicate the date on which supply is desired. Delivery to ships at moorings or alongside will be made by R.A.S.C. transport. Items not stocked by R.A.S.C. are to be obtained direct from the approved contractors to the R.A.S.C.

(ii) Frozen Provisions. Requirements are to be demanded from the R.A.S.C., as for dry provisions, except that the demand should reach R.A.S.C. at least 48 hours before supply is required. Contractors will arrange delivery.

(iii) Fresh Provisions Except Bread. Requirements are to be obtained direct from the approved contractors to the R.A.S.C. Contractors will arrange delivery.

(iv) Bread. As the contract is only for breadbaking from ingredients supplied by the R.A.S.C., supplies are to be demanded from the contractor, and the contractor's claim passed to the Base Supply Officer, H.M.S. TAMAR, for settlement; financial adjustment between Admiralty and the Australian Government will be effected in due course, as for R.A.S.C. supplies referred to in paragraph 3 below.

3. All supplies made by the R.A.S.C. will be on a repayment basis; claims will be made initially by the R.A.S.C. on the Commodore-in-Charge, Hong Kong, subsequent adjustment between Admiralty and the Australian Government being effected in due course.

4. Payment for all supplies drawn direct from approved contractors to the R.A.S.C. is to be arranged by H.M.A. ships in accordance with normal procedure.

5. As it is expected that supplies obtained from the R.A.S.C., Hong Kong, will be dearer than those obtained from Admiralty sources, the general principle laid down in paragraphs 2 and 3 of Article 437 of Consolidated Orders and Regulations are to be followed in arranging replenishment of stocks at Hong Kong.

6. Detailed arrangements and advice of local contracts and contractors are given in Hong Kong Temporary Memoranda 43/58 and 44/58. Copies of these memoranda and any subsequent ones will be supplied automatically to R.A.N. ships visiting Hong Kong. The memoranda should be complied with except where inconsistent with the provisions of this order in regard to payment for supplies obtained direct from contractors.

(D.V. 4528/5/338.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

226.—Book—B.R. 610—Handbook and Drill for 3 pdr. Hotchkiss Gun, S.U. and A.A./S.U. Mountings.

As the 3 pdr. Hotchkiss gun is no longer in use in the R.A.N., all holders of B.R. 610, except those listed hereunder, should return their copies to S.N.S.O., Sydney:—

Naval Armament Supply Officer, Maribyrnong.
Deputy Inspector of Naval Ordnance, Maribyrnong.
Department of Supply for P. and E.O.
Director of Ordnance and Underwater Weapons Branch.
Superintending Armament Supply Officer, Sydney.

(D.N.A.S. 4139/13/2949.)

UNCLASSIFIED.

227.—Plastic Covers for Identity Cards.

It has come under notice that the provisions of paragraph 7 (*c*) of Navy Order 929 of 1957 are not being adhered to in that covers for identity cards are not being returned to the Superintending Naval and Air Store Officer, Sydney.

2. Discharging authorities are to report by letter the number of covers returned during 1958 by personnel leaving the service and the method of disposal.

(D.N.A.S. 3526/50/628.)

(*Navy Order* 929 *of* 1957.)

Section 7.

CANCELLED LIST.

228.—Cancellation of Navy Order.

Navy Order 376 of 1957 being no longer applicable is hereby cancelled.

(D.A.M.R. 4403/15/1369.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
17th March, 1959.

The enclosed order is 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.

1858/59.

UNCLASSIFIED.

229.—Drafting, Compassionate Leave and Discharge Procedure.

The principles governing drafting in the R.A.N. take into account the present manpower shortages for the tasks of the Service, the necessity to stabilise drafting to increase the operational efficiency of the Fleet and ensure the correct appropriation for sea and shore service, and the necessity to integrate recruiting, training, drafting and advancement. This order embraces:—

Part 1.—Drafting Plan.
Part 2.—Exchange Drafts.
Part 3.—Volunteering for Service.
Part 4.—Preference Localities.
Part 5.—Sea and Shore Service Rosters.
Part 6.—Compassionate Cases.
Part 7.—Discharge Procedure.

PART 1.—DRAFTING PLAN.

2. The present drafting plan is based on the stabilisation of ships' companies of H.M.A. ships and establishments as far as is possible. However until the number of men due to leave the Service "Engagement Expired" is balanced more nearly by the number of recruits entered for any given period the number of stabilised ships companies will be limited, but the aim will be to stabilise where the nature of service allows. As soon as the manning situtation permits, the periods of stabilisation will be increased to about two years.

3. The stabilised period of commission for a ship's company will coincide with a ship's operational period, i.e., the time between main refits, and these are established as follows:—

H.M.A.S. MELBOURNE	12 months
H.M.A.S. SWAN	12 months
Survey vessels	12 months
Destroyers and frigates	18 months

4. The period of service for certain shore establishments will generally be as follows for personnel unaccompanied by families:—

H.M.A.S. CRESWELL	12 months—stabilised.	
H.M.A.S. TARANGAU	12 months	However, drafting takes place continuously.
H.M.A.S. MELVILLE	12 months	
Range Support Units at Woomera and Maralinga	12 months	

5. Generally, with the exception of destroyers and frigates, personnel appropriated will remain for a period of twelve months. However, due to the manpower shortages it is necessary for drafting to take place almost continuously. Every endeavour is made to stabilise instructional staffs in unstabilised ships and establishments.

6. The peculiar difficulties of Air Engineering preclude the possibility of including Air Engineering ratings appropriated to H.M.A.S. MELBOURNE'S air group in the stabilised ship's company of H.M.A.S. MELBOURNE. It is, however, intended that these men will serve in the air group for at least one year and that drafting will be confined to not more than three main movements a year, i.e., when the air group is disembarked.

7. Dates of commissioning, paying off and starting and finishing certain advancement courses or technical training, will be standardised so that the stabilising of a ship's company may be possible. A date, to be known as settling day, which will normally be the last day of the month following commissioning day, will be announced, after which movement of personnel will be limited to Loan and Return, date to be reported. Losses due to sickness, compassionate circumstances, discharge "Free" under Section 25A of the Naval Defence Act, and in some instances due to advancement, courses, or special training, are to be borne by the unit concerned. In the case of a key rating the vacancy will, whenever possible, be filled by drafting after a period of three months. Captains of ships will be required to submit applications for the replacement of key ratings to the Naval Board through their Flag Officer, and generally these will be approved only in the case of a senior technical rating in a small complement. Losses due to ratings' engagements expiring within the last three months of a commission will have to be borne by the unit concerned. Ratings whose engagements expire earlier than in the last three months of a commission will not be drafted to a ship commissioning.

8. To eliminate as far as possible short notice for draft, the majority of ratings will be given six months forecast of their next appropriation. It must be appreciated, however, that the movement of some ratings at short notice will still be necessary and to meet any such requirement a number of ratings, whose actual appropriations will not be forecast, will be named as "Stand-by for Sea Service" for periods not exceeding six months. Generally ratings whose appropriations have been forecast will be given six weeks warning by Draft Note of their final movement date. Ratings on "Stand-by" will be given as much notice of draft as is possible in the circumstances.

9. The forecasting of appropriations is also intended to provide a period in which private affairs can be adjusted in accordance with the drafting plan. It will be in everyone's interest to adjust their private affairs, as it will seldom be possible to modify the drafting plan to suit the convenience of the individual. However application for removal under Section 4 of Chapter XII. of Interim Pay Instructions is not to be forwarded until a Draft Note is received.

PART 2.—EXCHANGE DRAFTS.

10. The practice of exchange drafts has been drastically reduced as the necessity will seldom arise with the early forecasting of appropriations. In the past an exchange of drafts which was to the mutual satisfaction of two ratings invariably adversely affected a third rating by curtailing his entitlement to sea or shore service. This situation was not generally apparent, but was clearly shown by Manning Department records. Exchange drafts are now allowed only between two seagoing ships or between two establishments where:—

(*a*) the period of sea or shore service is the same,

(*b*) the requirements of the Service are still met, and

(*c*) normally no additional expense to the Crown is involved.

PART 3.—VOLUNTEERING FOR SERVICE.

11. The practice of volunteering for service in the normal course is limited to service in remote areas. Lists of these volunteers are kept in the Manning Department and are consulted before making appropriations. Captains, may however, continue to recommend ratings for special service such as recruiting duties.

PART 4.—PREFERENCE LOCALITIES.

12. The current manpower shortage has necessitated severe reductions to the complements of H.M.A.S. LEEUWIN, MORETON, HUON, and TORRENS. Thus the opportunity for shore service in these home ports is limited, and the majority of shore-based personnel are required to serve in establishments in the Sydney and Melbourne areas.

13. In order that the drafting authority may know whether a man whose home port is either H.M.A.S. LEEUWIN, MORETON, HUON or TORRENS, has a preference for service in either the Sydney or Melbourne area, a rating may elect one of these areas as a " preference locality " this being the area to which he would prefer to be drafted on completion of sea service if no vacancy in complement exists at his home port. If he would prefer to be appropriated to his preference locality rather than to his home port this should be stated. Ratings with home ports of Sydney or Melbourne will normally be appropriated to their home ports for shore service, but they may if they wish, elect a preference locality limited to either Melbourne or Sydney. Elections of preference localities are to be reported by Commanding Officers direct to the Director of Manning, Navy Office.

14. This order in no way replaces the existing instructions regarding changes of home port, and it is stressed that, in cases where permanent residence of next-of-kin is taken up in another State it is in the interests of the individual concerned to request that his home port be changed to the new State.

PART 5.—SEA AND SHORE SERVICE ROSTER.

15. Drafting rosters for sea and shore service in which ratings are listed according to Branch, rating and specialist qualifications are maintained in the Manning Department. The sea/shore rosters in use prior to the stabilisation of drafting have been retained and form a basis for the rotation of personnel, but the application of the rosters has been modified to enable the drafting plans to be operated.

16. Ratings will hold a position on the roster for shore determined from the date of appropriation to sea. The length of service at sea is different for the various branches depending on the ratio of sea billets to shore billets and may vary between one and three years. Other factors influencing the time spent at sea are—

(*a*) Shortages of electrical and engineering ratings which limit the number of ships in commission; and

(*b*) Training requirements which demand early sea billets for the ordinary rating in some branches.

17. Service in establishments north of Brisbane will normally be limited to twelve months for personnel unaccompanied by families, but extensions of this period may be granted upon application to the Naval Board.

18. Ratings appropriated to shore service after completing their period of sea service will be placed on the roster for sea after all ratings serving ashore. The roster date for sea will be the date of starting shore service.

19. Petty Officers and below of the seaman branches are rostered according to their specialist qualification and their rating. Notwithstanding the shortages existing in certain specialist categories, endeavour is made to give these ratings an

equal amount of sea and shore service, but unfortunately this is not always possible. This paragraph is not applicable to members of the Surveying Service whose main employment is at sea. An endeavour is being made to train a pool of ratings for surveying duties in order to provide for general service appointments.

20. Sea service for drafting purposes will comprise:—

(*a*) Service in a commissioned seagoing ship.

(*b*) Service in a seagoing ship refitting and remaining in commission.

(*c*) Service in a front-line air squadron.

(*d*) Service in establishments north of Brisbane, W.R.E. Woomera and Maralinga Range Support Unit, except where the member's wife is also resident, when only half of this period will count as sea-service.
NOTE.—No accommodation for wives is available at Maralinga.

(*e*) The first four months of service whilst undergoing courses, when appropriated for such courses from a seagoing ship.

(*f*) The first four months in an immobilised ship, when this service is in continuation of seagoing service in the same ship.

Shore service will comprise:—

(*a*) Service in establishments and harbour service ships south of and including Brisbane.

(*b*) Service in second-line air squadrons.

(*c*) One-half of service in establishments north of Brisbane and W.R.E. Woomera and Maralinga Range Support Unit if the member's wife is resident in the area.
NOTE.—No accommodation for wives is available at Maralinga.

(*d*) Service in ships in reserve.

(*e*) Service in the London Depot.

21. Ratings advanced to a higher rating will assume a position on their new roster in accordance with the date held on the roster in their former rating.

22. Recruits and re-entered men will normally be appropriated to sea on completion of initial training at Flinders Naval Depot.

23. Ratings appropriated for courses will be drafted to sea on completion of course if still due for sea service. If due for shore service, appropriations will be issued drafting these ratings for a normal period or the remaining period of shore service.

24. To ensure fitness for draft, ratings are to be provisionally medically and dentally examined on receipt of the forecast (or notice for " stand-by ") of a draft and, where found unfit, the Naval Board is to be notified by signal of the duration of treatment.

PART 6.—COMPASSIONATE CASES.

25. There are occasions when naval personnel are not able to fulfill the requirements of the Service due to happenings of a private or domestic nature. It is essential that uniformity in dealing with these should be preserved if invidious comparisons between conditions of service are to be avoided.

26. The Naval Board has decided that the method of dealing with compassionate cases shall be:—

(*a*) Investigation and advice by trained personnel of the Naval Welfare Service.

(*b*) The granting of leave,

(i) Compassionate leave up to 7 days in any one leave year.

(ii) Advanced seasonal leave.

(iii) Leave without pay.

27. Experience has shown that drafting action to alleviate circumstances of a compassionate nature, by compassionate drafting, or exchange of drafts, has far-reaching effects on many other ratings in the Service and, although it may appear logical, it is an expedient which cannot be justified any longer in an efficient Service.

Compassionate Leave—On the Australia Station.

28. The circumstances in which compassionate leave may be granted are—

(*a*) *Death or illness.*—Death, imminent death, or *dangerous* illness of wife, child, parent, or a near dependent relative; and

(*b*) *Other circumstances.*—Urgent private reasons of an exceptional or personal nature not connected with resumption of civil employment.

29. Compassionate leave is to be granted only where the presence of the rating is essential. 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, and on the duty or courses of instruction on which he is employed.

30. 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.

31. 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 sub-paragraph 28 (*b*).

32. Pregnancy or confinement are not normally to be regarded as adequate grounds for compassionate leave.

33. Leave should not be granted in respect of a fiancée as the relationship has no legal permanence.

34. Where a man has stated his intention to marry a woman for whose condition he is responsible, consideration should firstly be given as 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.

35. 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 is to be requested by signal or letter to provide supporting evidence. Signals should contain the following brief details:—

(*a*) Nature of request.

(*b*) Reason for request.

(*c*) Religious denomination.

(*d*) Any other relevant details.

Signals which are to be "unclassified" or in exceptional circumstances "Exclusive Restricted" should be made in the following form:—

"Request investigation domestic circumstances Able Seaman V. Black, R12345, N.O.K. wife, 1215 Brown-street, Paddington.

(*a*) Compassionate leave.

(*b*) Wife's illness and inability to look after three children aged 3, 2, and 1.

(*c*) C. of E.

(*d*) No relatives. Wife has history of anxiety state. Wife's mother recently deceased. At home always. Dr. Green, Woollahra.

Signalled replies to the above requests are always to be classified as "Exclusive Restricted" or in very exceptional circumstances when it is desired that the message should be handled only by a specially selected officer "Exclusive Secret".

36. Instances have arisen in the past of embarrassment being caused both to Service authorities and the families concerned when the Service authorities visiting families have not been made aware of all the relevant details (e.g. a recent death in a family).

37. 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 43 of this order) without deduction from recreation leave.

38. 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).

39. The fact that the taking of leave in advance may preclude the rating from spending further leave with his family for a considerable period, and the effect that this may have on his domestic circumstances should be taken into account. Any periods of leave granted in excess of the above are to be without pay, prior approval normally being obtained from the Naval Board (*see* paragraphs 54 and 55).

40. 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.

The man should make application *as soon as the need for the leave arises*, and not wait until the expiration of his recreation leave before making his request. The fact that this instruction differs from that printed on the back of leave passes should be pointed out to ratings proceeding on long leave.

41. Where a rating on leave applies for compassionate leave to a Naval Officer-in-Charge, that authority, if satisfied that grounds exist for the grant of such leave, 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 37 of this order, the rating's Commanding Officer being informed.

42. Where a rating on compassionate leave desires to apply for further leave, the procedure in paragraph 41 of this order should be followed.

Travel.

43. 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.

44. The conditions governing the grant of free travel to a member granted compassionate leave are set out in instruction 201/12 of Interim Pay Instructions.

Compassionate Leave—Off the Australia Station.

45. In the case of personnel serving outside the Australia Station, compassionate leave to Australia may be granted, but only with the prior approval of the Naval Board.

46. The circumstances in which compassionate leave may be granted in such cases are as shown in paragraph 28. Generally, the case should fall within one of the categories in paragraph (2.) of instruction 201/12 of I.P.I. However, compassionate leave will only be granted in exceptional circumstances.

47. Where compassionate leave is granted to such a member travel will be at the expense of the Department under intruction 201/13 of I.P.I. except where the leave is granted under paragraph 49.

48. To enable early decisions to be made in these cases, all welfare communications, including signals, between establishments and ships of H.M.A. Fleet are to include the Naval Board as an addressee. The application to the Naval Board is to include the proposed route by which the member will travel, if approval is granted. Full use is to be made of any available service transport.

49. Where a man who is serving off the Australia Station has stated his intention to marry a woman for whose condition he is responsible, consideration should firstly be given as 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. There is no objection to the use of Indulgence Passages where these can be arranged within the limits of the leave granted. Naval Board approval is to be sought in these cases before leave is granted. The circumstances of each application should be investigated as in paragraph 35 of this order.

Investigation of Compassionate Cases.

50. Authorities should refrain from making any promise or forecast of the grant of compassionate leave (or the grant of free travel), before the case has been fully investigated and a decision given. Such a promise may cause unnecessary suffering to relatives and is liable to have a bad effect on morale.

51. 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.

52. 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 pargaraph 51 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 whether paragraph 28 (*a*) or 26 of this order applies.

53. All compassionate cases are to be investigated expeditiously and reports forwarded without delay.

Leave Without Pay.

54. Leave without pay for a period not exceeding three months may be granted with the approval of the Naval Board. Leave without pay for a period exceeding three months but not exceeding twelve months may be granted with the approval of the Governor-General.

55. Before recommending leave without pay, Commanding Officers must carefully consider the case, because further hardship is often brought about if a man suffers loss of income during a period of domestic upset.

Officers.

56. The foregoing conditions for the grant of compassionate leave and leave without pay apply generally to officers.

PART 7.—DISCHARGE PROCEDURE.

57. Personnel will no longer be drafted to a depot in their home port for final discharge. However, men due for discharge, who are attached to a depot as part complement, will be discharged from there in the normal way.

58. All men being discharged "Engagement Expired" are to be discharged to shore direct by the ships or establishments in which they are serving. They should be despatched so that they may be at their homes when they are due to leave the Service having had leave due. Travel warrants should be issued in accordance with Instruction 184 of I.P.I. Personnel are to be borne on pay up to the date they are actually due for discharge.

59. Commanding Officers may defer up to 21 days' leave from the normal leave period preceding the due date of discharge of a rating who wishes to take such leave immediately prior to discharge. This order is to be quoted as the authority.

60. If a ship is expected to sail shortly before the day a man is due to be discharged to final leave, the man is to be given the option of being retained beyond the expiration of his engagement and discharged at the first convenient port, or of being discharged to H.M.A.S. PENQUIN or CERBERUS to wait until due to commence final leave. To avoid unnecessary expense, Commanding Officers are to consider the rating's entitlement to travel warrant when deciding the port for discharge.

61. Travelling allowance is to be paid by the ship or establishment from which the discharge is effected and is to be related to the time taken to travel by normal means to home port or destination, whichever is the lesser.

62. Attention is drawn to Navy Office letter 4832/2/3 (4158) of 20th February, 1957, regarding payment of D.F.R.B. benefits. The forms mentioned in paragraph 4 thereof are to be forwarded to reach the Director of Navy Accounts, Navy Office, not less than fourteen days prior to date of final discharge. Supply of these forms will be made without demand by the Director of Navy Accounts.

63. The following procedure is to be observed in regard to medical examinations:—

(*a*) Upon receipt of a draft note for "Discharge Engagement Expired", action is immediately to be taken to arrange the X-ray of the member's chest. A large X-ray is required in these cases. The record of this X-ray and place where taken is then to be entered in Part 6 of Form A.M. 48 (Special Medical Examination Record), which is to be placed in the medical envelope (A.F. Med. 4) of the member.

(*b*) The rating is to complete his statement on Part 1 of Form A.M. 146z or R.A.N. Demob. 2, which is to be enclosed in A.F. Med. 4 for the forthcoming medical examination.

(*c*) Where a medical officer is not borne the Commanding Officer is to arrange for the medical examination to be carried out by the nearest available Naval Medical Officer (this term includes District Naval Medical Officers). The medical envelope together with the two other forms mentioned in (*a*) and (*b*) is to be forwarded to the examining medical officers.

(*d*) Upon completion of the forms recording the medical examination, these forms are to be enclosed in A.F. Med. 4 and forwarded direct to the Medical Director-General.

(*e*) When it is disclosed at the medical examination that a rating has a disability or disabilities requiring in-patient treatment or further investigation, his discharge is to be deferred if the rating is so agreeable. Navy Office is to be informed by signal indicating the medical reason for retention and the probable duration of treatment.

(*f*) In New South Wales and Victoria the rating is normally to be admitted to Balmoral Naval Hospital or Flinders Naval Hospital for investigation, but in all other States the rating is to be admitted to the local Repatriation General Hospital if in-patient treatment is required.

64. A rating may elect, subject to the conditions of instruction 184 of I.P.I., to be discharged to any place in Australia in lieu of his home port, in which case travel warrants are to be issued as in paragraph 65. Action regarding D.F.R.B. requirements is to be taken before discharge of the rating to his home, and travelling allowance is to be paid as in paragraph 61.

65. The following is a summary of general entitlements of personnel being discharged under the various categories in accordance with the foregoing discharge procedure:—

(*a*) *Engagement Expired—Unsuitable—Discharge "Free" under Section* 25A *of Naval Defence Act or under Navy Order* 863 *of* 1958, *paragraph* 13 (*a*).
Travel warrants
Accrued leave
Travelling allowance.

(*b*) *Invalided* (*P.U.N.S., B.N.P.S.*)
Travel warrant
Travelling allowance
(Not eligible for accrued leave but to be retained on pay until date of discharge as communicated by the Navy Board)

(*c*) *S.N.L.R.—Dismissal—Fraudulent Entry.*
Travel warrant.

(*d*) "*Free*" (*Compassionate*).
Nil.

Discharge routines in all cases will be the same as in the case of discharge "Engagement Expired".

66. Where Naval Board approval is granted for a member to be retained, under paragraph 18 of Navy Order 264 of 1955, for medical treatment, beyond the date he is due to be discharged "Engagement Expired" and he is later discharged in that manner, his entitlements are those shown in paragraph 65 (*a*). The date of discharge should be adjusted accordingly.

67. The foregoing discharge routine will apply where appropriate to officers and will be considered when appointments for discharge are being issued.

68. Navy Orders 442 of 1953, 899 of 1955, 93, 1085 and 1179 of 1957, 57, 142, 516 and 1151 of 1958 are hereby cancelled.

(D.P.S. 4013/3/89).

(*Navy Orders* 442 *of* 1953, 264 *and* 899 *of* 1955, 93, 1085 *and* 1179 *of* 1957, 57, 142, 516, 863 *and* 1151 *of* 1958.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
19th March, 1959.

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

By direction of the Naval Board.

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

230.—Ballistics—List of Range Tables, Fuze Scales and Trajectory Charts.

The information given in the appendixes to this order is for the Australian and New Zealand Stations. Current tables of guns not included in these appendixes will be found in A.F.O. 1/1959.

2. *Contents of Appendixes—*

Appendix A—Establishments authorized for range tables, fuze scales and rocket trajectory charts.

Appendix B—List of current range tables, fuze scales and trajectory charts.

Appendix C—List of range tables and fuze scales held in reserve for special services.

Appendix D—List of additional and revised pages printed after the original issue.

Appendix E—Tables removed since the issue of the previous list (Navy Order 302 of 1958).

Appendix F—List in numerical order of range tables and rocket trajectory charts issued to the Fleet.

New and Old Style Tables.

3. The new style tables in small booklets and with distinctively coloured covers have been issued during 1957 and 1958. The information is numerically the same as that in the old style tables bearing the same number but the layout has been changed and standardized throughout all calibres and corresponds to the instruction book for their use " Ballistic Corrections " (Part 10 of the Gunnery Manual). Shell trajectory charts are incorporated in the books. A few tables, mainly those for guns which will not be used with fire control gear, have not been brought into the new style; their use is largely confined to checking local sights.

4. This order refers to new style tables unless otherwise stated. The letters N.S. and O.S. are used in places to clarify the style.

5. Some of the tables included in the current list have been superseded, but are retained on account of the fire control or gun sights graduated to them.

6. Column 8 of appendix B gives references to all current amending A.F.O.'s issued, which, together with the additional pages listed in appendix D, will bring the old style tables up to date. All " P " series amendments up to and including December, 1958 are included in this order. Reprints of the tables incorporate amendments to date and may have different page numbers from the original issue. Amendments and new or amended pages for range tables are now issued in the A.F.O. " P " series which are notified monthly in A.F.O.'s under the separate issue of " Books distributed during month and year ". **Any ship not receiving the amendment within four weeks of the date of receipt of the notifying A.F.O., is to place a demand with the Superintending Naval and Air Store Officer, Sydney, unless cause is known for the delay, such as non-receipt of mails, ship's absence from distributing authority, &c.**

7. **On receipt of this order, all range tables are to be mustered against appendixes A, B and D, deficiencies being reported immediately and replacements demanded from the Superintending Naval and Air Store Officer, Sydney.**

8. Tables held surplus to those shown in appendix A should be returned to the Superintending Naval and Air Store Officer, Sydney, with the exception of copies of tables listed in appendix E, which should be destroyed in accordance with instructions in Form B.R. 1—Establishment and Numerical List of Books of Reference.

9. For information and record only, a supplementary list is given in appendix C of range tables and fuze scales required for guns held in reserve for special services. This list includes some tables which appear also in the main list, but no general issue of special services tables as such will be made.

10. Navy Order 302 of 1958 is hereby cancelled.

APPENDIX A.

ESTABLISHMENTS AUTHORIZED FOR RANGE TABLES, FUZE SCALES AND TRAJECTORY CHARTS.

A complete set of range tables consists of—

A The range tables to which fire control instruments or gun sights are graduated.

A (i) The latest range table appropriate to the guns controlled.

B The range and elevation scale to which fire control instruments or gun sights are graduated.

B (i) The latest range and elevation scale appropriate to the guns controlled.

C The range and time scale (for guns larger than 4-in. and for certain calibres and marks of gun of 4-in. calibre and below).

D Starshell range table, only if starshell is available.

E Anti-aircraft range table, for A.A. and dual purpose guns only.

F Trajectory charts, for 2-in. rockets.

G Range table for RE/P shell.

H Second order tables (if issued) instead of R & E and R & T tables.

Normal establishment:

2. The normal establishment of range tables is as follows:—

Flag Officers	One complete set for all guns.
Captains (D) and Captains (F)	One complete set for all gun systems in the squadron.
Captins (S/M)	One complete set for all guns in submarines.
Senior Officers, Minesweeping Squadrons	One complete set for all gun systems in the squadron.
Dockyards	One complete set for all guns.
H.M.A. Gunnery School ..	One complete set for all guns.
Ordnance Engineer Overseers ..	On demand from Superintending Naval and Air Store Officer, Sydney.

Cruisers, Carriers, Daring Class, Battle Class and repair ships	One complete set for all gun systems fitted.
Tribal Class, frigates, ocean minesweepers and submarines	For all guns and rockets carried: Range tables to which A.A. and S.U. fire control gear is graduated (*see* Note). Starshell and RE/P range tables. Rocket and falling target shell trajectory charts. (R & E and R & T scales will not be supplied to these ships.)

NOTE: Certain guns, without A.A. fire control are supplied with—

Q.F., 4-in., Mark 19 .. .. R.T. 497

Q.F., 4-in., Mark 5 .. .. R.T. 429.

Tables for instructional purposes:

3. Twelve additional copies of the following tables are to be held by H.M.A. Gunnery School for instructional purposes:—

B.R. 2050 Range Tables for O.Q.F. 4.5-in. Guns.

Tables Nos. 399A
400
401
402B
402C
423
464
465
581
630
641
644.

4. *Publications concerning range tables and ballistics.*

No. and Title.	Amending A.F.O.'s.
B.R. 980 (A)/1935, Range Tables, Introduction	P436/39, P39/40, P80/42, P176/42, P500/42, P399/45, P192/51.
B.R. 980 (A) (1)/1935, Notes on Ballistics, with Addendum No. 1	P62/37, P40/40, P81/42, P177/42, P549/42, P66/43, P339/52, P74/54.
B.R. 1898 (10), Gunnery Manual, Volume 1, Part 10, Ballistic Corrections	P282/57.

APPENDIX B.

CURRENT RANGE TABLES, FUZE SCALES AND TRAJECTORY CHARTS.

Gun. (1)	Serial No. of Table. (2)	Nature of Table. (3)	Projectile Weight. (4)	Charge. (5)	M.V. (6)	Agrees with Table No. (7)	Current Amending A.F.O's. (8)	Remarks. (9)
			lb. oz.		ft/s.			
6-in. Mark 23	342	SURT	112 0	Full	2700	—	P189/57, P63/58	—
	343	R & E	112 0	Full	2800/2500	342	P190/57	—
	344	R & T	112 0	Full	2800/2500	342	—	—
	348	SURT	112 0	Two-thirds	2000	—	P287/57, P64/58	—
	349	R & E	112 0	Two-thirds	2200/1750	348	P191/57, P426/57	—
	350	R & T	112 0	Two-thirds	2200/1750	348	—	—
	408A	AART	111 0	Full	2700	—	—	Fuzes Nos. 206, 207, 211 and N3
5.25-in. Mark 1	*409	SURT	80 0	Full	2600	—	P198/57, P402/58, P498/58	—
	410	R & E	80 0	Full	2700/2450	409	P199/57	—
	411	R & T	80 0	Full	2700/2450	409	—	—
	*632	SURT	79 0	Full	2600	—	P200/57, P405/58, P501/58	—
	633	R & E	79 0	Full	2700/2450	632	—	—
	634	R & T	79 0	Full	2700/2450	632	—	—
	*418	AART	80 0	Full	2600	—	P403/58, P499/58, P252/57, P404/58, P500/58	Fuzes Nos. 206, 207, 211 and N3
	*418A	AART	78 0	Full	2600	—	P406/58, P502/58	—
	*635	AART	71 0	Full	2700	—	—	—
	607	Star RT	50 0	Full	2600	—	P417/38, P475/50, P549/51, P251/52	Fuze No. 215
4.7-in. Mark 9**	254	SURT	49 2½	Full	2600	—	P372/47, P478/50, P256/52, P457/52	—
	547	AART						Fuzes Nos. 211, 207 and 206
	O.B.104	TC						

* *See* Appendix D (new pages).

Gun. (1)	Serial No. of Table. (2)	Nature of Table. (3)	Projectile Weight. (4)	Charge. (5)	M.V. (6)	Agrees with Table No. (7)	Current Amending A.F.O's. (8)	Remarks. (9)
			lb. oz.		ft/s.			
	405A	AART	49 0	Full	2600	—	P281/47, P477/50, P551/51, P254/52	Fuzes Nos. 206, 207 and 211
	O.C.70	TC						
	215A	Star RT	43 8	Star	1900	—	P496/50	Fuze No. 198
	588	Star RT	43 2	Star	1900	—	P57/45, P177/45, P498/50 (above refers to O.S.)	Fuzes Nos. 206 or 207
4.5-in. Marks 1, 3, 4 and 5	*399A	SURT	55 0	Full	2350	—	P521/57, P286/58, P550/58	Standard shell. SAP
	400	R & E	55 0	Full	2500/2200	399A	P196/57	—
	401	R & T	55 0	Full	2500/2200	399A	—	—
	*581	SURT	55 0	Full	2350	—	P522/57, P285/58, P551/58	Standard shell HE, Fuze No. 206, as in Table 402C
	*402B	AART	55 0	Full	2350	—	P197/57, P284/58	Fuzes Nos. 206, 207, 211, N3 and N80 series
	*402C		55 0	Full	2350	—	P322/57, P283/58	
	641	SURT	55 0	Full	2350	—	—	Standard shell, HET Mark N10, fuze No. 211
	644	AART	55 0	Full	2350	—	—	
	630	Star RT	49 15	Full	2450	—	—	Fuze No. 215
4-in. Marks 16* and 21	*369	SURT	35 14	Full	2600	—	P192/57, P515/58	—
	370	R & E	35 14	Full	2700/2450	369	P193/57	—
	371	R & T	35 14	Full	2700/2450	369	—	—
	*373A	AART	35 0	Full	2600	—	P194/57, P516/58	Fuzes Nos. 206, 207, 211, N80 and N3 Series
	*373B	AART	35 0	Full	2600	—	P195/57, P517/58	
	587	Star RT	29 3	Star	2100	—	—	Fuze No. 207
	612	RE/P Shell RT	29 7	Special	1225	—	—	Fuze No. 198, Mark 2
4-in. Mark 19	496	SURT	35 14	Full	1275	—	—	—
	497	AART	35 7	Full	1275	—	—	Fuze No. 400, Mark 1
	540	Star RT	29 10	Star	1475	—	—	Fuze No. 198, Mark 2
4-in. Mark 23	627	SURT	35 13	Full	1750	—	—	—
	628	Star RT	29 10	Star	1950	—	—	Fuze No. 198, Mark 2
2-in. Rocket Flare	D.N.O. 9	TC	—	—	—	—	P204/53	Head No. 3, with Launcher Mark 3P (straight rails)
	D.N.O. 10	TC	—	—	—	—	P205/53, P62/58	Head No. 3, with Launcher Mark 5 (spiral rails)
2-in. Rocket Target	D.N.O. 4	TC	—	—	—	—	P60/58	—
3-pdr. sub-calibre Mark 1	176A	SURT	3 5	Full	1875	—	—	Surface sub-calibre for 6-in. and 5.25-in. guns
40/60† All Marks	532	AART	2 0	Full	2800	—	—	—
	652	AART	2 0	Full	2740	—	—	—
	685	SORT	2 0	Full	2940/2540	652	P552/58	—
2-pdr. SU sub-calibre, Marks 1 and 2	169A	SURT	2 0	Full	1900	—	—	CP shell weighted
	355A	SURT	2 0	Full	1900	—	P318/58	CNF shell weighted
	316A	SURT	2 0	Full	1900	—	—	Projectile Practice, Mark 1
	320A	AART	2 0	Full	1900	—	—	CNF shell, Fuze No. 125
	364A	SURT	2 2½	Full	1900	—	—	Projectile Practice, Mark 2
20-mm. Oerlikon Gun	467	SURT	4⅜	—	2725	—	—	—
	468	AART	4⅜	—	2725	—	—	—

* *See* Appendix D (new pages). † Formerly 40-mm. Bofors.

CURRENT RANGE TABLES, FUZE SCALES AND TRAJECTORY CHARTS.

Gun. (1)	Serial No. of Table. (2)	Nature of Table. (3)	Projectile Weight. (4)	Charge. (5)	M.V. (6)	Agrees with Table No. (7)	Current Amending A.F.O's. (8)	Remarks. (9)
			oz. gr.		ft/s.			
1-in. Aiming Rifle	288	SURT	9 408	AR	1100	—	—	—
All 0.303-in. machine guns and rifles firing Mark 7 Ammunition	312	SURT	174 0	Mark 7 Ammunition	2440	—	—	—

APPENDIX C.

RANGE TABLES AND FUZE SCALES HELD IN RESERVE FOR SPECIAL SERVICES.

(No general issue of these tables will be made.)

Gun. (1)	Serial No. of Table. (2)	Nature of Table. (3)	Projectile Weight. (4)	Charge. (5)	M.V. (6)	Agrees with Table No. (7)	Current Amending A.F.O's. (8)	Remarks. (9)
			lb. oz.		ft/s.			
4.5-in. Marks 1, 3, 4 and 5	*423	SURT	55 0	Reduced	1775	—	P62/44, P104/45, P482/46, P159/50, P175/51, P274/51, P132/52	Reduced charges for Gunnery Schools only
	464	R & E	55 0	Reduced	1850/1700	423	—	
	465	R & T	55 0	Reduced	1850/1700	423	—	
4-in.	361	SURT	31 7¼	AA	2350	—	(above refers to O.S.)	—
Mark	429	AART	31 0	AA	2350	—	—	Fuze No. 198, Mark 2
5-5***	*216	Star RT	28 12	Star	1710	—	—	Fuze No. 198
4-in. Marks 16* and 21	*369	SURT						For details *see* Appendix B
	*373A	AART						
	*373B	AART						
	587	Star RT						
	612	RE/P						
		Shell RT						
4-in. Mark 19	496	SURT						
	497	AAFS						
	540	Star RT						
40/60† All Marks	532	AART						
	652	AART						
	685	SORT						
20-mm. Oerlikon	467	SURT	4⅜	—	2725	—	P134/49	—
	468	AART	4⅜	—	2725	—	P135/49	—

* *See* Appendix D (new pages). † Formerly 40-mm. Bofors.

APPENDIX D.

LIST OF ADDITIONAL AND REVISED PAGES PRINTED AFTER THE ORIGINAL ISSUES OF OLD-STYLE TABLES.

Calibre. (1)	Serial No. of Table. (2)	No. of New Page. (3)	Date of New Page. (4)	A.F.O. "P" where relevant. (5)	Description. (6)
5.25-in. (N.S.)	409	2–3	June, 1958	P498/58	Revised pages replacing the original pages 2 and 3
	418	2–3	June, 1958	P499/58	Revised pages replacing the original pages 2 and 3
	418A	2–3	June, 1958	P500/58	Revised pages replacing the original pages 2 and 3
	632	2–3	June, 1958	P501/58	Revised pages replacing the original pages 2 and 3
	635	2–3	June, 1958	P502/58	Revised pages replacing the original pages 2 and 3
4.7-in.	254	1	Sept., 1950	P475/50	Revised page replacing page 1 (revised March, 1945)
		1A	Sept., 1950	P475/50	Revised page replacing page 1A (revised March, 1945)
		1B	April, 1952	P251/52	Revised page replacing page 1B (revised June, 1946)
		10	Mar., 1945		Revised page replacing the original page 10
		11	June, 1935		Additional page giving corrections to drift constants
	405A	1	Sept., 1950	P477/50	Revised page replacing page 1 (revised June, 1946)
		2	Aug., 1944		Revised page replacing the original page 2
		3A	April, 1952	P254/52	Revised page replacing the original page 3A.
		14	June, 1942		Additional page giving corrections for M.V. differences
		15	Aug., 1944		Additional page giving notes on the construction of the range table, etc.
	547	1	Sept., 1950	P478/50	Revised page replacing page 1 (revised June, 1946)
		2	Aug., 1944		Revised page replacing the original page 2
		3A	April, 1952	P256/52	Revised page replacing the original page 3A
		19	Aug., 1944		Additional page giving notes on the construction of the range table, etc.
4.5-in. (N.S.)	399A	2	Mar., 1958	P286/58	Revised pages replacing the original pages 2 and 3
		9–12	Feb., 1957	P521/57	Revised pages replacing the original pages 9 to 12

APPENDIX D—*continued.*

Calibre. (1)	Serial No. of Table (2)	No. of New Page. (3)	Date of New Page. (4)	A.F.O. "P" where relevant. (5)	Description. (6)
4.5-in. (N.S.) (cont.)	402B	2	Mar., 1958	P284/58	Revised pages replacing the original pages 2 and 3
		11–12	Mar., 1958	P284/58	Revised pages replacing the original pages 11 to 12
	402C	2	Mar., 1958	P283/58	Revised pages replacing pages 2 and 3
		11–12	Mar., 1958	P283/58	Revised pages replacing pages 11 to 12
	581	2	Mar., 1958	P285/58	Revised page replacing the original pages 2 and 3
		7–8	Feb., 1957	P522/57	Revised pages replacing the original pages 7 and 8
4-in. (N.S.)	369	2–3	May, 1958	P515/58	Revised pages replacing the original pages 2 and 3
	373A	2–3	May, 1958	P516/58	
	373B	2–3	May, 1958	P517/58	

APPENDIX E.

LIST OF TABLES REMOVED FROM LAST CURRENT LIST.

Calibre.	Serial No. of Table.	Nature of Table.	Remarks.
4-in. Mark 19	O.B. 115	TC	
2-pdr. SU sub-calibre ..	O.C. 51	TC	
4-in. Mark 5.5*** ..	O.C. 42	TC	
12-pdr. 12 cwt.. ..	488	SURT	
Marks 1 and 5.. ..	489	R & E	
	490	R & T	
	480	AART	
	O.B. 93	TC	
	481	AAFS	
	336	Star	

APPENDIX F.

LIST IN NUMERICAL ORDER OF CURRENT RANGE TABLES, FUZE SCALES, TRAJECTORY CHARTS AND TABLES FOR SPECIAL SERVICES.

TRAJECTORY CHARTS.

Serial No.	Calibre.	Mark of Gun.	Serial No.	Calibre.	Mark of Gun.
D.N.O. Series.			*Present O.B. and O.C. Series.*		
4	2-in.	Rocket target	O.C. 70	4.7-in.	9 and 12
9	2-in.	Rocket flare	O.B. 104	4.7-in.	9 and 12
10	2-in.	Rocket flare			

RANGE TABLES AND FUZE SCALES.

Serial No.	Calibre.	Mark of Gun.	Serial No.	Calibre.	Mark of Gun.
Present Series.			409	5.25-in.	1
			410	5.25-in.	1
169A	2-pdr.	SU sub-cal.	411	5.25-in.	1
176A	3-pdr.	SU sub-cal.	418	5.25-in.	1
215A	4.7-in.	9 and 12	418A	5.25-in.	1
216	4-in.	5	423	4.5-in.	1, 3, 4 and 5
254	4.7-in.	9 and 12	429	4-in.	5
288	1-in.	Aiming rifle	464	4.5-in.	1, 3, 4 and 5
312	0.303-in.	Machine guns, etc.	465	4.5-in.	1, 3, 4 and 5
			467	20-mm.	Oerlikon
316A	2-pdr.	SU sub-cal.	468	20-mm.	Oerlikon
320A	2-pdr.	SU sub-cal.	496	4-in.	19
342	6-in.	23	497	4-in.	19
343	6-in.	23	532	40-mm.	(Bofors) All
344	6-in.	23		60	
348	6-in.	23	540	4-in.	19
349	6-in.	23	547	4.7-in.	9 and 12
350	6-in.	23	581	4.5-in.	1, 3, 4 and 5
355A	2-pdr.	SU sub-cal.	587	4-in.	16 and 21
361	4-in.	5	588	4.7-in.	9 and 12
364A	2-pdr.	SU sub-cal.	607	5.25-in.	1
369	4-in.	16 and 21	612	4-in.	16 and 21
370	4-in.	16 and 21	627	4-in.	23
371	4-in.	16 and 21	628	4-in.	12, 22 and 23
373A	4-in.	16 and 21	630	4.5-in.	1, 3, 4 and 5
373B	4-in.	16 and 21	632	5.25-in.	1
399A	4.5-in.	1, 3, 4 and 5	633	5.25-in.	1
400	4.5-in.	1, 3, 4 and 5	634	5.25-in.	1
401	4.5-in.	1, 3, 4 and 5	635	5.25-in.	1
402B	4.5-in.	1, 3, 4 and 5	641	4.5-in.	1, 3, 4 and 5
402C	4.5-in.	1, 3, 4 and 5	644	4.5-in.	1, 3, 4 and 5
405A	4.7-in.	9 and 12	652	40/60	All
408A	6-in.	23	658	40/60	All

(D.O.U.W. 3390/34/6.)

(*Navy Order* 302 *of* 1958.)

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C.N.O.'s 231-261/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
23rd March, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

RESTRICTED.

2106/59.

CONTENTS.

CONTENTS—*continued.*

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

231.—Customs Declarations to be Completed by Officers and Ratings Returning from Overseas.

The forms of customs declarations to be completed by officers and ratings returning from overseas have been reviewed.

2. In future, officers and ratings returning from war service or occupational duties will be required to complete the normal Passenger's Baggage Declaration. In addition a special declaration, which will be stamped on the Passenger's Baggage Declaration, must be completed in order that certain concessions may be claimed (*see* paragraph 5 of Navy Order 493 of 1958). The special form previously required (Form G.65) has been discontinued.

3. Other officers and ratings returning from overseas are required to complete the normal Passenger's Baggage Declaration, whether returning as passengers or crew.

(H.N.B. 4666/21/76.)

(*Navy Order* 493 *of* 1958.)

UNCLASSIFIED.

232.—H.M.A. Ships Open to Visitors—Collections at Gangways.

On a number of occasions requests have been received for H.M.A. ships to be open for public inspection on behalf of various societies, institutions and organizations. These requests have usually included a desire to charge an admission fee, or to allow a collection to be made by direct appeal or by the sale of buttons or flags.

2. The raising of funds in this manner conveys to the public an impression that they are being charged for inspecting their ships, and would inevitably bring forward claims on behalf of other organizations for similar privileges.

3. It has been decided, therefore, that, however worthy the objects of these organizations may be, such requests are to be refused.

4. Confidential Navy Order 11 of 1953 is hereby cancelled.

(D.C.N.P. 3131/101/9.)

(*Confidential Navy Order* 11 *of* 1953.)

UNCLASSIFIED.

233.—Warning Notice—Explosions and Fires in Anaesthetic Rooms and Operating Theatres.

(*A.F.O.* 1788/1958.)

A copy of the above notice, issued by the Ministry of Health, Great Britain, concerning precautionary measures to be taken against explosion and fire hazards in anaesthetic rooms and operating theatres, is to be held by all medical establishments ashore and H.M.A. ships in which a Medical Officer is borne.

2. Initial distribution will be made by the Medical and Dental Store Officer, Sydney, upon receipt of stocks.

3. Ships and establishments not in receipt of a copy within a reasonable period, are to place a demand on the Medical and Dental Store Officer.

(M.D.G. 4227/1/22.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

234.—Advancement Targets.

As a guide to the training task required by each ship during a commission, minimum advancement target figures will be forwarded from Navy Office at the beginning of each stabilized drafting period. It is stressed that the figures provided are the minimum number required and that these may be exceeded where an additional number of ratings possess the necessary qualities to pass for higher rate.

2. The first ship to receive these training figures is H.M.A.S. VENDETTA.

(D.D.M. 4006/41/181.)

UNCLASSIFIED.

235.—Co-operation between Medical Officers and Psychologists.

With reference to paragraph 15 of Navy Order 1150 of 1958, action is to be taken by medical officers to ensure that the reports of the psychologists are recorded in a manner which meets the requirements of the medical documentation system, i.e., recording in duplicate—the card copy being forwarded to the Medical Director General in the usual manner.

2. Where convenient, the psychologist's report can be embodied in the medical officer's report of the case on A.F. Med. 7 or 14.

(M.D.G. 3809/1/144.)

(*Navy Order* 1150 *of* 1958.)

UNCLASSIFIED.

236.—Drafting—Reports to H.M.A.S. MELVILLE or H.M.A.S. LEEUWIN of Ratings Travelling by Private Transport.

Upon departure of a rating drafted to H.M.A.S. MELVILLE or H.M.A.S. LEEUWIN, ships and establishments concerned are to inform the appropriate establishment of the date of departure when private transport is used.

(H.P.B. 4013/5/539.)

UNCLASSIFIED.

237.—Forfeiture of Medals and Good Conduct Badges on Desertion.

(*A.F.O.* 18/1959.)

Although the Naval Discipline Act (1957), which came into force on 1st January, 1959, makes no provision for the forfeiture of Medals and Decorations and Good Conduct Badges consequent upon desertion such forfeiture will continue for Good Conduct Badges. Medals and Decorations will also continue to be liable to forfeiture but each case should be submitted to the Naval Board for direction.

(H.P.B. 4011/21/98.)

UNCLASSIFIED.

238.—Passports, Visas and Entry Permits.

Passports.

It is desirable that every officer and rating travelling to overseas destinations obtain a passport before leaving Australia. Passports are issued by the Department of Immigration.

2. Although the Passport Act does not require a person to have a passport when leaving Australia and officers and ratings travelling by movement order and in uniform will usually be able to land in British territory without a passport, much inconvenience may be experienced when landing at intermediate ports, and foreign travel is impossible without one. Difficulty may be experienced in obtaining an Australian passport in the United Kingdom.

3. A small charge is made for issuing a passport but this charge is waived if the applicant has a written statement by a naval authority certifying that he is travelling overseas at government expense for an extended period. Statements may be issued for such service as in H.M.A. Naval Depot, London, a course, exchange service, &c., but should not be issued to officers and ratings in H.M.A. ships or to those on draft in commercial ships when travelling overseas to meet a specific manning requirement in a H.M.A. ship. The unmounted photographs required for passports are a separate charge, and this small amount should be met by the applicants personally.

4. The lodgment of a birth certificate or other evidence of national status is waived by the immigration authorities in cases where a naval authority advises that the applicant's birth certificate has been sighted and that his date and place of birth are as stated on the passport application.

5. An officer or rating travelling overseas on duty is not required to produce the consent of his wife when applying for a passport. However, should representations be made to the Department of Immigration by a wife who wishes to prevent her husband from obtaining a passport, the matter will have to be considered by that department.

Visas.

6. When passports are issued, holders are supplied by the Department of Immigration with a list of countries, outside the British Commonwealth, for which a visa for entry is unnecessary. Officers and ratings intending to visit other foreign countries are required to obtain a visa, before proceeding abroad, from the consular representatives of the countries concerned. If travel is on duty, any visa required will be issued without charge to the person concerned at the same time as the passport is issued, *see* paragraph 3.

Entry Permits.

7. Officers and ratings proceeding to New Guinea or Manus do not require an entry permit providing they are in possession of a route order and Identity Card. Families of members, however, are required to obtain an entry permit approved by the Department of Territories before they will be accepted for travel by shipping companies or airlines.

United Kingdom Passports.

8. Officers and ratings of the Royal Navy who desire to obtain United Kingdom passports in Australia are required to pay for passport services in the usual way. Intending applicants should enclose their birth certificates with their applications otherwise the passport officer will be required to restrict the validity of the travel documents issued.

9. This order will be incorporated in the new Consolidated Orders and Regulations.

(H.N.B. 3935/2/46.)

UNCLASSIFIED.

239.—Prohibition of Private Employment.

A case recently occurred where a number of ratings were permitted by their Captains to assist a civilian organization in the production of a film depicting naval activities. These ratings were informed by the head of that organization that they would receive individual payment for their services and were informed through naval sources that they would be permitted to accept that payment.

2. Members of the permanent naval forces are debarred, under C.O.R., Article 231, from engaging in paid employment other than in connexion with their normal naval duties, except on the recommendation of the Naval Board with the permission of the Governor-General.

3. Captains and administrative authorities are to ensure that in future men are not led to believe that they will be permitted to receive payment from any organization or person. The Naval Board is not to be committed in advance of Board consideration.

(H.P.B. 4002/11/55.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

240.—Radar—Display Outfit JW—Introduction of Pulse Width Converter—Pattern 172007.

(*A.F.O.* 2989/1958.)

Pulse width converter, pattern 172007, is being introduced to prevent tube burning in display outfits JW associated with type 960 radar. It converts the slow-rising 15 micro second video pulses of the latter to 4 micro second pulses which are better suited to the display outfit JW. It is an electronic unit designed for bulkhead mounting on a pattern 172076 framework, supporting and embodies a by-pass switch for user operation in the event of failure. Additional by-passing arrangements are fitted on the framework for maintenance purposes.

2. The pulse width converter is expected to become available in the R.A.N. during 1959 and retrospective fitting will be undertaken by dockyards as an A and A item as approved by the Naval Board.

3. The publications associated with this unit will be—

(*a*) Installation specification addendum " B " to A.S.R.E. fitting out specification B. 772 for display outfit JW.

(*b*) Handbook B.R. 2065 (11), which is expected to become available during 1959.

(*c*) Establishment list E.1060.

(D.E.E. 4519/31/1167.)

UNCLASSIFIED.

241.—Fire Control—Stabilizers—Conditions for Testing.

(*A.F.O.* 232/1959.)

In testing various types of ship-fitted stabilizers for fire control purposes after repair, experience has shown that it is not always necessary to carry out tests under " tilt-test " conditions.

2. Usually an acceptable degree of accuracy—better than 5 minutes of arc—can be obtained by carrying out the test with the ship in " still water " conditions—pitch and roll motions not exceeding $\pm \frac{1}{4}$ degree. If the stabilizer can be rotated through 90 degrees to take advantage of the pitch motion, a greater amount of roll movement is permissible.

3. Gimbal system balancing can be carried out under similar or even worse conditions by using a technique of observing mean positions over a period of time.

4. During the tests every effort should be made to maintain a constant trim on the ship, and they should not therefore be made at the same time as fuel, stores, or heavy machinery are being loaded, discharged or transferred.

5. When tests have been carried out in " still water " conditions and acceptable results achieved, opportunity should be taken at the next docking to check the results under " tilt-test " conditions.

(D.O.U.W. 4430/1/50.)

UNCLASSIFIED.

242.—Guns—Q.F. 4.5-in. Mark 5—Modification to Loading Stop.

(*A.F.O.* 29/1959.)

The following modifications are approved:—

Gun .. .. Q.F. 4.5-in. Mark 5.

Parts affected .. BP050 STOP loading left gun—assembly.
BP063 STOP loading right gun—assembly.

Purpose .. .. To limit adjustment for intrusion of loading stop plunger to prevent bending and fracture of actuating lever.

Nature of modification (*a*) (i) Reduce number of serrations of long axis pin.
(ii) Weld dovetailed securing lug to locking plate.
(iii) Remove stop stud and modify loading stop bracket to take modified locking plate.
(*b*) After modification new store references are to be stamped as follows:—

Item.	*Left Gun.*	*Right Gun.*
STOP loading assembly ..	BP076	BP089
PIN axis long loading stop	BP434	BP447
PLATE locking loading stop pin axis long	BP786	BP799
BRACKET loading stop ..	BP755	BP768

Drawings .. .. N.O.D. 3175/25, Items 3, 4, 18 and 26. 3175/77, 78, 79, 80 and 81.

New Parts .. .. BP506 RIVET screwed long axis pin locking plate.

By whom to be done R.A.N. Armament Depots.

When to be done .. As soon as possible.

2. Spare BP050 and BP063 STOP loading assembly, BP408 and 421, PIN, axis BP703 and BP716 BRACKET loading stop, BP682 and BP695 PLATE locking loading stop long axis pin in store and on board H.M.A. ships are to be modified concurrently.

3. Schedule of Modifications Part 1.

Q.F. 4.5-in. Mark 5 gun and accessories.
ADD Serial No. 28.
Amend Serial No. 23 by adding to Remarks column " Amended by Serial No. 28 ".

4. BP528 SCREWS fixing which are recovered are to be scrapped.

(D.O.U.W. 4429/23/400.)

UNCLASSIFIED.

243.—Hull Outfits 7/7A—Adjustment of Springs in Grease Reservoir in Ships Fitted with A.5366 Set of Greasing Parts.

(*A.F.O.* 293/1959.)

Reports from sea have indicated that under certain operating conditions the grease leakage rate between the lifting screws and modified lifting nuts is excessive.

2. The grease expenditure in the system depends on three factors, viz.:—

(*a*) Efficiency of the grease felts in the pattern A.5710 nut assemblies.
(*b*) Grease pressure in the nut assembly.
(*c*) Viscosity of the grease mixture.

3. Special care should be taken when fitting new nut assemblies to ensure correct assembly of the grease felts.

4. With regard to 2 (*b*) and (*c*) these factors are variable, the viscosity of the grease mixture varying with temperature. The grease pressure in the system varies with the draught of the ship and the spring compression in the grease reservoir.

5. Authorities concerned should therefore keep a record of the grease leakage rate as shown by the indicator spindle of the grease reservoir and where the leakage rate is excessive, one or two springs should be removed from the reservoir. Providing

the four nut assemblies are correctly assembled, the grease expenditure for complete raise/lower cycle should register approximately $\frac{1}{16}$-in. movement and not exceed $\frac{1}{8}$-in. movement of the indicator spindle when the reservoir is at half full.

6. Springs removed are to be safely stowed and held for re-installation should the climatic conditions change or should the reservoir be returned to store.

7. Admiralty has advised that B.R. 2127 will be amended in due course.

(D.O.U.W. 4276/2/195.)

UNCLASSIFIED.

244.—Naval Stores (Air)—Bag, Message (Ref. 4B/234).

(*A.F.O.* 1636/1958.)

Attention is drawn to the existence of stocks of a bag, message, ref. 4B/234, which is provisioned as a consumable air store item.

2. The use of these bags will avoid the necessity of making up bags locally.

(D.N.A.S. 4403/4/575.)

UNCLASSIFIED.

245.—Naval Stores (Fuel)—Lubricating Oils, Greases and Temporary Metal Protectives—Standardization of Nomenclature.

Particulars of all fuels, lubricants and allied products used by the armed forces are contained in the *Handbook of Fuels, Lubricants and Allied Products for Australian Services*. Copies are available on demand from S.N.S.O., Sydney.

2. The information given regarding uses in the handbook should be regarded as supplementary to and not as superseding instructions contained in the various official handbooks for particular equipments.

3. Certain of the products listed in the handbook are stocked both at Naval Store Depots and Air Store Depots and, where this is so, the Admiralty pattern number and air stores reference number are shown bracketed together, e.g.—

oil OM. 15 $\left\{\begin{array}{l}\text{E9/1186}\\ \text{34B/100572.}\end{array}\right.$

When such items are required for airborne purposes they should be demanded under the air stores reference number from the Air Store Depot, Randwick.

4. In the event of any new requirements which are considered to necessitate the use of a lubricant not included in the handbook, the matter should be referred to the Naval Board for decision, giving full particulars of the properties of the lubricant considered necessary, and the use for which it is required and the reasons why an existing product is not suitable.

5. When changing from one grade of lubricant to another, any special precautions promulgated in Navy Orders should be strictly observed.

6. The principal markings on containers for liquid fuels, lubricating oils, greases and temporary protectives used by the Australian Armed Forces are also shown in the handbook.

7. Navy Order 508 of 1955 is hereby cancelled.

(D.N.A.S. 4512/1/171.)

(*Navy Order* 508 *of* 1955.)

UNCLASSIFIED.

246.—Naval Stores (General) (Class B, Group 10, Part D) Insecticide Sprayer, Pattern 12127.

(*A.F.O.* 33/1959.)

Admiralty has advised that due to the varying reports on the usefulness of the pattern B10D/12127 insecticide sprayer, it has been decided to make the sprayer obsolescent. Accordingly it will be deleted from B.R. 810 the Rate Book for Naval Stores.

2. The "Rega" continuous insecticide sprayer fitted with a one-pint capacity tank, accounted for as like pattern B10D/12127 will still continue to be issued in the R.A.N. It should now be accounted for as a non-pattern item.

(D.N.A.S. 4506/4/167.)

UNCLASSIFIED.

247.—Naval Stores (General) (Class E, Group 2b)—Naval War Game, Pattern 2470—Deletion from the Rate Book.

(*A.F.O.* 2109/1958.)

It has been decided that the Naval War Game, pattern 2470, and its accessories no longer have any practical use as training aids and the items listed in the appendix hereto will therefore be deleted from the *Rate Book and Authorized List of Naval Stores*.

2. All holdings of these patterns and any other War Game accessories now held should be returned to the nearest (Superintending) Naval Store Officer who should arrange local disposal to the best advantage together with existing stocks.

3. Admiralty has advised that the relevant publications will be amended.

APPENDIX.

Pattern No.	*Description.*
2470	Naval War Game.
5271	Models, brass, plain with pinholder 1-in. length.
5286	Pins, glass-headed, black.
5287	Pins, glass-headed, white.
5288	Plotting Protractor, 2-in. = 1 mile, 3 minute moves.
5289	Plotting Protractor, 5-in. = 1 mile, 2 minute moves.
5291	American Cloth Sheets, 70-in. × 240-in. (Black Matt surface) marked in 5-in. squares.
5293	Crepe Hair, Brown.
5294	Crepe Hair, Grey.
5295	Cotton Wool, White.
5296	Cotton Wool, Red.
5297	Cotton Wool, Green.
5298	Cotton Wool, Yellow.

(D.N.A.S. 4512/20/292.)

UNCLASSIFIED.

248.—Naval Stores (General) (Class E, Group 5)—Breathing Apparatus, Patterns E5/5561A and 5562A—Diaphragm, Pattern E5/3456.

(*A.F.O.* 110/1959.)

There is evidence that a number of diaphragms, pattern E5/3456, manufactured under recent contracts do not comply with specified dimensional requirements.

2. All ships and establishments concerned are to arrange immediate examination of spare diaphragms, pattern E5/3456, included in boxes of spares pattern E5/8001 (for clearance diving breathing apparatus) and pattern E5/8002 (for shallow water breathing apparatus). The internal flange of the diaphragm should measure 0.07-in, ± 0.005-in. in thickness. At least three measurements should be taken, at 120° intervals.

3. Diaphragms which fail to meet these requirements are to be clearly labelled "Rejected—C.N.O. 248/1959", returned promptly to the nearest (S).N.S.O., and replacements demanded.

4. (S).N.S.O's. are to arrange similar examination of diaphragm, pattern E5/3456 held in stock, and included in spare parts outfits.

5. Demands for replacement diaphragms should not be unduly hastened.

(D.N.A.S. 4512/50/572.)

(*Navy Order* 650 *of* 1958.)

UNCLASSIFIED.

249.—Naval Stores (General)—Planned Maintenance Equipment—Supply, Accounting, &c., Classifications and Allowances—H.M.A. Ships.

Navy Order 511 of 1958 is to be amended as follows:—

1. Appendix A—

(*a*) Renumber item No. 2 to read No. 3.

(*b*) Insert new items Nos. 2 and 4 as follows:—

"*Item No.*	*Description.*	*User Department.*	*Class/Group and Patt. No.*	*Accounting Classification.*
2.	Cabinet, card, steel, 1 drawer to hold cards approximately 9" x 6"	Ordnance	E4/N.P.	Permanent naval stores.
4.	Cabinet, card, 7-tray, visible index	Electrical	E4/N.P.	Permanent naval stores."

(*c*) Renumber subsequent items.

2. Delete Appendix B and insert in its stead:—

APPENDIX B.

Class/Group Patt. No.	Description.	ALLOWANCES.																							
		Aircraft Carriers.				Daring Class Destroyers.				Battle Class Destroyers.				Frigates Type 15.				Frigates Type 12.				H.M.A.S. WAGGA.			
		H.	E.	O.	L.	H.	E.	O.	L.	H.	E.	O.	L.	H.	E.	O.	L.	H.	E.	O.	L.	H.	E.	O.	L.
E4/N.P.	Boards, Planning	1	6	3		1	5	3		1	4	3		1	4	2		1	4	3					
E4/N.P.	Cabinets, 1 drawer			6				6				6				4				6					
E4/N.P.	Cabinets, 4 drawer				2				1				1				1				1				1
E4/N.P.	Cabinets, 7 tray				1				1				1				1				1				1
E4/N.P.	Cabinets, 13 tray				2				1				1				1				1				1

Key: *H* = Hull Department.
E = Engine Room Department.
O = Ordnance Department.
L = Electrical Department.

(D.N.A.S. 4273/1/105.).

(*Navy Order* 511 *of* 1958.)

UNCLASSIFIED.

250.—Naval Stores (Technical) (Class F, Group 1A/1) W/T—Obsolete Stores.

(*A.F.O.* 44/1959.)

The stores detailed in the appendix to this order are now obsolete. Any stocks held in H.M.A. ships or establishments are to be returned to the nearest (S) N.S.O. who is to dispose of them and any stocks already held as surplus in accordance with existing instructions. No items referred to herein require mutilation for security reasons before disposal.

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

3. Strict adherence to the pattern numbers quoted is essential. No "A" pattern is to be considered obsolete where a "plain" pattern number is shown.

4. Admiralty has advised that the relevant publications will be amended.

APPENDIX.

Pattern.	*Description.*	*Pattern.*	*Description.*
W316	Coil.	W5981	Voltage regulator.
455B	Shunt.	6077	Choke.
676	Jack.	W6119	Connexion.
V/1038	Handle.	W6442	Box junction.
W1257/A	Socket, selector.	W6640	Fuse clip.
1271	Buzzer, repeater.	W6683/A	Oscilloscope.
1451	Box junction.	7130	Fuse board.
4346	Holder socket.	7455	Coupling.
4764	Bar runner.	7466	Bracket.
5009A	Box.	W7963	Receiver P.38.
5468	Jack, P.O.	W8356	Power unit.
5526	Voltmeter.	W9372	Transformer.
		W9960	Transformer.

(D.N.A.S. 4519/11/1881.)

UNCLASSIFIED.

251.—Naval Stores (Technical)—FIA/1—Radar—Obsolete Stores—Disposal.

(*A.F.O.* 42/1959.)

The stores detailed in the appendix to this order are now obsolete. Any stocks on board H.M.A. ships or in establishments are to be returned to the nearest (Superintending) Naval Store Officer who is to dispose of them and any stocks already held, as surplus to requirements, in accordance with existing instructions. No items referred to herein require mutilation for security reasons before disposal.

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

3. Admiralty has advised that the relevant publications will be amended.

APPENDIX.

Pattern.	*Description.*	*Pattern.*	*Description.*
W2903/A	Diode Switch.	8450	Ammeter.
W3726/A	Panel.	W9072	Resistance Rods.
W3907/A	Plug.	W9075	Shield.
W4246	Transformer.	W9478	Box.
W4389/A	Plug.	W9922/A	Cathode Ray Unit.
W4049/A	Receiver.	W9924	Gain Control Unit.
W4632	Connexion.	53216	Aerial Unipole.
W4633	Socket.	53333	Connexion.
W4634	Connexion.	53367	Box of Parts.
W4813	Switch.	55472	Coupling.
W4874	Rectifier.	55886	Connexion.
W4876	Rectifier.	56153	Cage.
W4889/A	Cathode Ray Unit.	57092	Aerial Unit.
W6291	Motor 110V	57378	Pedestal Unit.
W6292	Motor 220V.	57909	Potentiometer.
W6599	Transformer.	57910	Potentiometer.
W6889/A	Switch.	59452	Box of Components.
W7428	Cover.	59942	Bracket.
W8115	Box, junction.	67719	Rectifier.
W8295	Tray.	67721	Transformer.
W8414	Aerial Unipole.		

(D.N.A.S. 4519/31/1174.)

UNCLASSIFIED.

252.—Workshop Equipment—Supply as Naval Store Items.

The items detailed hereunder which are recorded in A.P.(N)395 *Fleet Air Arm Equipment Establishment* as Vote 8 III items are to be dealt with in future in the R.A.N. as items of naval stores:—

Equipment.	*Class and Group.*
Spark Plug Test Equipment	EE2C
Valve Seat Grinders	EE2C
Paraffin Spraying Tanks	EE2C
Bench Shears 8-in.	B11E

(D.N.A.S. 4501/30/60.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

253.—Accounting Procedure—Issue of Provisions on Repayment.

Form A.S. 77 *Requisition for Provisions on Repayment* has been revised and is available on demand from the Superintending Naval and Air Store Officer, Sydney.

2. The form is to be utilized for issues to repayment messes and for family victualling.

Cancelled by 526/59

3. Provisions are to be demanded on form A.S. 77, in duplicate, prepared and signed by the person responsible for victualling arrangements in the mess concerned, or his authorized representative. For family victualling, the form is to be signed by the member concerned or his authorized representative. An extra (flimsy) copy should be prepared if the person demanding desires to retain a copy.

4. Copies 1 and 2 are to be presented to the senior stores (V) rating who will serially number the forms received, commencing with number one on the first day of the month. After inspection and insertion of rates, the senior stores (V) rating will authorize the issue and, where necessary, transmit the forms to the member of his staff concerned to prepare the items for issue.

5. The quantities to be issued are to be inserted in the "Issued" column on both copies, the values extended and forms totalled. Before the stores are delivered, the items are to be checked for quantity against the forms, and the extensions and totals checked.

6. When the issue is made, the person authorized to receive is to sign copy No. 1 as evidence of receipt of the quantities shown in the "Issued" column, and retain copy No. 2. Mess caterers are to retain copy No. 2 until after the monthly claims have been settled.

7. All receipted copies No. 1 are to be returned, by the rating making the issue, to the senior stores (V) rating, who will check that all forms have been received by him. The quantities shown on the forms are to be posted daily to the appropriate column in the Stock Ledger (form A.S. 71) and the values to form A.S. 72 *Repayment Mess Account or Family Victualling Account*.

(D.V. 4528/4/482.)

UNCLASSIFIED.

254.—Bedding.

With effect from 1st July, 1959, all hammock or bunk bedding as appropriate, except sheets, will be issued on loan to recruits on entry and to serving ratings.

2. Junior ratings will be required to surrender the following items from their compulsory kits:—

1 No. Blanket, seamen's.
1 Set Clews and Lanyards.
2 No. Covers, mattress.
2 No. Covers, pillow.
2 No. Hammocks, seamen's, unslung.
1 No. Lashing, hammock.
1 No. Mattress, hammock.
1 No. Pillow, hammock.

3. All items of bedding, except sheets and pillow covers, have already been deleted from the compulsory kits of Chief Petty Officers and Petty Officers. These ratings will now be required to surrender 2 No. pillow covers, and any other items referred to in paragraph 2, not yet returned in accordance with the provisions of Navy Orders 856 of 1954 and 1086 of 1957.

4. Ratings serving in bunk-fitted ships who have deposited their bedding in a shore baggage store, are to withdraw and return the items concerned at the earliest opportunity.

5. The items surrendered are to be taken on charge in the ships' clothing accounts, the entries being supported by detailed statements showing the names of the ratings concerned and the items surrendered by each. Existing markings are to be obliterated and the items concerned are to be marked "R.A.N. LOAN".

6. In ships where hammock bedding is used the surrendered items are to be re-issued on loan.

7. Ratings are to be issued on loan with the following items of bunk bedding on joining a bunk-fitted ship:—

1 No. Mattress.
1 No. Mattress cover.
2 No. Blankets.
1 No. Underblanket.
1 No. Pillow.
2 No. Pillow slips.
1 No. Coverlet.
1 No. Hammock, negative clews and lanyards.

9. Stocks of loan hammock or bunk bedding, as appropriate, are to be maintained in all ships and establishments.

10. All articles of loan hammock or bunk bedding issued to a rating on first joining a ship or establishment are to be returned prior to the rating's departure, and he is to be issued with another set of loan bedding on arrival in the ship or establishment to which he is drafted.

11. Laundering of the loan bedding will be the responsibility of the ratings concerned.

12. Instruction in the use and maintenance of hammocks will be given in the ships or establishments where recruits and ratings are required to sling.

13. The following Navy Orders are hereby cancelled:—

856 of 1954.
850 of 1956.
150 of 1957.
1086 of 1957.

14. Interim Pay Instructions will be amended.

(D.V. 3190/1/183.)

(*Navy Orders* 856 *of* 1954, 850 *of* 1956, 150 *of* 1957 *and* 1086 *of* 1957.)

UNCLASSIFIED.

255.—Medical Stores—Thiopentone B.P.

(*A.F.O.* 306/1959.)

Thiopentone (pentothal) sodium, item No. 561/0 for intravenous injection should not be used in a solution exceeding 2½ per cent. in strength.

2. A 2½ per cent. solution is obtained as follows:—

(*a*) Contents of a 0.5 gm. ampoule of thiopentone (pentothal) sodium are dissolved in 20 ml. of sterile water for injection; or
(*b*) Contents of a 1.0 gm. ampoule of thiopentone (pentothal) sodium are dissolved in 40 ml. of sterile water for injection.

3. Additional ampoules of sterile water for injection, if not already held, or for establishments not equipped to make it locally, should be demanded from the Medical and Dental Store Officer under item No. 58/1, Aqua Destillata, pyrogen free, 10 ml. ampoules.

4. All sizes of thiopentone other than ½ gm. in 20 ml. ampoules are to be regarded as obsolescent and upon exhaustion of stocks will not be available.

(M.D.G. 4482/1/369.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

256.—Books—B.R. 2004 Series—Obsolete.

(*A.F.O.* 2382/1958.)

BR 2004, Naval Air Radio, General Equipment Notes, Guard Cover, and Series (1)-(7) are obsolete. Copies of these publications are to be returned to (S).N.S.O., Sydney.

(D.N.A.S. 4139/112/432.)

UNCLASSIFIED.

257.—Specially Ruled Foolscap—Form A.S. 390Y—Use in Written Examinations Held in the Royal Australian Navy.

Specially ruled foolscap, Form A.S. 390Y, headed, with provision for insertion of the candidate's examination number, subject, examination, and ship or establishment where examined, is to be provided for all written examinations in the R.A.N. This foolscap may be obtained on demand from S.N.S.O. Sydney.

2. A paper fastener (not a glider type of clip) and blotting paper should be issued to each candidate with his supply of foolscap. Before handing the papers in to the supervising officer, the foolscap sheets should be secured with the paper fastener.

3. Navy Order 829 of 1954 is hereby cancelled.

(H.P.B. 4006/3/8.)

(*Navy Order* 829 *of* 1954.)

UNCLASSIFIED.

258.—Urgent Correspondence—Marking.

Official correspondence which is of such urgency as to require priority handling on receipt should be clearly marked (e.g., Priority or Immediate) both on the envelope and outer cover. The importance of priority markings, where these are justified is obviously even greater at week-ends and public holidays than at other times.

2. Since the use of air transport only implies that delay involved in surface transport cannot be accepted, it should be noted that air mail transmission in itself is not an indication of any particular priority.

(H.N.B. 3325/3/530.)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED.

259.—Lifting Blocks, Hand Operated—Repair of Load Chains.

(*A.F.O.* 2880/1958.)

Consequent upon authorization of the use of high tensile steel chain in lifting appliances, *vide* B.R. 1943, S.D.M.(N) 42/4. *Lifting Gear for Shore Establishments*, it is important that the greatest care should be exercised in the selection of this material when used in the repair of hand operated lifting blocks, particularly where such blocks are of proprietary type, i.e., not strictly to Admiralty pattern or specification.

2. *When repair or replacement of the load chain of any block is necessary, none other than material of the same grade as previously fitted to that particular block is to be used.*

3. Where identification is difficult, or doubt may exist for any other reason, Navy Office instructions are to be obtained before repairs are carried out.

4. This precaution is necessary to ensure that the lifting capacity of the appliance is not lowered below that for which it is rated due to the incorporation of inferior material during repairs, thereby involving a risk of failure in subsequent use.

5. Until dockyards are fully equipped with the facilities required for the repair and heat treatment of these higher tensile steel chains, work involving the fitting of new links can only be carried out by the chain makers. Appropriate action will, therefore, be necessary on the part of repair authorities at dockyards or bases concerned.

6. The foregoing instructions apply to load chains in particular. Electrically welded, Mild Steel Chain to B.S. 590: 1949 is the minimum standard acceptable for hand chains in these lifting appliances.

7. These instructions will ultimately be embodied in any reprint of Navy Order 1144 of 1958 (*Lifting Appliances—Tests, Maintenance and Periodical Inspections*) or the appropriate publication in which the substance of that order may be later incorporated.

(D.N.C. 3778/1/17.)

(*Navy Order* 1144 *of* 1958.)

UNCLASSIFIED.

260.—Vacancies—West Head Gunnery Installation, Flinders.

Applications, which are returnable to the Secretary, Department of the Navy, Navy Office, are invited from suitably qualified Electrical Branch ratings whose terms of engagement are about to expire and who do not intend to re-engage, for the following permanent civil positions which are located at the West Head Gunnery Installation, Flinders:—

(*a*) *Technical Officer, Grade* 1 (*Electronics*), £1,181–£1,331.

Qualifications.—Training and experience as an electronic technician, with proven aptitude and ability in the diagnosis and correction of faults in modern complex electronic computor systems, preferably those used in naval weapon installations.

Duties.—Repair and maintenance of weapon control installations including all associated radars, communications, power supplies, &c.

(*b*) *Supervising Technician, Grade* 1 (*Electronics*), £1,281–£1,311 (two positions).

Duties.—Supervision of the work of a number of senior technicians and performance of high grade individual work on repair, maintenance, diagnosis and correction of faults of naval weapon control systems.

(*c*) *Senior Technician* (*Electronics*), £1,071–£1,131.

Duties.—Repair, testing, calibration, tuning, diagnosis of faults and setting to work of naval weapon control systems.

Qualifications positions (*b*) and (*c*).—Training and experience as an electronic technician, preferably on modern naval weapon control systems, to the standard of the respective vacant positions.

(*d*) *Supervising Technician, Grade* 1 (*Radio*), £1,281–£1,311.

Duties.—Supervision of the work of a number of senior technicians and performance of high grade individual work on complex naval radar and communications equipment.

(*e*) *Senior Technician* (*Radio*), £1,071–£1,131 (two positions).

Duties.—Repair, testing, calibration, tuning, diagnosis of faults and setting to work of major assemblies, outfits and sets of naval radar and communications equipment.

Qualifications.—Positions (*d*) and (*e*)—Training and experience as radio mechanic to the standard of the respective positions.

(*f*) *Foreman Electrical Fitter*, £1,251–£1,311.

Duties.—In charge of maintenance and repair of D.C. and A.C. machines and control gear in buildings, on weapon mountings and in weapon control systems.

Qualifications.—Apprenticeship and experience as electrical fitter, with proven ability to supervise the work of a number of electrical fitters.

(*g*) *Electrical Fitter* (two positions), £16 12s. 0d. per week rising to £17 7s. 0d. per week by way of two annual increments of 7s. 6d. per week.

Duties.—Maintenance and repair of D.C. and A.C. motors, generators, converters, rectifiers, transformers, switchboards, starters, automatic voltage and frequency regulators, &c.

Qualifications.—Apprenticeship and experience as electrical fitter, preferably with experience on machines as fitted in naval ships.

2. Commencing salaries within the ranges quoted will be determined by qualifications and experience. In addition an allowance to meet additional travelling or living costs incurred may be paid pending suitable local accommodation being obtained.

(D.C.P. 3272/42/78.)

Section 7.

CANCELLED LIST

261.—Cancellation of Navy Order.

Navy Order 870 of 1958 is hereby cancelled.

(D.O.U.W. 4442/9/160.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

FOR OFFICIAL USE ONLY. C.N.O. 262/59

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
24th March, 1959.

The enclosed order is 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.

2236/59.

UNCLASSIFIED.

Books—Distribution of Non-accountable Publications during February, 1959.

The non-accountable publications amendments to A.P.'s, B.R.'s, miscellaneous publications, &c., contained in the appendix to this order, have been distributed to ships and services during February, 1959. Navy Order 983 of 1957 is relevant.

2. No distribution of A.F.O. "S.C." Series was made during February, 1959.

3. Copies of A.F.O. "P" Series amendments and A.P. amendments referred to in the appendix to this Order, are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Navy Order 1063 of 1958.

(D.N.A.S. 4139/3/177.)

APPENDIX.

Books, Magazines, Pamphlets, etc.

Publication.	*Date or Amendment No.*
Aeroplane	7th November, 1958.
Aeroplane	14th November, 1958.
Aeroplane	21st November, 1958.
Aeroplane	28th November, 1958.
Aeroplane	5th December, 1958.
Aeroplane	12th December, 1958.
Aeroplane	19th December, 1958.
Aeroplane	26th December, 1958.
Aircraft	Dated January, 1959. Volume 38, No. 4.
Aircraft	Dated February, 1959. Volume 38, No. 5.
Fibres	Dated January, 1959. Volume 20, No. 1.
Flight	5th December, 1958.
Flight	12th December, 1958.
Flight	19th December, 1958.
Flight	26th December, 1958.
Joint Services Recognition Journal	Volume 13, No. 7. July, 1958.
Joint Services Recognition Journal	Volume 13, No. 11. November, 1958.
Journal of the R.N. Medical Service	Volume XLIV., No. 4. Autumn, 1958.
Livewire	Volume 10, No. 3. Christmas, 1958.
Post Office Guide	Supplement No. 42. December, 1958.
United Nations Review	Volume 5, No. 6. December, 1958.

Amendments to B.R.'s, etc.

B.R. No.	*Amendment No.*
A.T.P. 10 (British Supplement No. 2)	2.
B.R. 14/1957	12.
B.R. 16	32.
B.R. 70/1958	October, 1958, Supplement.
B.R. 93 (51)	17.
B.R. 227 (1)	1.
B.R. 664	A/L No. 26.
B.R. 819 (2)	5.
B.R. 1401	A/L Nos. 53, 54, 55 and 56.
B.R. 1511	20.
B.R. 1557 (2)A	2.
B.R. 1950	38 and 39.
B.R. 1955 (1)	10.
B.R. 1983 (Addendum No. 2)	2.
B.R. 1988	12.
B.R. 2050 (685)	1.
B.R. 2090	30.
B.R. 2014B/1957	3.
B.R. 2047A (1)	3.
B.R. 2047A (2)	3.
B.R. 2047A (3)	3.
B.R. 2047A (4)	3.
B.R. 2047A (5)	2.
B.R. 2047B (3)	1.
B.R. 2047B (5)	3.
B.R. 2101 (1)	4.
B.R. 2164 (1)	3.
B.R. 2164 (2)	1.
A.C.P. 129A	Change No. 1.

Amendments to Air Publications.

A.P. No.	*A.L. or Leaflet.*
113	A.L. 143.
970, Vol. 1	A.L. 66 and 67 (Combining Vols. 1 and 2).
1086, Book 1 (2nd Edition)	A.L. 22 (with Errata) and 23.
1086, Book 3, Part 1 (2nd Edition)	A.L. 66 and 67.
1086, Book 6 (2nd Edition)	A.L. 91 and 92.
1086, Book 7 (2nd Edition)	A.L. 88, 89, 90 and 92.
1086, Book 9 (2nd Edition)	A.L. 112.
1086, Book 10 (2nd Edition)	A.L. 82.
1086, Book 11 (2nd Edition)	A.L. 130, 131 and 132.
1086, Book 15 (2nd Edition)	A.L. 123, 124, 125, 126 and 127.
1095C, Vol. 2, Part 1	(A.L. 60)–A. 21 (Canc.).
1181, Vol. 2	(A.L. 77)–B. 40 (A.L. 78)–B. 42 (A.L. 72)–B. 65 (A.L. 75)–B. 65 (Alt. 1) (A.L. 73)–B. 66.
1181A, Vol. 1 and Vol. 6, Part 1	A.L. 9.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1181C, Vol. 1 and Vol. 6, Part 1	A.L. 27 (A.L. 26 not yet available).
1181C, Vol. 6, Parts 2, 3 and 4	A.L. 29.
1182 (N), Vol. 2	(A.L. 58)-C. 16 (A.L. 59)-C. 17 (A.L. 60)-C. 18 (A.L. 61)-C. 19.
1182A, Vol. 2, Part 1	C. 31 D. 10 H. 3 I. 3.
1182B (N), Vol. 1 and Vol. 6	A.L. 9.
1182B, Vol. 2, Part 1	(A.L. 21)-I. 2.
1182C, Vol. 1	A.L. 118, 120 and 121. (A.L.'s 117 and 119 not yet available).
1182C, Vol. 1 (N)	A.L. 13.
1182C, Vol. 2	(A.L. 67)-I. 5.
1182D, Vol. 2	(A.L. 4)-I. 2.
1182E, Vol. 1 (N)	A.L. 6.
1182E, Vol. 2	(A.L. 65)-C. 13 (Alt. 1) (A.L. 64)-I. 4.
1275A, Vol. 1, Section 18	A.L. 13 and 16.
1275A, Vol. 1, Section 20	A.L. 31, 33 and 35.
1275A, Vol. 1, Section 21	A.L. 10, 21 and 22.
1275A, Vol. 1, Section 22	A.L. 11.
1275A, Vol. 1, Section 24	A.L. 30 and 32 (A.L. 31 not yet available).
1275A, Vol. 1, Section 26	A.L. 14.
1275A, Vol. 2	(A.L. 73)-P. 3.
1275A, Vol. 4, Part 6 (N) (Office Copy)	A.L. 10.
1275A, Vol. 4, Part 6 (N) (Working Copy)	A.L. 10.
1275B, Vol. 1	A.L. 264.
1275B, Vol. 1, Section 10	A.L. 9 (A.L. 8 not yet available).
1275B, Vol. 1, Section 11	A.L. 11.
1275B, Vol. 1, Section 15	A.L. 6.
1275B, Vol. 1, Section 16	A.L. 15.
1275B, Vol. 1, Section 17	A.L. 4.
1275B, Vol. 2	(A.L. 40)-D. 20.
1275E, Vol. 1	A.L. 91 and 92.
1275E, Vol. 4, Part 6	A.L. 16.
1275G, Vol. 1	A.L. 46 and 47.
1275G, Vol. 2, Part 1	(A.L. 121)-C. 3 (Alt. 1) (A.L. 120)-C. 14 (Alt. 1).
1275T, Vol. 1	A.L. 72, 73, 75 and 76 (A.L. 74 not yet available).
1355, Vol. 2, Part 1	(A.L. 119)-G. 130 (Alt. 1).
1374G, Vol. 1	A.L. 26.
1464C, Vol. 2, Part 1	4 (A.L. 17 inc.).
1464D, Vol. 2, Part 1	No. 51.
1464G, Vol. 1	A.L. 154 and 155.
1464G, Vol. 2, Part 1	92 (A.L. 1 inc.) 100.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1469F, Vol. 2	M. 1.
1492A, Vol. 2	(A.L. 38)-B. 9.
1492A, Vol. 4, Part 6	A.L. 4.
1538P, Vol. 6, Parts 2 and 4	A.I.L. 1/58 A.L. 37 and 38.
1641F, Vol. 1, Parts 1 and 3	A.L. 33 and 34.
1641F, Vol. 2	M. 32 (A.L. 1).
1641H, Vol. 2, Part 1	E. 2.
1641S, Vol. 1, Parts 1 and 3	A.L. 31, 32, 33 and 34.
1641S, Vol. 1, Part 2 and Vol. 5	A.L. 28 and 29.
1661E, Vol. 1 (2nd Edition)	A.L. 73 and 74.
1661F, Vol. 1	A.L. 67, 68 and 70.
1664A, Vol. 1	A.L. 140 and 141.
1664A, Vol. 2, Part 1	A. 89 A. 90 A. 91 A. 92.
1664C, Vol. 2, Parts 1 and 3	No. 21.
1664D, Vol. 1, Parts 1 and 3 (2nd Edition)	A.L. 33.
1664D, Vol. 1, Part 2 and Vol. 5 (2nd Edition)	A.L. 43 and 44.
1803, Vol. 2, Part 1	D. 143 E. 114 E. 115 E. 116 T. 6.
1803B, Vol. 1	A.L. 162.
1803D, Vol. 1, Book 1	A.L. 42.
1803D, Vol. 1, Book 2	A.L. 50.
1803D, Vol. 1, Book 3	A.L. 103, 104 and 105.
1803D, Vol. 1, Book 4	A.L. 70 and 72.
1803D, Vol. 2, Part 2	A.L. 209.
1803D, Vol. 2, Part 3	A.L. 252.
1803E, Vol. 4, Part 6	A.L. 15.
1803F, Vol. 1, Book 1	A.L. 19.
1803F, Vol. 2, Part 2	A.L. 49 and 50.
1803F, Vol. 2, Part 3	A.L. 48 and 50.
1803J, Vol. 1	A.L. 59.
1803N, Vol. 1, Book 2	A.L. 15.
1803P, Vol. 1	A.L. 83, 84 and 85.
1803T, Vol. 6	A.L. 40 and 41 (A.L. 39 not yet available).
2240A, Vol. 1 and Vol. 6 (Book 4)	A.L. 12.
2240A, Vol. 2, Part 1	No. 111 and 113.
2276F, Vol. 3	A.L. 236.
2337, Vol. 1, Book 1	A.L. 32, 33 and 34 (A.L. 31 not yet available).
2337, Vol. 2	(A.L. 152)-A.27 (Canc.) (A.L. 156)-A. 29 (Alt. 1) (A.L. 153)-A. 30 (A.L. 155)-C. 41 (Alt. 1 inc.).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
2463, Vol. 1	No. 152 No. 153.
2533C, Vol. 2, Part 1	13 (A.L. 1).
2538HA, Vol. 2, Part 1	(A.L. 96)–B. 64 (Alt. 1) (A.L. 110)–I. 2.
2538J, Vol. 2, Part 1	No. 8.
2538JJ, Vol. 2, Part 1	I. 1.
2538M, Vol. 2, Part 1	No. 8.
2544E, Vol. 2, Part 1	No. 12.
2544KA, Vol. 2, Part 1	No. 27.
2550B, Vol. 2, Part 1	No. 21.
2552D, Vol. 2, Part 1	No. 4.
2552J, Vol. 2	(A.L. 15)–I. 4.
2552K, Vol. 2	(A.L. 5)–I. 2.
2552L, Vol. 2	(A.L. 19)–I. 2.
2565B, Vol. 2, Part 1	No. 7.
2662B	A.L. 11.
2802A, Vol. 1, Parts 1 and 3 (2nd Edition)	A.L. 30 (A.L. 29 not yet available).
2850A, Vol. 1 and Vol. 6, Part 1	A.L. 118.
2876A, Vol. 2, Part 1	No. 11.
2887G, Vol. 2, Part 1	No. 9.
2887H, Vol. 2, Part 1	No. 4.
2892F, Vol. 2	(A.L. 73)–B. 48 (Canc.).
2896AH, Vol. 2	(A.L. 11)–I. 2.
2898D, Vol. 2	(A.L. 20)–B. 17.
2913D, Vol. 1 (2nd Edition)	A.L. 9.
3042	A.L. 31.
3042A, Book 4, Section 7	A.L. 2.
3158, Vol. 2	(A.L. 396)–A. 12 (Alt. 2 inc.) (A.L. 397)–A. 16 (Alt. 4 inc.) (A.L. 400)–B. 13 (Alt. 2 inc.) (A.L. 399)–B. 17 (Alt. 7) (A.L. 398)–B. 29 (A.L. 395)–E. 4 (Alt. 9 inc.) (A.L. 401)–F. 5 (Alt. 6).
3280A	A.L. 8.
3322	Correction No. 60 (6/1/59) Correction No. 62 (20/1/59) Air Traffic Control Chart, Europe (Aden) (5/1/59).
4089D	D. 412 (Issue 10) (A.L. 2).
4099J, Vol. 2	(A.L. 310)–A. 10 (Alt. 2 inc.) (A.L. 311)–B. 14 (A.L. 309)–H.25 (Alt. 2 inc.) (A.L. 308)–Q.10 (Alt. 1 inc.).
4121C, Vol. 2	(A.L. 91)–I. 2.
4269C, Vol. 2, Part 1	A. 7 B. 8 M. 9.
4269C, Vol. 4, Part 3 (N) (Office Copy)	A.L. 7.
4269C, Vol. 4, Part 3 (N) (Working Copy)	A.L. 7.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
4269C, Vol. 5, Part 2 (N), Issue 3	A.L. 2.
4282B, Vol. 1.	A.L. 28.
4288, Vol. 1, Part 1	A.L. 31.
4288, Vol. 1, Part 2 and Vol. 5	A.I.L. 3/58 A.L. 52.
4288 (N), Vol. 1, Parts 1 and 2	A.I.L. 1/58 A.I.L. 2/58 A.I.L. 3/58 A.I.L. 4/58 A.I.L. 5/58 A.L. 16.
4288, Vol. 2	(A.L. 260)–B. 78 (Alt. 3) (A.L. 254)–B.152 (Alt. 1 inc.) (A.L. 256)–B. 161 (Canc.) (A.L. 243)–B. 179 (A.L. 244)–B. 180 (A.L. 245)–B.181 (A.L. 246)–B. 182 (A.L. 249)–B. 188 (A.L. 259)–B.189 (A.L. 250)–B. 190 (A.L. 258)–B. 194.
4288, Vol. 4, Part 6 (N)	A.L. 15.
4303B, Vol. 1, Book 1	A.L. 21.
4320B, Vol. 2	(A.L. 100)–I. 6.
4340, Vol. 1, Book 2	A.L. 17 and 18 (A.L. 16 not yet available).
4340, Vol. 6	A.L. 35 and 38.
4343, Vol. 1	A.L. 139 and 140.
4343, Vol. 2	(A.L. 6)–I. 2.
4343A, Vol. 2	(A.L. 46)–I. 2.
4343B, Vol. 2	(A.L. 102)–P. 20.
4343B, Vol. 4, Part 6	A.L. 40.
4343D, Vol. 2	(A.L. 41)–I. 2.
4343D, Vol. 4, Part 6	A.L. 31.
4343E, Vol. 1	A.L. 119 (A.L.'s 117 and 118 not yet available).
4343E, Vol. 2	(A.L. 25)–I. 2. (A.L. 23)–R. 2.
4343F, Vol. 2	(A.L. 8)–I. 2.
4343G, Vol. 1	A.L. 40 and 41.
4343S, Vol. 1	A.L. 57, 59, 60 and 61. (A.L. 58 not yet available).
4343S, Vol. 2	(A.L. 7)–I. 2.
4343X, Vol. 2	(A.L. 34)-C. 2 (Alt. 1) (A.L. 36)–I. 2 (A.L. 37)–V. 5.
4360, Vol. 6	A.L. 25 (A.L. 24 not yet available).
4360B, Vol. 1	A.L. 62.
4360B and D, Vol. 5, Part 2 (N), Issue 3	A.L. 3, 3 (Correction), and 4.
4361, Vol. 6, Parts 1 and 2	A.L. 22.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
4361, Vol. 6, Part 4	A.L. 22 and 23.
4361B and C, Vol. 1	A.L. 51.
4361G, Vol. 2	(A.L. 144)–H. 9 (A.L. 142)–J. 17 (A.L. 141)–M. 11.
4389, Vol. 6, Part 2	A.L. 16, 17 and 18.
4389A, Vol. 2	I. 1.
4389A, Vol. 6, Part 1	A.L. 31.
4401, Vol. 2	B. 5 B. 24 I. 1.
4401, Vol. 4, Part 6 (N) (Office Copy)	A.L. 2.
4401, Vol. 4, Part 6 (N) (Working Copy)	A.L. 2.
4483A, Vol. 1, Part 2 and Vol. 5	A.L. 25.
4487A, Vol. 2	A. 15 C. 23 H. 6 K. 15 M. 12 (A.L. 1 inc.).
4487A and D, Vol. 1	A.L. 78.
4487B, Vol. 2	A. 13 C. 16 F. 26 H. 5 K. 10.
4511, Vol. 1 and Vol. 6	A.L. 48.
4602, Vol. 2	(A.L. 8)–B. 5.
4677A, Vols. 1 and 6	A.L. 13.
4677A, Vol. 5 (N)	A.L. 1.
A.P. (N) 377	A.L. 114 and 115.
A.P. (N) 378	A.L. 115.
N.A.M.O. Engines	A.L. 43 (2 leaves) (29/8/58) E (De H) 25 (14/8/58) E (RR) 49 (Issue 2) (15/8/58) X. 76 (1/9/58) SI/Leonides Major/Index (18/8/58) SI/Leonides Major/2 (15/8/58).
N.A.M.O. Gannet	F. 1 (Issue 2) (26/8/58).
N.A.M.O. General	L. 100 (12/8/58) O. 81 (13/8/58) O. 82 (15/8/58) O. 84 (15/9/58) R. 66 (12/8/58) W. 61 (14/8/58) X. 103 (1/9/58) STI/Electrical/148 (12/8/58) STI/Electrical/148 Diagram STI/Flying Clothing/19 (13/8/58) STI/RAA/100 (12/8/58) STI/RAA/109A (12/8/58) STI/Safety Equipment/24B (15/8/58) STI/Safety Equipment/24B Diagram.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
N.A.M.O. Sea Vampire	SI/59 (25/8/58) SI/59 Diagram.
N.A.M.O. Sea Venom	A. 17 (11/8/58) A. 18 (12/8/58) X. 54 (13/8/58) SI/50A (10/9/58) SI/50A Diagram.
N.A.M.O. Westland Whirlwind	STI/36A (2 leaves) (27/8/58) STI/36A (2 leaves) Diagram.
R.A.N.A.M.O. General	R. 51 (December, 1958) STI/RAA/RAN. 30 (December, 1958).
R.A.N.A.M.O. Sea Venom	A. 18 (Issue 3) (December, 1958).
Alvis Leonides Modification Bulletins	Re-issued Sheets and New Sheets for 2nd, 3rd and 4th Editions.
Alvis Leonides Operation Maintenance and Overhaul Handbook	A.L. 16.
Aviation Studies (International) Limited	Army Vehicle and Military Aircraft Data Sheets, pages 1 to 9 inclusive (September, 1958).
D.C.A. Air Navigation Orders, Part 41 (15/12/58)	—
D.C.A. Aviation Safety Digest	No. 16 (December, 1958).
D.C.A. Notams	No. 7/1958 (21/11/58).
D.C.A. Operations Letters	A.T.C. 254 C.O.M. 158 (21/1/59) A.T.C. 254 C.O.M. 158 (Corrigendum) (25/1/59).
De Havilland Goblin Operation, Maintenance and Overhaul Handbook	A.L. 38.
R.A.F. Flight Information Publication	En Route Chart—Low Altitude—Sheet No. 5—Europe West (19/1/59).
Smiths Aircraft Instruments Ltd. Modification Leaflets	No. 383 (October, 1958) No. 384 (October, 1958) No. 385 (October, 1958) No. 386 (October, 1958) (with addendum) No. 387 (October, 1958) No. 388 (October, 1958) No. 392 (October, 1958).
Standardization Design Memoranda	Leaflet I.S. 318 (Issue 2) Leaflet 51 (Issue 5) Leaflet 70) (Issue 4) Leaflet 125 (Issue 3) Leaflet 280 (Issue 2) Leaflet 286 (Issue 2) Leaflet 289 (Issue 2) Leaflet 295 (Cancellation) Introductory Sheet (Issue 7).
A.A.P. No. 2, A.B.C.S.C., Class 5965	Sub A.L. 2 (A.L. 9716).
A.A.P. No. 2, A.B.C.S.C., Class 5970	Sub A.L. 2 (A.L. 9717).
A.A.P. No. 2, Group D, Section 1A (8th Edition)	Sub A.L. 61 (A.L. 9691).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
A.A.P. No. 2, Group G, Section 6B (10th Edition)	Sub A.L. 30 (A.L. 9693).
A.A.P. No. 2, Group Y, Section 10A (8th Edition)	Sub A.L. 40 (A.L. 9439).
A.A.P. No. 2, Group Y, Section 10C (6th Edition)	Sub A.L. 37 (A.L. 9187).
A.A.P. No. 2, Group Y, Section 10E (10th Edition)	Sub A.L. 35 (A.L. 9601).
A.A.P. 721:79, Vol. 2, Part 2	A.L. 122.
A.A.P. 750:00, Vol. 2, Part 1	A.L. 47.
R.A.A.F. Aircraft Safety Equipment Instructions	A.L. 43, 43 (Erratum) and 46.
R.A.A.F. Crash Critique	No. 58 (21/10/58).
R.A.A.F. Repair and Maintenance General Instructions	A.L. 272.
Air Diagrams	A.D. 4488 (Issue 6) A.D. 6160A/MIN. A.D. 6160B/MIN. A.D. 6160C/MIN. A.D. 6160D/MIN. A.D. 6257F/MIN. A.D. 6257G/MIN. S.R. 991/N.B. S.R. 998/N.B. S.R. 999/N.B. S.R. 1003/N.B. S.R. 1041/N.B. S.R. 1046/N.B. S.R. 1047/N.B.

Title.	*Date.*
Lloyds Shipping Index	2nd February, 1959.
Lloyds Shipping Index	9th February, 1959.
Lloyds Shipping Index	16th February, 1959.
Lloyds Shipping Index	23rd February, 1959.

(*Navy Orders* 983 *of* 1957 *and* 1063 *of* 1958.)

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Registrar

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C.N.O.'s 263-279/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
31st March, 1959.

The enclosed 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.

RESTRICTED.

2325/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

263.—H.M.A. Ships—Fuel Consumption and Economical Speed.

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

2. *Economical Speed*—

(*a*) The economical speed for H.M.A. ships is to be regarded as—

(i) Aircraft Carriers, Cruisers, Destroyers, A.S. Frigates (' Q ' Class Conversions) .. .. 14 knots
(ii) All other Frigates .. .. 12 knots
(iii) O.M.S. .. .. 10 knots

(*b*) When ships of different economical speeds are in company for periods in excess of 12 hours, the speed should normally be reduced to that at which the slower ship can steam comfortably on one boiler.

3. Economical speed as laid down in paragraph 2 should not be exceeded except:—

(*a*) In an emergency.
(*b*) Where for the sake of realism increased speed is necessary in an exercise.
(*c*) To allow for the requirements of a carrier operating aircraft.
(*d*) For the purpose of carrying out annual and quarterly full power trials in accordance with B.R. 16 (50) " Engineering Manual ", Article 471.
(*e*) By Frigates when employed as surveying ships. *See* paragraph 7.
(*f*) When in company with ships with a higher economical speed for periods of less than 12 hours.
(*g*) On occasions as indicated in paragraphs 4 and 5.

4. When it is considered by Flag Officers or Captains, after careful study of the circumstances, that the saving in fuel by proceeding at economical speed would be offset by spending inconveniently long periods on passage or in reaching exercise areas, they should order their ships to proceed at whichever speed is in the best interest of the Service.

6. There may also be occasions when ships are required to undertake long passages other than at economical speed but when endurance is also of primary importance and considerations of station keeping do not exist. On such occasions the Captain should allow the Engineer Officer some latitude to vary the revolutions so that the main engines may be steamed under conditions of maximum economy, it being observed that the efficiency of main engines at any given speed drops appreciably when extra nozzles are opened and steam is admitted to the turbines at a lower pressure. It is therefore possible to obtain a gain in endurance by adjusting steaming conditions to obtain a more efficient combination of nozzles and receiver pressure. No figures can be laid down, as results obtained vary with state of ship's bottom, draught, sea temperature and the weather.

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

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

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

(*a*) Number of hours economical speed exceeded.

(*b*) Average speed.

(*c*) Fuel expended for all purposes per hour.

(*d*) Distance run per ton of fuel.

(*e*) Reason and authority for excess.

9. Navy Order 946 of 1955 is hereby cancelled.

(D.O.D. 3531/4/64.)

(*Navy Order 946 of 1955.*)

UNCLASSIFIED.

264.—Production of Official Documents in Civil Courts.

If an officer, in the course of his duty, receives a " Request to Produce " or is subpoenaed or summonsed to produce an official document in a civil court, he is to take all reasonable steps to obtain the document, if it is not already in his possession.

2. Full details are to be forwarded immediately, by signal if necessary, to the Naval Board who will issue a direction as to whether crown privilege is to be claimed. Examples of documents for which crown privilege may be claimed are those which—

(*a*) should be kept secret in the interest of national defence or for diplomatic reasons; or

(*b*) contain the medical history or other personal record of a member or ex-member of the navy.

3. In every case, whether or not crown privilege is claimed, the officer subpoenaed or summonsed to produce a document is to appear in court at the appointed time. If the document is in his possession he is to take it with him and—

(*a*) if privilege is not claimed, he is to produce the document to the court; or

(*b*) if the Naval Board has decided to claim privilege, he will have been provided with an affidavit which he is to produce to the court. He is then to abide by the decision of the court regarding production of the document.

If he is not in possession of the document, he is to explain to the court that he was not in possession of the document when served with the subpoena or summons and has been unable to obtain it since.

4. This order will be incorporated in the new Consolidated Orders and Regulations.

(H.N.B. 3711/71/2.)

UNCLASSIFIED.

265.—Use of R.A.N. Air Stations by Civil Aircraft.

Conditions of Use.—Civil aircraft may be permitted to land or take-off from an air station in emergency.

2. Any requests by civilian pilots to land at an air station other than in emergency are to be referred to the Administrative Authority who may grant permission or refer the matter to the Naval Board depending on the nature of the request.

3. Pilots of civil aircraft landing or taking off from an air station will be required to comply with the following instructions:—

(*a*) before taking off they must report personally to the Air Traffic Control particulars of flight, crew, passengers and cargo and must obtain permission to take off. Meteorological information may be given if required, but the decision to proceed is the responsibility of the pilot;

(*b*) when taking off and landing they must comply with the standard procedure agreed between all flying departments and set out in current instructions;

(*c*) after landing they must report to the Air Traffic Control all particulars of crew, passengers and cargo;

(*d*) when air stations are closed to Service aircraft and civil aircraft are permitted to use the airfield, Air Traffic Control and safety facilities will not be provided, the responsibility being borne by the pilot, department or association concerned.

4. *Breach of Instructions.*—If a civil air pilot should commit a breach of these instructions, the Captain of the air station is to forward a report through the Administration Authority to the Naval Board. Signed statements by witnesses should be included as appropriate.

5. *Records.*—The Air Watch Log is to contain a record of all civil aircraft using the airfield showing—

(*a*) name of pilot and owner;

(*b*) date and time of arrival and last stopping place;

(*c*) date and time of departure and destination.

6. *Accommodation.*—Parking space for civil aircraft at air stations is to be as agreed between the Captain and the pilot. Hangar accommodation may be provided only if all Service requirements have been met, and, if provided, will be entirely at the owner's risk.

7. An officer wishing to keep a civil aircraft at an air station must obtain the permission of the Administrative Authority.

8. Air stations are not responsible for providing messing, accommodation, telephone services, or car parking for civil crews or passengers, except in an emergency at the Captain's discretion, or where special arrangements have been approved by the Naval Board.

9. *Services.*—Aviation fuel and lubricating oil and other stores may be supplied at the discretion of the Captain, payment to be in accordance with B.R. 4 and Naval Account Regulations and Instructions.

10. *Fees* are not to be charged for landing, housing or picketing aircraft.

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

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

13. *Security.*—The Captain is to ensure that all reasonable precautions are taken to prevent the occupants of civil aircraft from gaining access to classified material or equipment.

14. Navy Order 24 of 1953 is hereby cancelled.

15. This order will be incorporated in the new Consolidated Orders and Regulations.

(D.A.W.O.T. 3163/61/67.)

(*Navy Order* 24 *of* 1953.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

266.—Instructional Films and Film Strips—E.1105, "High Speed Flight" (Part 2) "Transonic Flight"—Distribution.

(*A.F.O.* 79/1959.)

Copies of the commercially produced instructional film, Serial No. E.1105 "High Speed Flight" (Part 2) entitled "Transonic Flight" are being obtained and the initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale:—

H.M.A. Naval Establishments.	*No. of Copies.*
R.A.N. Air Station, Nowra	1
R.A.N. Film Library, Sydney	1

2. This film, produced by Shell, is the second of a series of three films on high speed flight. It discusses the effects of shock waves close to Mach I.

3. The film, which is in colour, has a running time of 20 minutes and is issued on one spool.

(D.N.A.S. 4518/62/148.)

UNCLASSIFIED.

267.—General List Officers (New Scheme)—Guidance to Captains on the Employment during First Periods of Sea Service—Award of Certificates Essential for Confirmation in Rank.

The following amendments are to be made to Navy Order 724 of 1957 (title as above) and will apply in the first instance to Acting Sub-Lieutenants of the Engineering Specialization with seniority of 1st September, 1958.

(*a*) APPENDIX A.—Renumber existing paragraph 5 as 6 and insert new paragraph 5 as follows:—

"5. Entry of Engineering Specialists to the R.N. Engineering College, Manadon, in September of each year will require some adjustment to the instructions as defined in (*b*) and (*c*) above. See Appendix D."

(*b*) APPENDIX D.—Delete paragraphs 1, 2, 3, 4, 5, 6, 7 and substitute as follows:—

"THE EMPLOYMENT OF ACTING SUB-LIEUTENANTS (ENGINEERING SPECIALISTS) ON COMPLETION OF TRAINING AT B.R.N.C., DARTMOUTH.

Officers of the Engineering Specialization are required to obtain a Certificate of Competence and Engineer Officers' Watchkeeping Certificate before being eligible for confirmation in the rank of Sub-Lieutenant. Officers volunterring for flying duties will not be withdrawn for flying training until they have obtained these certificates.

2. Officers of the Engineering specialization spend varying periods at sea between leaving B.R.N.C., Dartmouth, and joining the R.N. Engineering College, Manadon. Officers leave Dartmouth in December, April or July of any one year but entry to Manadon is in September, each year. The intervening period of sea service will therefore be twenty, sixteen or twelve months.

3. If officers are to gain the necessary certificates to enable them to be confirmed as Sub-Lieutenants it is important that their first period of sea service should be put to the best possible use. Captains are required to exercise their discretion in this respect and devise a programme of integrated training that will enable the officers to obtain both the Certificate of Competence and the Engineer Officers' Watchkeeping Certificate during their first twelve months' sea service. Officers will not proceed to H.M.S. THUNDERER until they have obtained both these certificates.

4. It will not normally be practicable for officers of the Engineering specialization to obtain a Bridge Watchkeeping Certificate within their first period of service, but opportunity may allow this to be attained later in their careers.

Engineer Officers' Watchkeeping Certificate.

5. The Engineer Officers' Watchkeeping Certificate is to state that an officer is competent to perform the duties of the Engineer Officer of the Watch, as defined in B.R. 16, Article 13, amplified as set out below. To ensure that the training of Acting Sub-Lieutenants is properly conducted Engineer Officers of ships are to detail, wherever possible, an experienced Engineer Officer to supervise such training, together with the requirements for Acting Sub-Lieutenants of other specializations who may be attached to the Department.

6. The training required to obtain an Engineer Officers' Watchkeeping Certificate is an integral part of the whole training of Engineer Officers. The award of the Certificate implies only that the Officer is competent to perform the duties of the Engineer Officer of the Watch as laid down in B.R. 16, Article 13. Thus he must be familiar with the machinery and other important pipe systems and with the operation of both main and auxiliary machinery, but is not required at this stage of his training to acquire a detailed knowledge of construction or methods of repair. The award of a Watchkeeping Certificate to a junior Engineer Officer at this stage of his training does not imply that he is sufficiently experienced and competent to assume, in accordance with B.R. 16, Article 6, the responsibility of the sole or Senior Engineer Officer on board in the absence of the Engineer Officer. He should, however, as a part of his training, carry out the customary routine duties of Engineer Officer of the day in harbour."

(*c*) Paragraph 8. Delete the words " during this period ".

(*d*) Paragraph 13. Delete the word " further " in line 3.

(*e*) Paragraph 14. Delete the words " during this period ".

(Sec. 3rd N.M. 4002/21/124.)

(*Navy Order* 724 *of* 1957.)

UNCLASSIFIED.

268.—Medical—Treatment for Burns by Turco Transpo Solvent.

Navy Order 96 of 1959 is to be amended as follows:—

Paragraph 2A (*b*)—delete " solution of Sodi Carbonate " and insert " 1 per cent. solution of Sodium bicarbonate ".

(M.D.G. 3809/5/7.)

(*Navy Order* 96 *of* 1959.)

UNCLASSIFIED.

269.—Officers' Courses—Short Courses for Officers of the R.A.N. and Reserves.

Navy Order 1212 of 1957 is to be amended as follows:—

(*a*) Delete all reference to existing courses M2 and M3.

(*b*) Insert in appropriate columns—

M2
Air Support Course
R.A.A.F. Station, Williamtown
3 weeks
General List Lieutenant-Commanders and above
R.

(D.T.S.R. 4007/102/19.)

(*Navy Order* 1212 *of* 1957.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

270.—Rapid Sight Reduction Method.

(*A.F.O.* 427/1959.)

Rapid Sight Reduction Method

Appendix III of the Admiralty Manual of Navigation, Volume III (B.R. 45 (3)) provides an explanation of the Rapid Sight Reduction Method, together with an example, but the instructions for the preparation of the data are incomplete and out of date. A revised edition, now being prepared, of The Admiralty Manual of Navigation, Volume II (B.R. 45 (2)) will contain full instructions; but pending the issue of this volume, the instructions in the appendix to this order should be followed. No reference is made to Planets, since the Rapid Sight Reduction Method is at present unsatisfactory for Planets without the use of additional correction tables and may give rise to unacceptable errors in position lines.

2. It should be noted that the values of Tabulated Sextant Altitudes for stars which are given in the example in the Admiralty Manual of Navigation, Volume III are derived from A.P. 3270, Volume I for the epoch 1955. This volume has been now replaced by one for the epoch 1960, which gives different values of Tabulated Sextant Altitude and of Precession and Nutation, although the observed position will be unchanged.

3. Navy Orders 1122 of 1957, 212 and 844 of 1958 are hereby cancelled.

APPENDIX.

1. *Preparation of Time Data.*

Complete the front page of H.494 as follows:—

(*a*) Insert D.R. (for time of Civil Twilight), chosen latitude, date, course and speed, and index error.

(*b*) Insert L.M.T. of Civil Twilight.

(*c*) Insert the interval. This will be found by experience in various latitudes—10 minutes is usually allowed.

(*d*) With resulting L.M.T. enter G.M.T. column in A.N.A. and obtain G.H.A. Aries (remembering the increment). This G.H.A. Aries can be regarded without serious error as L.H.A. Aries.

(*e*) Choose the nearest whole number of degrees to the above and enter it opposite " choose L.H.A. Aries ".

(*f*) Insert D.R. Long. in degrees and minutes, and add/subtract to obtain G.H.A. Aries.

(*g*) Enter A.N.A. with this G.H.A. Aries and determine the exact corresponding G.M.T. in hours, minutes and seconds (i.e., the normal process in reverse). Insert this time opposite " G.M.T.".

(*h*) Subtract 2 minutes and then apply D.W. error as indicated on the form to obtain " D.W.T. Start Watch ". It is at this D.W.T. that the sidereal stop watch should be started.

APPENDIX—*continued.*

2. *Preparation of Star Data.*

Enter Star Data on inside pages of form as follows:—

(*a*) Insert L.H.A. Aries (obtained in paragraph 1 (*e*)) opposite 0–4 minutes. As L.H.A. Aries increases by 1° every 4 minutes, complete remainder of L.H.A. Aries column by adding 1° successively.

(*b*) Enter A.P. 3270 with arguments chosen Lat. and the mean L.H.A Aries (i.e., L.H.A. Aries obtained in paragraph 1 (*e*) + 4°.) extracting names and approximate altitudes of each selected star. Enter A.N.A. with each altitude in turn to obtain Refraction value. Add Dip to each Refraction and insert in form as Total Correction (sign +), having applied Index Error with the sign reversed.

(*c*) Re-enter A.P. 3270 with arguments Chosen Lat. and first L.H.A. Aries Insert bearings. To altitudes, add total corrections mentally and insert in form. Repeat for remaining L.H.As of Aries.

These altitudes are the Tabulated Sextant Altitudes, which, when compared with Observed Sextant Altitudes, give the intercepts.

3. *Preparation of Diagram No.* 5035.

Follow the instructions on the diagram.

4. *Taking Observations.*

As each sight is taken, the stop watch time and sextant altitude are entered beneath the appropriate Tabulated Sextant Altitudes. The instructions for plotting the position lines are contained on the diagram.

5. *Precession and Nutation.*

The most convenient method of allowing for this correction is to adjust the fix obtained by the appropriate amount rather than moving each star position line individually.

6. *Time of the Observed Position.*

The time of the Observed Position is the time at which the watch was started, i.e., the G.M.T. (obtained in paragraph 1 (*g*) above) minus 2 minutes.

(D.T.S.R. 3858/1/23.)

(*Navy Orders* 1122 of 1957, 212 *and* 844 *of* 1958.)

UNCLASSIFIED.

271.—Insecticidal Lacquer for Use in Galleys and Associated Spaces in H.M.A. Ships.

An improved insectidical lacquer, Insecta-Lac, has been introduced for the control of cockroach and other insect infestation. This material will replace Ripolac now in use.

2. Insecta-Lac is a colourless lacquer containing dieldrin as the active ingredient. It is a contact insecticide applied to those areas where insects are known to cluster, and around the cracks and crevices from which they emerge at night in their search for food. When insects walk across the dry lacquer or when it is subjected to artificial stimulation by rubbing, the dieldrin blooms on the surface in the form of microscopic crystals. It is these crystals which are absorbed through the skin and result in the death of the insect, when the crystals are removed either by insects or

washing of the surface, sufficient stimulation is given to the lacquer to ensure that the bloom is regenerated. To be completely effective the surface of the lacquer must be kept reasonably clean and free from deposits or passing insects will not be in contact with the killing crystals. Painting over Insecta-Lac will nullify its effect and is to be avoided.

3. Because of the specialized knowledge required for application of this material this work is to be carried out by contract for all ships in commission refitting in Sydney. All other ships are to be treated by home dockyards or ships staff in accordance with the instructions laid down in Section 14.5, Part II of ABR. 19/1956.

4. Captains are to ensure that an item for insecticidal treatment is inserted in main defect lists for the next annual refit and subsequently at 2-yearly intervals if necessary.

5. Thomas Cowan and Co. Pty. Ltd., 12 O'Connell-street, Sydney, N.S.W., are the official contractors for the R.A.N. and will guarantee the initial application for a period of two years. If within this period infestation occurs in a contract treated ship, G.M.G.I.D. is to be informed at once, so that he can make arrangements with the contractor for retreatment at the first convenient opportunity.

6. A small quantity of Insecta-Lac may be carried on board for touch up purposes, where it is thought the original application may have been rendered ineffective.

7. Insecta-Lac may also be used in establishments and applied in compartments where the insects are prevalent, e.g., kitchens, pantries, preparing rooms, dining-rooms, bakeries, &c. Requirements should be demanded from the nearest Naval Store Depot.

8. The following scheme of application is given as a guide for the treatment by brushing or spraying by low pressure spray gun. Coating of the whole surface is not necessary. Bands 2 to 3 inches wide are economical and equally effective.

Mess Decks.

Beneath table tops and seats, around the tops and covers of seat lockers, beneath, and at the sides of clothes lockers, in machinery spaces of the refrigerators, under hot plates and electric stoves and above electric cable trays.

Galleys and Pantries.

The underside of shelves, under bottoms of drawers, back of cupboard drawers and in the cavities beneath and between the various cupboard fixtures and beneath sinks.

Food Stores.

Beneath all shelves and cavities between and below cupboard.

Bathrooms and Heads.

In all dark areas such as under sinks and behind pans.

9. This lacquer is non-inflammable when dry, but gives off toxic and inflammable vapour (flash point 100° F.) during application. The following precautions are therefore to be strictly observed at all times:—

(*a*) The compartment to be coated is to be cleared of any foodstuffs likely to be contaminated by spray vapour or lacquer. Cooking utensils are to be covered or removed.

(*b*) Lacquer is not to be applied to any surface on which food is prepared or stored. Duckboards are to be used in storage rooms where essential.

(*c*) Efficient flame-proof light-weight portable exhaust ventilation equipment is to be provided for use in enclosed spaces.

(*d*) With the brush method of application, the "Nuplac" respirator, like pattern 6924, is to be used when the work is carried out in confined spaces.

(*e*) During spraying, "Air Wash Mask", together with overalls and leather gloves are to be worn and adequate ventilation exhaust provided.

(*f*) Smoking and consumption of food is prohibited in compartments being treated and adjacent compartments which may be affected by vapour.

(*g*) Any accelerator which comes into contact with the skin is to be removed and the affected area thoroughly washed.

10. ABR/19/1956 will be amended in due course.

11. Navy Order 412 of 1957 is hereby cancelled.

(D.N.C. 4512/71/411.)

(*Navy Order* 412 *of* 1957.)

UNCLASSIFIED.

272.—Naval Stores—Accounting—Stores not in the Custody of the Supply Officer.

Stores not in the custody of the Supply Officer, consumption of which is at present reported by departmental officers on forms A.S. 1100, A.S. 1101 and A.S. 1102 as appropriate, *vide* Article 34 of B.R. 4, are in future to be dealt with on forms A.S. 156 as follows.

2. Weekly expenditure is to be reported on forms A.S. 156, the balance remaining of all items in which transactions have been made during the week being shown in the "Reason for Demand" column of the form. A separate book of forms A.S. 156 is to be maintained by each departmental officer concerned for this express purpose. Two copies only of the form are to be prepared, copy No. 1 being forwarded to the Supply Officer and used to credit the Naval Store Account and copy No. 2 being retained by the departmental officer.

3. Forms A.S. 156 covering supplies made to other departments or tenders, &c., are not required.

4. Stocktaking is to be carried out as detailed in Article 122 of B.R. 4, the details of the items and quantities found being reported in manuscript form, the following certificate being inserted at the foot of the manuscript sheet and completed as necessary:—

"This is to certify that stocks of the above-mentioned items stowed in the custody of the.....Officer have been mustered and the quantities found are as shown.

....

Departmental Officer. *Supply Officer.*

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

Rank. "

5. Two copies of the manuscript report are to be prepared, the original being attached to copy No. 1 of the form A.S. 156 for the relevant week, the duplicate being retained by the departmental officer.

6. This procedure is to be introduced when supplies of forms A.S. 1100, A.S. 1101 and A.S. 1102 are exhausted.

(D.N.A.S. 3526/12/2249.)

UNCLASSIFIED.

273.—Naval Stores (Air)—Changes in Vocabulary Sections and Reference Numbers.

(*A.F.O.* 3134/1958.)

The undermentioned items of air stores previously dealt with under sections 15A and 22C of the R.A.F. vocabulary have been transferred to Section 29G.

2. Stocks and records should be adjusted accordingly. H.M.A. ships and establishments should adjust their ledgers in accordance with paragraph 8 of Navy Order 1107 of 1958.

Old Section Ref. No.	*Description*	*Section 29G Ref. No.*	*Description.*
15A/188	Buttons, press, short spigots	4264	Fastener
22C/980	Stud, fastener	4173	Stud
22C/981	Socket, fastener	4136	Socket
15A/796	Base and stud	4174	Eyelet
		4173	Stud
15A/799	Button and socket	4171	Button
		4263	Socket

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4401/50/90.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

274.—Naval Stores (Air) Vocabulary Sections 28E and F—Introduction of Joint Service Catalogue Numbers.

(*A.F.O.* 430/1959.)

The undermentioned reference numbers under Sections 28E and F of the R.A.F. Vocabulary have been replaced by the Joint Service Catalogue Numbers shown.

2. Stocks and records are to be adjusted accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with paragraph 8 of Navy Order 1107 of 1958.

Old Stores Reference	*New Stores Reference*
Section 28E	*Section 28E*
10027	9424956
14036	9436819
Section 28F	*Section 28F*
12049	9428456

(D.N.A.S. 4404/15/1051.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

275.—Naval Stores (Air)—R.A.F. Vocabulary, Section 28L—Transfer of Locknuts and Nuts to Section 28M and Lockwashers to Section 28W. Section 28V—Transfer of All Items to Section 28F.

(*A.F.O.* 369/1959.)

The following amendments to the R.A.F. Vocabulary, A.P. 1086, Book 12, are notified:—

(*a*) Transfer locknuts and nuts from Section 28L to Section 28M; all will be known as "Nuts".

(*b*) Transfer lockwashers from Section 28L to Section 28W and re-name "Washers".

(*c*) Transfer all items in Section 28V to Section 28F.

Note.—Sections 28L and V cease to exist.

2. Stocks and records are to be adjusted accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with paragraph 8 of Navy Order 1107 of 1958.

(D.N.A.S. 4404/15/1052.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

276.—Naval Stores (General) (Class E, Group 2E)—Balloons 80 grm. Patterns 2615-2617, Deletion from the Rate Book.

(*A.F.O.* 108/1959.)

Balloons 80 grm. are no longer obtainable and in consequence Patterns E2E/2615–2617 are being deleted from the *Rate Book and Authorised List of Naval Stores.*

2. Existing stocks should be issued until they are expended after which Balloons 100 g.m. Patterns E2E/2621–2623 are to be issued.

3. Admiralty has advised that the relevant publications will be amended.

(D.N.W.S. 4512/24/201.)

UNCLASSIFIED.

277.—Naval Stores (General) (Class F, Group 2B2)—Switch, Pattern W. 2862—Re-introduction.

(*A.F.O.* 2440/1958.)

Switch, rotary pattern W. 2862, formerly stocked under Class F, Group 1A/1 is being introduced into naval service under Class F, Group 2B2 for use in Asdic Type 164.

2. Admiralty has advised that the relevant publications will be amended in due course.

(D.N.A.S. 4519/82/1.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

278.—Books—B.R. 600 (1) and 601 (1) Combined—The Services Text Book of Radio and the Services Text Book of Electrical Engineering, Volume 1—Electrical Fundamentals 1956.

B.R. 600 (1) and B.R. 601 (1) combined (The Services Text Book of Radio and the Services Text Book of Electrical Engineering, Volume 1—Electrical Fundamentals 1956) which supersedes B.R. 229 and B.R. 230 has been distributed to ships and establishments concerned.

2. Additional copies have been ordered from the United Kingdom for gratuitous issue to electrical rates, on return, where applicable, of B.R. 229 and B.R., 230. I.P.I. Article 165 refers.

3. Gratuitous issue of the new publication to telegraphist rates will not however be effected, copies being made available in ships and establishments for reference purposes. I.P.I. will be amended in due course.

4. Advice of availability of the new publication to meet demand for gratuitous issues will be promulgated.

(D.N.A.S. 4139/13/2619.)

UNCLASSIFIED.

279.—Abolition of Form A.S. 548z—R.A.N. Note Book.

Form A.S. 548z has been abolished and, upon exhaustion of existing stock, requirements will be met by supply of plain, stiff covered notebooks similar in size to A.S. 548z.

(D.N.A.S. 3526/12/2359.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

REGISTRAR. JN

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 280-307/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
13th April, 1959.

The enclosed 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.

RESTRICTED.

265/59.

CONTENTS.

CONTENTS—*continued.*

Section 1.

ADMINISTRATIVE AND GENERAL.

RESTRICTED.

280.—Visits to Weapons Research Establishments Salisbury and Woomera.

Visits to Weapons Research Establishments at Salisbury and Woomera fall broadly under three headings—

(*a*) *Duty Visits for a Specific Purpose.*—Duty visits of authorized persons are normally arranged to these areas for them to perform a specified job and on its completion they depart without delay.

(*b*) *V.I.P. or Senior Officers.*—Special programmes are arranged to suit the occasion and the time at the visitors' disposal.

(*c*) *Indoctrinee Visits.*—These visits can be of three or more days' duration and are for persons who are required to learn or know about guided weapon matters.

2. The following is a typical programme for a visit:—

Day 1	..	Arrive Adelaide.
		Overnight in Adelaide hotel.
Day 2	..	Car to Salisbury.
		Visits to projects of naval interest.
1515	..	Courier aircraft to Woomera from R.A.A.F. Endinburgh.
		Overnight at Woomera.
Day 3	..	Tour of range facilities.
1730	..	Courier aircraft back to Adelaide.
		Overnight in Adelaide.
Day 4	..	Return from Adelaide.

3. The size of parties should normally be kept to a minimum to ensure accommodation and facilitate transport arrangements. Large parties will be considered but are unlikely to be approved.

4. The Weapon Research Establishments are prohibited areas and only a person whose visit has been approved by the Department of Supply will be admitted. Approval will be granted only to those who have a duty to perform or a "need to know" and will relate only to the particular visit. Visitors are accompanied at all times by an officer authorized by the Department of Supply.

Procedure.

5. When a visit is proposed to these establishments application by letter, accompanied by the forms shown in Appendices A and B, in triplicate, should be made to the Secretary, Department of the Navy (copy to the R.A.N. Staff Officer, Department of Supply, 339 Swanston-street, Melbourne); this application must reach Navy Office at least fourteen days before the proposed visit. The Director of Naval Intelligence will provide the Department of Supply with the necessary security clearances.

6. Inquiries concerning details of proposed visits may be made to the R.A.N. Staff Officer, Department of Supply, 'phone FB 0261, ext. 245. This officer is responsible for making transport arrangements between Adelaide and Woomera for uniformed and civil personnel, except for personnel who are stationed in Adelaide, for whom arrangements are to be made by the N.O.I.C., South Australia. Arrival and departure times Adelaide/Woomera of air and rail transport are shown in Appendices C and D.

7. Before an approved visitor can enter any Weapons Research Establishment area, he must be in possession of an Identification Movement Form. This may be obtained from any of the following by arrangement through the R.A.N. Staff Officer, Department of Supply:—

State Controller, Department of Supply, Dymocks Building, 424 George-street, SYDNEY, N.S.W.	Department of Supply, 339 Swanston-street, MELBOURNE, C.1.
Weapons Research Establishment, SALISBURY, S.A.	State Controller, Department of Supply, Da Costa Building, 68 Grenfell-street, ADELAIDE, S.A.

The form will be exchanged for a visitor's pass or visitor's lapel button on arrival at Salisbury or Woomera. When a visitor's lapel button is issued it must at all times be worn where it can be seen.

8. *Dress.*—The dress for Service personnel at Weapons Research Establishments is as follows:—

(*a*) Salisbury—Uniform.

(*b*) Woomera—Uniform by day (tropical rig is usually worn by day from November to April, inclusive), optional plain clothes at night.

9. *Cameras, Firearms and Binoculars.*—These are prohibited at Salisbury and Woomera without special permission. Unless special permission has been granted, anyone bringing such items with them must hand them in at the Security Control on entering the area.

10. *Dark Glasses.*—Visitors are advised to take dark glasses with them to Woomera, as the glare is usually severe.

12. Navy Order 198 of 1955 is hereby cancelled.

APPENDIX A.

DEPARTMENT OF THE NAVY.

APPLICATION TO VISIT WEAPONS RESEARCH ESTABLISHMENTS—PARTICULARS REQUIRED.

Surname.....Christian Names.....

Address.....

Date and Place of Birth.....

Business or Occupation.....

Next of Kin.....

Relationship and Address.....

.....

Parents' Nationality.....

Department or Service Sponsoring Application.....

.....

I hereby declare that, to the best of my knowledge, the above particulars are correct in every detail.

Date..... Signature.....

Appendix B.

APPLICATION TO VISIT WEAPONS RESEARCH ESTABLISHMENT.

From: The Secretary Department of.....

To: The Secretary, Department of Supply.

Permission is desired for the visit of the undermentioned:—

Surname.	First Names.	Rank or Designation.

Area(s) to be visited Salisbury. Woomera. Strike out where not applicable.

Reason for visit:

	Date and Time of Arrival.	Date and Time of Departure.
Salisbury		
Woomera		

—	Transport Requisition.		
	Date and Time.	From—	To—
Motor Transport ..			
Air Transport ..			

Accommodation requested.
(Nights of date indicated.)

Date.	Hotel in Adelaide.	Woomera.

The above person has been security checked (Yes or No).....

If "No" completed Personal Security Form is attached. (Fighting Services should advise security check direct.)

W.R.E. Undertaking of Secrecy has been signed (Yes or No).....

Other Details:

.....Secretary.

Department of.....

Date.....

Appendix C.

AIR TRAVEL—ADELAIDE TO WOOMERA.

Courier aircraft fly daily to and from Woomera as follows:—

(*a*) *To Woomera:*

(i) *From West Beach:*

	Dep.	*Arr.*
Mondays	0710 ..	0915
	0715 ..	0920
	0720 ..	0925
Tuesdays	0710 ..	0915
Fridays	1145 ..	1320

(ii) *From R.A.A.F. Endinburgh:*

Mondays	1515 ..	1645
Tuesdays	1515 ..	1645
Wednesdays	1515 ..	1645
Thursdays	1515 ..	1645
Fridays	1600 ..	1730

(*b*) *From Woomera to West Beach:*

	Dep.	*Arr.*
Mondays	0935 ..	1140
	0940 ..	1145
	0945 ..	1150
	1730 ..	1905
Tuesdays	0935 ..	1140
	1730 ..	1905
Wednesdays	1730 ..	1905
Thursdays	1730 ..	1905
Fridays	1400 ..	1530 at Endinburgh.
	1800 ..	1935

Note.—Times quoted are Central Standard Time (zone minus 9½).

Appendix D.

RAIL TRAVEL—ADELAIDE TO WOOMERA WEST.

Rail cars operate between Adelaide and Woomera West as follows:—

(*a*) Leave Adelaide—0830, Wednesdays and Fridays—Arrive Woomera West—1757 same day.

Leave Woomera West—0400, Thursdays and 0315, Saturdays—Arrive Adelaide—1315, Thursdays and 1215, Saturdays.

(*b*) Leave Adelaide—1745, Sundays—Arrive Woomera West—0228, Mondays
Leave Woomera West—0400, Mondays—Arrive Adelaide—1315 same day.

(*c*) Buses meet the rail car at Woomera West.

Note.—Times quoted are Central Standard Time (zone minus 9½).

(D.O.U.W. 3619/171/9.)

(*Navy Order* 198 *of* 1955.)

UNCLASSIFIED.

281.—Aircraft—Accidents—Precautions to be taken by Maintenance and Handling Personnel.

(*A.F.O.* 328/1959.)

Several accidents to aircraft have been attributable to loose articles which have jammed flying controls or found their way into fuel tanks and it is probable that these articles have fallen from the breast pockets of overall suits or action working dress shirts worn by personnel working on the aircraft.

2. To obviate the risk of loose articles being introduced into aircraft by this means in future, all personnel who work on aircraft, including those under training are—

(*a*) to remove or stitch up the breast pockets of their overall suits;

(*b*) to ensure that the breast pockets of their action working dress shirts are empty and the flaps buttoned before servicing aircraft.

(D.A.W.O.T. 4227/1/28.)

UNCLASSIFIED.

282.—Ensigns and Flags Worn by Naval Establishments.

Navy Order 74 of 1959 is to be amended as follows:—

(*a*) Para. 4—Delete " Australian Naval Flag " insert " Australian National Flag ".

(*b*) Appendix—Under New South Wales, substitute following line against Newington:—

" Newington .. | † | .. | Yes | Yes | .. "

(*c*) Appendix—Under Victoria, substitute following line against Naval Dockyard, Williamstown, Main Entrance Mast:—

" Main Entrance Mast | .. | .. | Yes | .. | .. "

(D.S.D. 3712/19/159.)

(*Navy Order* 74 *of* 1959.)

UNCLASSIFIED.

283.—Machinery and Spares Organization—Transfer of Responsibility to Director of Naval and Air Stores.

Responsibility for the Machinery and Spares organization will be transfered to the Naval and Air Store Branch as from 1st May, 1959.

2. The Machinery and Spares Depot, Sydney, will be under the control of the Superintending Naval and Air Store Officer, Sydney, who will be functionally responsible to Director of Naval and Air Stores, Navy Office, but for local administrative purposes will be under the Captain of the Port, Sydney.

3. Existing supply and accounting arrangements will continue except that demand and return vouchers should be addressed to S.N.S.O., Machinery and Spares Depot, Potts Point, Sydney. Stores should continue to be forwarded to No. 13 Shed, R.A.N. Storehouse Area, Bundock-street, Randwick, or to the Sub-depot, Garden Island Dockyard, Sydney, as appropriate.

4. S.N.S.O., Sydney, will correspond directly with D.N.A.S. on branch matters and with demanding authorities on routine matters affecting machinery and spares.

5. Navy Order 606 of 1957 is amended as follows:—

Para. 1, lines 3 and 4—Delete " which are the responsibility of the Chief of Construction ".

Rest of order wherever " Chief of Construction " appears substitute " Director of Naval and Air Stores ".

6. Further instructions will be issued as found necessary.

7. Navy Order 329 of 1958 is to be regarded as cancelled as from 1st May, 1959.

(D.N.A.S. 3031/13/421.)

(*Navy Orders* 606 *of* 1957 *and* 329 *of* 1958.)

UNCLASSIFIED.

284.—Shark Attacks in Tasmanian Waters.

The investigation into the circumstances of the recent death of a rating who was taken by a shark whilst swimming in Tasmanian waters reveals that it is a general belief that sharks are not present in the area.

2. Captains are to ensure that personnel are warned that large sharks are present in Tasmanian waters and are likely to attack swimmers.

(H.P.B. 4019/104/760.)

UNCLASSIFIED.

285.—Signal Traffic—Delivery to Shore Authorities.

Signals which must reach the following authorities, or their associated establishments, during non-working hours or over the weekend, must be made PRIORITY:—

* N.O.I.C. W.A.
N.O.I.C. S.A.
N.O.I.C. VIC.
* N.O.I.C. TAS.
* N.O.I.C. Q'LD.
C.S.T. F.N.D.

* These authorities are served by A.M.F. or R.A.A.F. channels.

(D.S.D. 4363/11/211.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

286.—Courses in Moral Leadership.

Courses in moral leadership are conducted on a joint Navy-Army basis and have as their aim the strengthening of the Christian faith and moral principles of members of the Services, thus enabling them to exercise a more positive Christian influence on others. It is considered that by strengthening the spiritual qualities which are the basis of morale, discipline and fighting spirit, the courses will confer considerable benefit upon the Services and the nation as well as upon the individual.

2. In the selection of personnel for the courses consideration is to be given to the character and sincerity of applicants, and to their capacity for exercising and influence on their messmates in their daily life. Key personnel should be encouraged to attend.

3. The courses are open to all officers, ratings and WRANS (as appropriate) serving in shore establishments in New South Wales and Victoria who may volunteer to attend and whose applications are recommended by their Chaplains and approved by their Commanding Officers.

4. The courses are conducted in the following denominational groups:—

(*a*) Roman Catholic.

(*b*) Church of England.

(*c*) Other Protestant Denominations.

and under the direction of the appropriate Chaplains. Separate courses are held for women members.

5. The courses consist of lectures, discussions and films with emphasis on group discussion. Each course lasts ten consecutive days—weekend leave is restricted.

6. The programme of courses for 1959 is as set out in the Appendix.

7. A.C.N.B. message 031F of 26th February, 1959, is cancelled.

APPENDIX.

The following moral leadership courses will be held during 1959:—

For women (5 from the Navy and 15 from the Army) at 30 W.R.A.A.C. Barracks, Mount Martha, Victoria.

Course No.	*Dates.*	*Denomination.*	*Applications Close.*	*Personnel Eligible.*
24	25 May/5 Jun.	C. of E.	13 April (Naval Board)	W.R.A.N.S. in East Australia Area and Victoria
25	21 Sep./2 Oct.	O.P.D.	10 Aug. (Naval Board)	
29	26 Oct./6 Nov.	R.C.	14 Sep. (Naval Board)	

For men (15 from Navy and 25 from the Army) at 5 R.D., Randwick.

Course No.	*Dates.*	*Denomination.*	*Applications Close.*	*Personnel Eligible.*
30	20/31 Jul.	C. of E.	8 Jun. (F.O.I.C. E.A.)	Officers and Ratings in East Australia Area
31	3/14 Aug.	O.P.D.	22 Jun. (F.O.I.C. E.A.)	
32	17/28 Aug.	R.C.	6 Jul. (F.O.I.C. E.A.)	

For men (15 from the Navy and 25 from the Army) at F.N.D., Victoria.

Course No.	*Dates.*	*Denomination.*	*Applications Close.*	*Personnel Eligible.*
26	21 Sep./2 Oct.	R.C.	10 Aug. (Naval Board)	Officers and Ratings in Victoria
27	5/16 Oct.	C. of E.	24 Aug. (Naval Board)	
28	19/30 Oct.	O.P.D.	7 Sep. (Naval Board)	

(D.P.S. 4026/11/11.)

UNCLASSIFIED.

287.—Vaccination and Immunization.

(*A.F.O.* 465/1959.)

Navy Order 390 of 1958 is to be amended as follows:—Add new paragraphs:—

" 15A. The estimated incidence of smallpox in the native population of the Arabian Peninsula is such that it is strongly advised that all passengers to and through Aden, and Bahrein should have been vaccinated during the twelve months before landing there."

" *Pregnancy.*

65A. Risks to the foetus due to maternal viraemia consequent upon yellow fever inoculations are now thought to parallel those due to such naturally occurring viraemias as that due to rubella. Yellow fever inoculation of pregnant women is therefore regarded as most inadvisable and is only to be performed where urgent reasons exist and after the risk involved has been explained to the women. Normally travel for such cases should be arranged by a route for which yellow fever inoculation is not an international requirement. Should a pregnant woman wish to take up residence in a yellow fever endemic area these risks should be brought to her attention.

(M.D.G. 4018/5/183.)

(*Navy Order* 390 *of* 1958.)

Cancelled by Amendment 1960

UNCLASSIFIED.

288.—Instructional Films and Film Strips—AM. 1145, " Tropical Meteorology "—Distribution.

(*A.F.O.* 13/1959.)

Copies of the Air Ministry instructional film strip, Serial No. AM. 1145, *Tropical Meteorology* are being obtained and the initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale:—

H.M.A. Ships and Establishments.	*No. of Copies.*
H.M.A.S. MELBOURNE	1
R.A.N. Air Station, Nowra	2

2. This filmstrip, which consists of 53 frames, includes diagrammatic cross sections of the inter-tropical front, statistical tables, contour charts of isothermal surfaces and isotachs of average wind speed. A section on tropical storms includes photographs taken from reconnaissance aircraft and a photograph of a tropical storm taken from 100 miles above the earth's surface.

(D.N.A.S. 4518/62/150.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

289.—Radio—Common Naval Radio Test Equipment and Common Range Electrical Testing Equipment—10S 16780 Signal Generator, CT218—Fitting of Dust Cover.

(*A.F.O.* 88/1959.)

Future models of 10S/16780, Signal Generator, 85 kc/s–30 mc/s, CT218, will be similar to previous instruments, but will be additionally supplied with a fitted metal dust cover.

5. After fitting, the microswitches pattern F30/205636, are to be tested periodically for freedom of action, but the rubber shroud is not to be removed for visual inspection as it is cemented to the housing.

6. Replacement of the microswitches is to be undertaken by ships' staff or base staffs.

7. Navy Order 704 of 1957 is hereby cancelled.

(D.O.U.W. 4429/41/331.)

(*Navy Order* 704 *of* 1957.)

UNCLASSIFIED.

294.—Air Maps and Charts—Supply from R.A.A.F. Sources.

Demands for air maps and charts, for supply from R.A.A.F. sources, are in future to be forwarded to The Hydrographer, R.A.N. Hydrographic Office, Garden Island, New South Wales.

2. The Hydrographer will act as the central authority for the procurement and distribution of air maps and charts required by the Royal Australian Navy.

3. R.A.A.F. Publication A.A.P. 121 (November, 1957) provides a guide to maps and charts available from R.A.A.F. sources. Ships and establishments, which submit demands for such maps and charts and which do not hold this publication are to inform Navy Office.

4. Navy Order 843 of 1958 is hereby cancelled.

(D.A.W.O.T. 3804/1/10.)

(*Navy Order* 843 *of* 1958.)

UNCLASSIFIED.

295.—Alteration and Addition Item—Ammunition Carrier H.M.A.S. WOOMERA.

The following Alteration and Addition Item is approved for H.M.A.S. WOOMERA:—

Class List Item No. 105. *Classification* " *A* ".

Item: " To convert Wardroom Store (Provision Store, starboard) into single berth officers cabin in accordance with Navy Office Drawing No. 176/87 (Garden Island Drawing No. 185/12) ".

References: (*a*) H.M.A.S. WOOMERA's proposed Alteration and Addition Item, Temporary Distinguishing Letter " H ".

(*b*) F.O.I.C.E.A. memorandum N20/24/35 of 21st January, 1959.

(*c*) Navy Office letter 4300/10/273 (C.18423) of 23rd February, 1959.

(*d*) A.C.N.B. 110644Z February, 1959.

(D.C.C. 4300/10/273.)

UNCLASSIFIED.

296.—Consumable Stores for Photographic Purposes—Replenishment Demands.

Instances have occurred in which users of photographic materials, particularly films and bromide papers, have demanded replenishments at frequent and irregular intervals. As purchases of supplies are necessarily based on actual expenditure, it is essential that users comply with the provisions of B.R. 386, *Establishment of Sea Stores for Photographic Purposes*, sub-paragraph 6 (*b*) memorandum of instructions, as far as this is practicable.

2. The following is an extract from the relevant paragraph:—

" Replenishments of photographic materials should be made at intervals of three months to complete stock on board to the requirements for the next four months, estimated on—

(*i*) past expenditure; and

(*ii*) known requirements.

In view of the short useful life of many of the items, the stock held should not exceed the four months estimated requirements."

(D.N.A.S. 4518/51/2.)

UNCLASSIFIED.

297.—Fire—Methylated Spirit—Fire Precautions in Signal and Duplicating Offices.

(*A.F.O.* 252/1959.)

The following revised instructions regarding precautions to be taken in the use of methylated spirit in Signal and Duplicating Offices are now to be observed:—

(*a*) The quantity held for ready use should not exceed one pint. Decanting into ready-use containers should be carried out in the Bulk Storage, regulations for which are contained in B.R. 1754, Chapter 8.

(*b*) NO SMOKING notices should be prominently displayed in all duplicating offices. Where these are combined with Main Signal Offices, however, this restriction need apply only in the immediate vicinity of the duplicating machines, which should be sufficiently isolated to make this possible. A notice should be displayed indicating that smoking is forbidden in the vicinity of the equipment.

(*c*) Materials used for soaking up spillages are to be made safe by immersion in water.

2. The following fire extinguishers should be immediately available to cover the fire risk:—

For H.M.A. ships	..	1 No. Like Pattern 12727 2½ lb. CO2 type.
Establishments	..	Two-gallon gas/water type, Pattern 7272, complete with charge, Pattern 7275.

3. Navy Orders 1105 of 1957 and 292 of 1958 are hereby cancelled.

(D.N.A.S. 4512/71/412.)

(*Navy Orders* 1105 *of* 1957 *and* 292 *of* 1958.)

UNCLASSIFIED.

298.—Naval Stores (General) (Class E, Group 12)—Packaging Materials—Adoption of Joint Service Catalogue Numbers.

(*A.F.O.* 375/1959.)

Joint Service Catalogue numbers are being adopted for the stores detailed in the appendix to this order and these are to be quoted in future demands and correspondence. Records are to be amended accordingly.

2. H.M.A. ships and establishments are to adjust their ledgers in accordance with Navy Order 1107 of 1958.

3. Admiralty has advised that the relevant publications will be amended.

APPENDIX.

Present Pattern No.	*Description Class* 8135.	*Joint Service Catalogue No.*
4650	Wadding, cellulose	943–2407
4655	Metal foil, laminated sheet	943–2378
4649	Board corrugated—substance "grammes per square metre":—	
	650	943–2361
	730	943–2362
	830	943–2363
	1080	943–2364
4638	Paper, kraft, creped, waxed	943–2384
4643	Paper, kraft, union	943–2393
4644	Paper, kraft, waterproof, rotproof	943–2385
4634	Paper, wrapping, waxed	943–2404
4737	Wrapping, mouldable, waxed, grease-resisting:—	
	24-in. wide	943–2408
	36-in wide	943–2409
	48-in. wide	943–2410

(D.N.A.S. 4514/21/167.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

299.—Standards and Distinguishing Flags, Stocks Available and Permanent Allowances.

The appendices to this order list standards and distinguishing flags available for issue to ships and authorities.

2. Permanent allowances of special distinguishing flags have been kept to a minimum but any authority may draw these flags when the specific need for their use is likely to arise. Such flags should be returned to store as soon as practicable. During Royal visits the Naval Board or senior officer will normally make special arrangements for the issue of Royal standards or other standards.

3. Appendix 1 lists Naval distinguishing flags and broad pennants. These consumable items are available at the Naval Store Depot, Sydney, and limited stocks of some of these flags are also held at Naval Store Depots Port Melbourne and Fremantle. Standard sizes of these flags for use afloat are laid down in Navy Order 115 of 1958. Smaller sizes are required for use in boats and these smaller flags should also normally be used by flagships and shore establishments during hours of darkness. Commodore (1st Class) broad pennant (patt. No. 8467) and Senior Officers pennant (also patt. No. 8467) are now obsolete, and all stocks held should be returned to the nearest Naval Store Depot.

4. Appendix 2 lists allowances of standards and distinguishing flags (Permanent Items) and indicates the Naval Store Depot from which supplies can be obtained.

5. Appendix 3 contains details and allowances of distinguishing flags for use on Service motor cars and aircraft. Should standards or other distinguishing flags be required for naval vehicles or aircraft on special occasions, they will normally be available from the Department of Supply or the V.I.P.'s household, or special arrangements will be made.

6. Flags, pendants, &c., required by H.M.A. ships and establishments to complete to allowances should be demanded from the appropriate (S)Naval Store Officer. Stocks held in excess of allowances should be returned to store.

7. Navy Order 188 of 1951 is hereby cancelled.

(D.S.D. 4510/13/143.)

APPENDIX 1.

NAVAL DISTINGUISHING FLAGS AND BROAD PENNANTS (CONSUMABLE ITEMS).

Description.	*Patt. No.*	*Allowance.*
Admiral of the Fleet (Union Flag)	8237	As required by Ships and Establishments.
Admiral	8454	
Vice Admiral	8455	
Rear Admiral	8456	
Commodore	8467	

APPENDIX 2.

STANDARDS AND DISTINGUISHING FLAGS (PERMANENT STORES).

Description.	Patt. No. and/or Size.	Allowances.								
		F.N.D.	Flag Ship.	F.O.I.C. E.A.	N.O.I.C. Vic.	N.O.I.C. Qld.	N.O.I.C. S.A.	N.O.I.C. W.A.	N.O.I.C. Tas.	Obtainable from.
Royal Standard ..	822012	..	..	..	..	..	..	..	..	..
	822010	1	..	..	..	..	..	..	..	S
	822008	1	..	..	..	..	..	..	..	S
	822006	..	..	..	..	..	..	..	..	S
Standard, H.M. Queen	822106	..	..	..	..	..	..	..	..	S
Elizabeth The Queen Mother	822104	..	..	..	..	..	..	..	..	S

APPENDIX 2—*continued.*

Description.	Part. No. and/or Size.	Allowances.								
		F.N.D.	Flag Ship.	F.O.I.C. E.A.	N.O.I.C. Vic.	N.O.I.C. Qld.	N.O.I.C. S.A.	N.O.I.C. W.A.	N.O.I.C. Tas.	Obtainable from.
Standard, H.R.H. The Duke of Edinburgh	822312	..	..	..	..	..	..	..	..	S
	822308	..	..	..	..	..	..	..	..	S
	822306	..	..	..	..	..	..	..	..	S
	822304	..	..	..	..	..	..	..	..	S
Standard, H.R.H. The Duke of Gloucester	822510	..	..	..	..	..	..	..	..	S
Standard of Other Members of Royal Family	822808	..	..	..	..	..	..	..	..	S
	822806	..	..	..	..	..	..	..	..	S
	822804	..	..	..	..	..	..	..	..	S
Governor-General's Flag	12 Bdths.	..	..	..	..	..	..	..	..	S
	10 Bdths.	1	..	..	..	..	..	..	..	S, M, F
	8 Bdths.	..	1	..	..	..	..	..	..	S, M, F
	6 Bdths.	..	1	..	..	..	..	..	..	S, M
	4 Bdths.	1	1	..	..	..	..	..	..	S, M
State Governors Flags—New South Wales ..	8 Bdths.	..	..	1	..	..	..	..	..	S
	6 Bdths.	..	..	1	..	..	..	..	..	S
	4 Bdths.	..	..	..	..	..	..	..	..	S
Victoria	10 Bdths.	1	..	..	..	..	..	..	..	M
	8 Bdths.	..	..	..	1	..	..	..	..	S, M
	6 Bdths.	1	..	..	1	..	..	..	..	S, M
	4 Bdths.	..	..	..	..	..	..	..	..	M
Queensland.. ..	8 Bdths.	..	..	..	..	1	..	..	..	S
	6 Bdths.	..	..	..	..	1	..	..	..	S
South Australia ..	8 Bdths.	..	..	..	..	..	..	..	..	S
	6 Bdths.	..	..	..	..	..	..	..	..	S
Western Australia ..	8 Bdths.	..	..	..	..	..	..	..	..	S, F
	6 Bdths.	..	..	..	..	..	..	..	..	S, F
Tasmania	8 Bdths.	..	..	..	..	..	..	..	1	S
	6 Bdths.	..	..	..	..	..	..	..	1	S
Admiralty Flag ..	823212	..	..	..	..	..	..	..	..	S
	823208	..	..	..	..	..	..	..	..	S
	823206	..	..	..	..	..	..	..	..	S
Australian Naval Board Flag	12 Bdths.	1	..	..	..	..	..	..	..	S, M
	10 Bdths.	1	..	..	..	..	..	..	..	S, M
	8 Bdths.	..	..	..	..	..	..	..	..	S, M
	6 Bdths.	..	..	..	..	..	..	..	..	S, M, F
	4 Bdths.	1	..	..	..	..	..	..	..	S, M, F

S = Obtainable from Naval Store Depot, Sydney.
M = Obtainable from Naval Store Depot, Melbourne.
F = Obtainable from Naval Store Depot, Fremantle.

APPENDIX 3.

DISTINGUISHING FLAGS FOR AIRCRAFT AND SERVICE MOTOR CARS (CONSUMABLE ITEMS).

First Outfit Quantities—Allowances "As Required".

Description.	Part. No.	Size. (Inches.)	Navy Office, Canberra.	Navy Office, Melbourne.	F.O.C.A.F.	Captain's Commund (Afloat).	F.O.I.C. E.A.	N.A.S. NOWRA.	N.O.I.C. New Guinea.	N.O.I.C. N.A.A.	N.O.I.C. W.A.	F.N.D.	N.O.I.C. Queensland.	N.O.I.C. South Australia.	N.O.I.C. Tasmania.
Australian National Flag (Silk)	D3/—	16 x 8	:	:	:	:	:	:	:	:	:	:	:	:	:
Australian National Flag (Bunting) ..	D3/—	16 x 8	:	:	:	:	:	:	:	:	:	:	:	:	:
White Ensign ..	D3/4402	12 x 6	2	2	—	—	—	—	—	—	—	—	—	—	—
Naval Board ..	D3/—	12 x 6	2	2	—	:	—	—	—	—	—	—	—	—	—
Secretary, Department of the Navy	D3/—	12 x 6	1	—	:	:	:	:	:	:	:	:	:	:	:
Admiral of the Fleet (Union Flag)	D3/4403	12 x 6	:	:	:	:	:	:	:	:	:	:	:	:	:
Admiral	D3/4404	9 x 6	1	1	—	:	:	—	:	:	:	:	:	:	:
Vice Admiral	D3/4405	9 x 6	1	1	—	:	:	—	:	:	:	:	:	:	:
Rear Admiral	D3/4406	9 x 6	1	1	—	:	:	—	—	:	:	:	:	:	:
Commodore	D3/4421	12 x 6	1	1	—	:	—	—	—	:	—	—	:	:	:

(*Navy Orders* 188 *of* 1951 *and* 115 *of* 1958.)

UNCLASSIFIED.

300.—Fire Prevention and Control.

Navy Order 204 of 1959 is to be amended by adding the following appendix:—

APPENDIX.

A.—INFLAMMABLE STORES.

(Flash Point: 73°F.–150°F.)

(a) *Naval Stores.*

Patt. No.	*Description.*
	Class E, Group 7A.
—	Boot Topping.
4151	Composition, Admar., Protective No. 173, black.
4152	Composition, Admar., Protective No. 173, chocolate.
—	Composition, mercurial, anti-corrosive.
4153	Composition, Pocoptic, anti-fouling, red.
4154	Composition, Pocoptic, anti-fouling, black.
	Class E, Group 7B.
4313	Amyl acetate.
—	Apexior, No. 1, internal.
—	Apexior, No. 3
4291	Cleanser, " Silvo ".
—	Clear medium for luminous paint, I.C.I. Ref. 123–537.
2530	Compound, " Cerrax ", anti-corrosion.
4292	Compound, " Sira ", water repellant.
1168	Composition, preservative.
—	Copper naphthenate solution.
4298	Detel, red, A.C.
4300A	Detel, D.M.U. " P.M." type.
773	Dryers, liquid.
—	Etch primer, base No. L4544, " Met-L-Etch ".
11	Enamel, dark grey.
12	Enamel, light grey.
4973	Enamel.
4974	Enamel.
4975	Enamel.
4976	Enamel.
888	Fluid W.D., brake, X (O.F. 3).
892	Fluid, hydraulic brake, No. 3 (O.F.–20).
7083	Fluid, hydraulic brake (O.F.–24).
5872	Gammexane emulsion concentrate.
—	Hardener " Araldite ".
—	Hardening solution spraying No. L4545 " Met-L-Etch ".
4125	Ink, stencil, special, black.
4126	Ink, stencil, special, blue.
4127	Ink, stencil, special, white.
4128	Ink, stencil, special, green.
4129	Ink, stencil, special, yellow.
4130	Ink, stencil, special, red.
4131	Ink, diagraph.

APPENDIX—*continued.*

Patt. No.	*Description.*
N12313	Kerosine for lighting purposes.
—	Lacquer, insecticidal.
1253	Lubricant for switches.
—	Methyl, iso-butyl, " Ketone ".
50	Naphtha coal tar.
5366A	Odorous liquid.
6537	Oil, O.F.–4.
508	Paint, red oxide of iron.
632	Paint, cylinder flack.
3550	Paint, salmon pink.
3551	Paint, golden yellow.
3552	Paint, light stone.
3553	Paint, black.
3554	Paint, venetian red.
3555	Paint, azure blue.
3556	Paint, golden brown.
3557	Paint, signal red.
3558	Paint, mid brunswick green.
3559	Paint, flame orange.
4157	Paint, non slip, deck, green.
3158	Paint, non slip, deck, dark grey.
4164	Paint, yellow, quick drying.
4165	Paint, white, quick drying.
4305	Paint, " Tretol ", " B ".
4306	Paint, " Tretol ", " HH ".
4317	Paint, " Tretol ", sealing coat.
4318	Paint, aluminium.
4940	Paint, synthetic resin.
4941C	Paint, synthetic resin.
4942	Paint, synthetic resin.
4950	Paint, synthetic resin.
4951	Paint, synthetic resin.
4952	Paint, synthetic resin.
4953	Paint, synthetic resin.
4954	Paint, synthetic resin.
4965	Paint, P.F.U. priming, red oxide of iron, spraying.
4966	Paint, P.F.U. priming, red oxide of iron brushing.
4969	Paint, P.F.U. undercoat, dark battleship grey spraying.
4970	Paint, dark battleship grey brushing.
5340	Paint, black.
5341	Paint, synthetic resin.
5342	Paint, synthetic resin.
5343	Paint, synthetic resin.
5360	Paint, synthetic resin.
5361	Paint, synthetic resin.
5362	Paint, zinc chromate yellow, primer.
5368	Paint, red lead, non-setting.
7055	Paint, high visibility.
7056	Paint, high visibility.
7065	Paint, " Tretol ", A.L.T.
7070	Paint, heat resisting.

APPENDIX—*continued.*

Patt. No.	*Description.*
—	Paint, black waterproof.
—	Paint, non-slip, deck black.
—	Various paints, ready mixed and paints synthetic resin. All patterns except as detailed separately in this appendix.
4149	Polish, liquid, metal.
1205	Polish, plastic.
—	Polish, plastic, " Bourne ".
4161	Polish, wax floor.
7733	Polish, floor, water.
N12310	Polish, wax, " Belco ".
—	Polythene Glycol, " Carbocoax 4000 ".
1177	Protective PX–1.
1178	Protective PX–2.
1179	Protective PX–10.
—	Resin, casting, " Araldite ", Type D.
69	Size, gold, Japan.
—	Solder sealer for " Kendalls " paints.
249	Solution, India rubber.
4142	Solution, " Dexine " without sulphur, Grade 57A.
4307	Solution, " Stenor " fire hose.
7046	Solution, bituminous.
7049	Solution, bituminous.
7072	Solution, rust removing, Type A.
4311	Solvent naphtha.
853	Spirit " Dag ".
N12311	Spirit, white.
4294	Spray, residual containing D.D.T.
775	Thinners, varnish.
4301A	Thinners, " Detel ".
—	Thinners, for luminous paint, I.C.I. Ref. 141–548.
—	Turpentine, mineral.
771	Undercoating, enamel.
—	Undercoating, white for luminous paint, I.C.I. Ref. 49–605.
1	Varnish, black, Grade 1.
2	Varnish, black, Grade 2.
4	Varnish, red.
5	Varnish, blue.
20	Varnish, impregnating.
21	Varnish, stoving.
22	Varnish, finishing, clear.
84	Varnish, brunswick, black.
85	Varnish, exterior, Grade 1.
86	Varnish, exterior, Grade 2.
88	Varnish, extra hard drying.
90	Varnish, Japan black.
91	Varnish, " Mastic ".
774	Varnish, R.D.
4289	Varnish, red.
4290	Varnish, " Anti-tracking ".
4319	Varnish, marine.
10552	Varnish, transparent, ultra violet.

APPENDIX—*continued.*

Patt. No.	*Description.*
	Subhead K.
—	Aviation Turbine Fuel (AVTUR).
—	Aviation Carrier Turbine Fuel (AVCAT).
—	Oil vaporizing for power purposes.

(*b*) *Air Stores.*

Ref. No.	*Description.*
	Section 32D.
340	Monochlorobenzene.
	Section 33A.
9428715	Enamel, stoving.
	Section 33B.
9428858	Filler.
9428837	Paint finish.
9428840	Paint finish.
9428910	Paint, heat resisting.
9428917	Varnish.
NIV	Primer, accelerator to Spec. DTD. 900C.
NIV	Finishes to Spec. DTD. 314.
NIV	Lacquer, rockhard, 444/162, 2081, 20.
NIV	Thinners, rockhard, 444/35, 175, 275.
NIV	Black tinter, " Balm ", 399/5495
NIV	" Dulux " reducer, 920/8218.
NIV	Enamel to Spec. S.A.A. Int. 227.
NIV	Undercoat to Spec. S.A.A. Int. 226.
NIV	Thinners to enamel, S.A.A. Int. 227.
NIV	Varnish for drying, S.A.A. Int. 45.
	Section 33C.
717	Acetic acid.
586	Cement filler.
1285	Compound, cleaning, Type A.
1287	Compound, cleaning, Type B.
1396	Bostik No. 1222.
NIV	Thinners, 921/8138, " Balm ".
NIV	Adhesive, 298/4069, " Balm ".
NIV	Lacquer to Spec. S.2027.

B.—HIGHLY INFLAMMABLE STORES.

(Flash Point, below 73°F.)

(*a*) *Naval Stores.*

Patt. No.	*Description.*
	Class E, Group 7A.
4150	Composition, Admar., Protective, No. 173, red.

APPENDIX—*continued.*

Patt. No.	*Description.*
	Class E, Group 7B.
4314	Acetone.
10151	Adhesive.
4312	Benzine crystallizable.
—	Benzol crystallizable solution.
—	Benzol, pure.
4960	Cellulose stopper.
4304	Cement, film.
7054	Cement, film, " Kodak " Type D.
—	Cement, perspex No. 6.
388	Cement, rubber/resin.
4168	Cement, sealing, " Bostik " 1775.
4169	Cement, sealing, " Bostik " 1775.
—	Cement, " Bergerfix ".
4144	Compound, sealing, " Bostik " 771.
4147	Compound, " Heldite " jointing.
4155	Compound, " Bostik " cement 1767.
—	Degreasing solution for " Kendalls " paints.
N10549	Ether bulbs.
12561	Fluid, embalming, plastic.
—	" Hydroseal ".
5609	Kits, self vulcanizing cement, KB63.
42A	Knotting.
148	Lacquer, gold.
2977	Lacquer, cellulose matt. white.
4308	Lacquer, " Frigilene ".
7051	Lacquer, " Necol " red.
—	Lacquer, rubber.
—	Lacquer, clear metal, " Spartan ".
—	Lacquer, Mormon grey.
—	Lacquer, spraying, " Hi-gloss " 286-8766.
—	Lacquer, spraying, semi-gloss " Brolite " LB297.
—	Lacquer surfaces, " Spartan ".
—	Lacquer thinners, " Spartan ".
4303	Liquid, discharging, for unexploded bomb disposal.
—	Liquid envelope.
4297	Methanol.
—	Naphtha wood.
—	" Pabcofix ".
4961	Paint, primer surfacer for cellulose enamel.
4962	Paint, cellulose, black.
4963A	Paint, cellulose, royal blue.
—	Paint, cellulose, " Hurleys " standard dead black.
—	Paint, " Tanctectol ", W. Grade, first coat.
—	Paint, " Tanctectol ", W. Grade, second coat.
—	Peratol.
780	Phenolphthalein 10 per cent. solution methyl alcohol or industrial spirit.
104	Polish, French, white.
105	Polish, French, orange.
1180	Protective PX-3.
4309	Reducer, " Frigilene ".

APPENDIX—*continued.*

Patt. No.	*Description.*
—	Shellite.
852	Solution, " Wanklyn's " soap.
3446	Solution, rubber.
4163	Solution, " Dexine " without accelerator, Grade 575.
4295	Solution, jointing Boscoprene.
—	Solution, S.D. 16.
5007	Solvent, for outfits repair, " Bowes " " Seal Fast ".
—	Solvent, cleaning X55
107	Spirit, methylated.
—	Spirit, rectified (ethyl alcohol).
10565	" Start Pilot " capsules.
4156	Thinners, for " Bostik " cement 546-07.
4964	Thinners, cellulose.
10152	Thinners.
—	Thinners for liquid envelope.
—	Thinners for " Kendalls " paints.
83	Varnish, spirit, hard brown.
89	Varnish, spirit, hard, white.
140	Varnish, quick air drying.
	Cocooning materials used in the " Koon Cote " system—
—	Plastic.
—	Sealing Compound.
—	Cleaning solvent.
—	Insulmatic.
—	Aluminium Gilsonite.
—	Fanspray.
—	Dyestuff.
	Materials used in embalming aircraft—
—	Type 15, plastic, clear.
—	Type 15, pigment, white.
—	Type 15, pigment, aluminium.
	Subhead K.
—	M/T gasoline.
—	Aviation gasoline.

(*b*) *Air Stores.*

Ref. No.	*Description.*
	Section 32D.
343	Adhesive.
328	Boscropene cement.
305	Formvar cement.
307	Cement, A & B.
323	Lacquer, firepoof.
348	Lacquer, fireproof.
319	Thinners.
	Section 33A.
9428710	Paint, anti-sulphur.

APPENDIX—*continued.*

Patt. No.	*Description.*
	Section 33B.
574	Butyl acetate.
9428799	Compound, cutting.
9428851	Dope.
9428852	Dope.
9428853	Dope.
9428854	Dope.
9428855	Dope.
9425982	Dope.
9428899	Finish.
9429134	Paint, phosphorus.
9429135	Paint, undercoat.
9429136	Varnish, protective.
9428720	Paint finish.
9428721	Paint finish.
9428722	Paint finish.
9428739	Paint finish.
9428740	Paint finish.
9428741	Paint finish.
9428742	Paint finish.
9428743	Paint finish.
9428744	Paint finish.
9428745	Paint finish.
9426009	Paint finish.
9428777	Paint finish.
9428779	Paint finish.
9428780	Paint finish.
9428781	Paint finish.
9428794	Paint finish.
9428796	Paint finish.
9428797	Paint finish.
9428798	Paint finish.
9428747	Brush wash solvent.
9426158	Thinners.
9428847	Thinners.
9428900	Thinners.
9429349	Varnish.
9429340	Varnish.
	Section 33C.
1156	Acetone.
1149	Bostik No. 1261.
1327	Bostik No. 1410.
1117	Cement, boscoprene 2413.
1122	Primer, boscolite 9247.
9429604	Primer, boscolite 9252.
591	Glazing bostik.
1138	Bostik No. 1790.
1139	Bostik primer No. 1751.
1332	Bostik primer No. 1754.

APPENDIX—*continued.*

Patt. No.	*Description.*
1197	Compound, chromated.
884	Deoxidine No. 202.
NIV	Deoxidine No. 424.
1322	Methyl-ethyl-Ketone.
624	Indicator neoprene.
582	Solution, resealing.
	Section 34B.
9100472	Fluid AL-5.
9100473	Fluid AL-6.
9100474	Fluid AL-7.
9100475	Fluid AL-8.
9100489	Protective.
NIV	Colloidal graphite in alcohol.
	Section 6AA.
NIV	I.C.I. thinners for transparent medium.
NIV	Paint, matt. stoving, dial enamel, brilliant green, B.S. 921.
NIV	Paint, low base, black stoving enamel, 32-2010.

(D.V. 3513/1/109.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

301.—Mess Gear—Introduction of Tankards, Glass, ½ Pint.

Tankards, glass, ½ pint vocab. 51954, for use in Wardroom Messes in H.M.A. establishments as an alternative to tumblers, table, vocabs. 51974 and 51978, are now available on demand from H.M.A. Victualling Yards.

2. No restriction applies to the number of tankards which may be demanded provided the combined quantity of tumbers and tankards drawn does not exceed the scale allowance of tumblers.

3. The price of these tankards is 1s. 5d. each.

4. An amendment to the mess gear scales will be promulgated in due course.

(D.V. 4530/20/93.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

302.—Books—B.R. 268 Series—Obsolete.

(*A.F.O.* 1833/1958.)

B.R. 268 (22) *Electrical Manual, Vol. II., Pamphlet on A.B.C. Gear* and B.R. 268 (37) *Handbook of Emergency Searchlight Sight* are now obsolete, and copies should be returned to S.N.S.O., Sydney.

2. B.R. 268 (40) 20 *inch and* 24 *inch Mark IV. Searchlight Lamps* should be retained for the present.

(D.N.A.S. 4139/112/428.)

UNCLASSIFIED.

303.—Form A.F. Med. 152—Drug Course.

Form A.F. Med. 152—Drug Course, which is a replica of the United Kingdom form F. Med. 152 has been adopted for use in R.A.N. Hospitals and Sick Quarters.

2. When printed first supply will be made without demand to the Naval Hospitals at Balmoral, Flinders Naval Depot and Manus Island and to the Sick Quarters at R.A.N. Air Station, Nowra.

(M.D.G. 4482/49/297.)

UNCLASSIFIED.

304.—Form A.S. 278—" Rounds Report Book "—Revision.

(*A.F.O.* 1471/1958.)

Revision of form A.S. 278, which has hitherto been used to record night rounds only, will provide space for reports of rounds made in any watch.

2. The revised form will be issued on demand after stocks of the existing form have been exhausted.

(D.N.A.S. 3526/12/2409.)

UNCLASSIFIED.

305.—Form S.1136 Series—Gunnery Equipment Trials, Part 1—Schedule for Inspection of Gun Mountings—Introduction.

(*A.F.O.* 1416/1957.)

In order to assist authorities in the conduct of Gunnery Equipment Trials, Part 1 it has been decided to introduce schedules for the inspection of gun mountings (Form S.1136 series) as detailed in the appendix to this order.

2. These schedules are expressly for ships' use and differ from shop test sheets in that they are to be used to check the mountings on board ship and do not constitute a " Fitness for release from shop " test.

3. They are to be used at trials to be carried out:—

(*a*) On installation of a mounting on board.
(*b*) Annually.
(*c*) At pre-refit trials.
(*d*) At post-refit trials.
(*e*) As ordered by Administrative Authorities.

4. Trials on occasion of 3 (*a*) will be conducted by installing or refitting authorities, completed copies of the schedule being handed to ships officers and trials at 3 (*b*), (*c*), (*d*) and (*e*) will be carried out by ships officers. Information arising from 3 (*c*) will be used in conjunction with G.E.T. 2 and O.G.C.T. for the preparation of the refit defect list.

5. The completed form of the latest date is to be retained for record purposes.

6. An initial issue, without demand, will be on the following scale:—

	No. of Copies of each Form.
C.S.T., F.N.D. (for Trials Team)	50
C. of P. Sydney (for Reserve Fleet)	25
G.M.G.I. (for S.W.E.)	25
G.M., W.D. (for A.A.)	10

7. H.M.A. ships should demand initially six copies of the relevant form for each mounting fitted of those listed in the appendix, and then as necessary to replenish stocks, demands being rendered to the S.N.S.O., Sydney.

APPENDIX.

GUNNERY EQUIPMENT TRIAL, PART 1 SCHEDULES.

List of Mountings and " S " Form Numbers.

40-mm. R.P. 50, Mark 5 and 5* Mountings	S.1136(a).
40-mm. Mark 7 Mountings	S.1136(c).
40-mm. Marks 9 and 9* Mountings	S.1136(e).
4-in. R.P. 51 and 52, Mark 19 Mountings	S.1136(j).
4.5-in. R.P. 41, Mark 6 and 6* Mountings	S.1136(p).
4.5-in. R.P. 41, Mark 6* Mod. 1 Mountings	S.1136(q).

(D.O.U.W 3526/12/2410.)

UNCLASSIFIED.

306.—Revision of Forms.

The following forms have been revised. When stocks of the present forms are exhausted, supply of these revised forms will be effected on demand.

A.S. 12—Coin List.
A.S. 17—Certificate of Payment of Officers and Men.
A.S. 81—Mess Sheet.
A.S. 197/A.D. 526—Amendments to List of Fixtures and Spare Gear.
A.S. 224Z—Personnel Card.
A.S. 442—Application for and Report of Result of Professional Examination.
A.S. 451—Naval Shipwright's History Sheet.
A.S. 1118B—Report of Radio—Equipment Fitted.
A.S. 1299X—Application for Marriage Allowance.
A.S. 1299Z—Application for Marriage Allowance.
A.S. 3011Z—Valve History Sheet for C.X. Type Transmitters.
A.S. 3060Z—Form for 40 K.W. C.B. 3 Transmitter.
A.V. 15 (Small)—Receipt Note.
D. 346 (O)—Trials of Electric Generating Machinery (Oil Driven).
E. 55C—Ledger Page for Recording Transactions on Spare Gear, &c.

(D.N.A.S. 3526/10/122.)

Section 7.

CANCELLED LIST.

307.—Cancellation of Navy Order.

Navy Order 993 of 1958 is hereby cancelled.

(D.O.U.W. 4139/13/2976.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Registrar.

FOR OFFICIAL USE ONLY. C.N.O. 308/59

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
20th April, 1959.

The enclosed order is 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.

2706/59.

UNCLASSIFIED.

Advancement—Half-yearly Extracts of Advancement Rosters on Completion of Advancements Effective 13th February, 1959.

The extracts from advancement rosters in Appendix A of this order are promulgated with the object of giving members an indication of the present state of their rosters.

2. A roster date shown in the extract gives no indication of the time a man has been waiting, or his length of service because—

(*a*) it is possible to gain a basic date for advancement some time before being placed on the advancement roster; and

(*b*) recommendations for accelerated advancement also effect the basic dates given in the roster.

3. Requests for information regarding roster positions should be forwarded only as laid down in A.B.R. 10/1958, Article 0117.

4. Before being placed on an advancement roster, a rating must possess the following qualifications:—

(*a*) Professional qualifications—where applicable. (*See* A.B.R. 10/1958, Article 0107 (10) *re* provisional examinations.)

(*b*) Service qualification.

(*c*) Educational qualification—where applicable.

(*d*) Swimming qualification—where applicable.

(*e*) Specialist qualification—where applicable.

(*f*) A.B.C.D. qualifications—where separate from professional examination, e.g., Supply and Secretariat.

5. 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. Column 7 gives the names of a proportion of men on top of their rosters.

6. Names of all ratings advanced during the last six months are shown in Appendix B of this order.

7. Advancements effective from 13th February, 1959, are based on qualifications held on 31st December, 1958, and the rosters shown are based on qualifications held on 28th February, 1959.

8. Navy Order 803 of 1958 is hereby cancelled.

9. This order will be reprinted for posting on Notice Boards.

APPENDIX A.

For Advancement to—	No. on Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
C.P.O.	128	Nil	1. 5.10.50 2. 1.4.51 3. 1.4.51 4. 1.6.51	18.12.58	17	1. Reverted 2. Williams, J. C. 3. Berrell, J. J. 4. Driscoll, V. L. 5. Kennedy, P. J. 6. Not yet recommended 7. Aylward, R. M. 8. Berry, M. T. 9. V.G. Conduct broken 10. Laing, A. 11. Birch, R. G. 12. Brett, R. J. R. 13. Holloway, J. A. 14. Clark, E. A. F. 15. James, R. 16. Jessop, K. E. 17. Bilbe, T. J. 18. Forsyth, E. G. 19. Clements, K. J. 20. Gosch, J. W.
P.O.	5	7	1. 31.3.54	30.11.58	35	1. V.G. Conduct broken 2. Gilbert, W. J.
L.S.	5	70	1. 28.2.53 2. 30.6.53	28.2.59	26	1. V.G. Conduct broken 2. Not recommended

For Advancement to—	No. of Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
C.SLMR.	Nil	Nil	—	—	Nil	—
SLMR.	Nil	1	—	—	Nil	—
C.C.Y.	13	Nil	1. 1.7.48 2. 14.4.53 3. 1.7.53	30.4.58	2	1. Reverted 2. Not yet recommended 3. Not yet recommended 4. Davey, A. G.
C.Y.	3	Nil	1. 30.6.52	13.2.57	5	1. Not yet recommended
L.T.O.	Nil	Nil	—	—	11	—
C.R.S.	8	Nil	1. 7.8.53 2. 19.8.53 3. 1.10.53	1.1.55	3	1. Anderson, J. 2. Fulton, I. R. 3. Joyce, W. W.
R.S.	1	1	1. 30.9.57	—	11	1. Wells, R. J.
L.R.O.	6	34	1. 30.6.56 2. 31.12.56	30.9.57	11	1. V.G. Conduct broken 2. V.G. Conduct broken 3. Not yet recommended
C.R.S.(S)	1	11	1. 1.12.55	—	Nil	1. Pretty, E. R.
R.S.(S)	1	14	1. 31.3.58	—	1	1. Lacey, P. R.
L.R.O.(S)	2	4	1. 31.3.57 2. 18.5.58	—	6	1. Not yet recommended 2. Not yet recommended
C.M(E)	28	Nil	1. 1.3.55 2. 1.4.55 3. 9.4.55	4.12.58	5	1. Anderson, G. J. 2. Hart, O. E. 3. Minns, F. T. 4. Green, J. E. 5. Rosser, N. D. 6. Devlin, K. R. 7. Heron, J. M. 8. Not yet recommended 9. Fraser, D. G. 10. Armour, D. J. R.
P.O.M(E)	19	Nil	1. 1.10.51 2. 23.4.54 3. 19.9.54 4. 19.10.54	4.12.58	24	1. Glover, W. R. 2. Claridge, J. H. 3. Not yet recommended 4. Mullins, V. 5. Williams, J. H. 6. Christensen, W. E. 7. Bray, G. H.
L.M(E)	9	5	1. 15.6.52 2. 1.2.57 3. 13.3.57	2.12.58	44	1. Not recommended 2. V.G. Conduct broken 3. Cumming, D. E. 4. Not yet recommended
C.EL(P)	21	Nil	1. 1.1.53 2. 16.8.53 3. 1.1.54	1.10.55	Nil	1. Cochrane, W. F. V. 2. Weldon, J. C. 3. Upton, N. 4. Page, B. L. 5. Pedersen, H. M.

For Advancement to—	No. on Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
P.O.EL(P)	16	Nil	1. 31.5.55 2. 31.5.55 3. 30.6.55	31.3.58	1	1. Charlton, J. 2. Taylor, B. H. 3. Dalby, E. R. 4. Nell, N. K. 5. Start, L. J. A.
L.E.M.(P)	2	5	1. 30.9.56 2. 29.1.59	—	9	1. Price, J. F. R. 2. Powell, B. J.
C.EL(E)	8	Nil	1. 1.7.54 2. 1.9.54 3. 1.10.54	1.7.55	Nil	1. Halloran, J. M. 2. Teale, T. L. 3. Robinson, N. M. 4. Lamb, R. G.
P.O.EL(E)	2	Nil	1. 28.2.57 2. 5.11.58	—	7	1. Rear, E. 2. Dowling, G. S.
L.E.M(E)	Nil	23	—	—	13	—
C.R.E.L.	6	Nil	1. 1.1.54 2. 1.2.54	1.10.54	8	1. Innes-Ker, B. 2. Powell, N. J.
P.O.REL.	1	37	1. 31.3.57	—	2	1. Reeves, C. A.
L.R.E.M.	8	74	1. 31.5.56 2. 31.12.56	29.1.59	1	1. Fraser, J. R. 2. Maitland, W. D. 3. Coker, V.
C.P.O.WTR.	31	Nil	1. 1.10.52 2. 1.11.52 3. 1.2.53	1.10.55	1	1. Dalrymple, R. 2. Hook, K. S. 3. Webb, L. S. 4. Dellamarta, A. W. 5. Medaris, J. 6. Picard, C. A. 7. Barrett, P. C. 8. Campbell, C. 9. Walsh, E. J. 10. V. G. Conduct broken
P.O.WTR.	15	Nil	1. 31.12.53 2. 31.8.56 3. 31.1.57	31.7.58	5	1. Not yet recommended 2. Smith, B. A. 3. Scanlon, K. W. 4. Monaghan, W. J. 5. Williams, A. J. 6. King, C. C. T.
L.WTR.	6	Nil	1. 1.8.57 2. 31.12.57	31.12.58	9	1. Smith, A. J. 2. Hill, R. 3. Murray, I. D. R.
S.C.P.O.(V)	17	Nil	1. 1.1.52 2. 1.1.53 3. 1.3.53	1.10.55	3	1. Not yet recommended 2. De Grono, H. H. 3. Whillier, F. T. 4. Wood, R. K. G. 5. Blank, A. A. 6. Churn, F. E.
S.P.O(V)	7	Nil	1. 30.6.55 2. 31.12.55 3. 30.4.56	30.6.58	6	1. V.G. Conduct broken 2. Hyde, R. J. 3. Quinn, H. L.

For Advancement to—	No. of Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
L.S.A.(V)	2	5	1. 23.8.57 2. 31.12.58	—	9	1. V.G. Conduct broken 2. Not yet recommended
S.C.P.O(S)	19	Nil	1. 1.2.52 2. 1.4.52 3. 1.7.52	1.1.55	Nil	1. Morgan, L. F. 2. Rattle, M. W. 3. Johnson, D. C. 4. Staindl, K. 5. Dingle, N. H. A. 6. Sheridan, G. L. 7. Lockett, G. F. 8. Caldwell, B. A.
S.P.O.(S)	14	Nil	1. 31.5.54 2. 30.6.54 3. 31.8.54	31.12.58	3	1. V.G. Conduct broken 2. Haron, B. G. 3. Edgerton, B. T. 4. Hughes, P. N. 5. Mitchell, T. P.
L.S.A.(S)	1	8	1. 31.12.57	—	13	1. V.G. Conduct broken
C.P.O.CK(S)	10	Nil	1. 1.10.52 2. 1.1.53 3. 1.7.53	1.10.55	1	1. Hartwig, N. 2. Fechner, J. W. 3. Burridge, A. E.
P.O.CK(S)	6	Nil	1. 17.8.56 2. 31.12.56 3. 30.6.57	13.8.58	10	1. Foley, R. W. 2. White, W. J. 3. Pratt, L. R.
L.CK(S)	3	19	1. 30.9.56 2. 30.9.57 3. 31.3.58	—	18	1. V.G. Conduct broken 2. Fish, G. J. 3. Donaldson, R. T.
C.P.O.CK(O)	8	Nil	1. 1.10.52 2. 1.10.52 3. 1.12.52	2.5.57	Nil	1. Wagner, L. A. 2. Bury, L. W. 3. Shepherd, A. A.
P.O.CK(O)	12	Nil	1. 31.10.53 2. 9.6.55 3. 25.7.55	7.2.58	Nil	1. Brooks, R. P. 2. Nicholson, K. 3. Price, R. N. 4. V.G. Conduct broken
L.CK(O)	3	5	1. 1.7.53 2. 31.12.56 3. 16.4.58	—	6	1. Clarke, A. 2. Not yet recommended 3. Hayes, D. J.
S.B.C.P.O	20	Nil	1. 24.10.52 2. 24.7.53 3. 25.7 53	20.5.58	Nil	1. Hay, D. 2. Pope, W. B. 3. Nash, J. B. 4. Josey, R. K. 5. West, D. M. 6. Black, R. S. 7. Monaghan, P. J. 8. Not yet recommended
S.B.P.O.	6	Nil	1. 4.2.56 2. 21.1.57 3. 21.5.57	20.5.58	Nil	1. Turner, J. 2. Kildey, N. G. 3. McCarthy, P.
L.S.B.A.	2	1	1. 12.11.57 2. 11.11.58	—	4	1. Haywood, B. R. 2. Taylor, G. J.

For Advancement to—	No. on Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
C.P.O.D.A.	Nil	1	—	—	Nil	—
P.O.D.A.	Nil	1	—	—	1	—
L.D.A.	Nil	3	—	—	Nil	—
C.P.O.STD.	20	Nil	1. 1.2.51 2. 1.2.51 3. 1.3.51	25.10.58	Nil	1. Cox, E. A. 2. Clarke, J. P. 3. Smith, G. 4. Pavletich, S. N. 5. Foley, T. F. 6. Boyle, A. H. 7. Ward, J.
P.O.STD.	3	3	1. 25.10.56 2. 30.6.58 3. 30.6.58	—	5	1. Not yet recommended 2. Cole, S. 3. Howells, D. H.
L.STD.	2	46	1. 30.6.58 2. 30.6.58	—	5	1. Not yet recommended 2. Nolan, K. B.
C.BDMR.	3	Nil	1. 1.1.55 2. 1.1.55 3. 1.4.55	—	Nil	1. Gullick, N. C. 2. Coxon, G. D. 3. McDonough, J. H.
BDMR.	1	Nil	1. 9.12.58	—	1	1. Jones, P. B.
BD.CPL.	Nil	6	—	—	1	—

BUGLE SGT.	Nil	Nil	—	—	Nil	—
BUGLE CPL.	Nil	2	—	—	Nil	—
M.A.A.	4	Nil	1. 10.7.54 2. 16.8.55	14.2.56	Nil	1. Ross, W. L. 2. McLaine, K. H. 3. Lewis, K. R. G.
R.P.O.	5	Nil	1. 10.11.55 2. 13.3.56 3. 24.9.56	24.11.56	3	1. Faunce, R. J. 2. Arnold, H. F.
C.P.O.BTCHR.	2	1	1. 15.1.53 2. 5.12.53	—	Nil	1. Watkins, H. J. 2. Not qualified by service
C.O.A.	Nil	3	—	—	2	—
C.N.S.	Nil	Nil	—	—	5	—
C.E.R.A. .. .. .. } C.MECH. .. .. .. }	14	Nil	77 Points 72 Points 72 Points	39 Points	Nil	1. Ashmore, N. 2. Bradshaw, J. J. 3. Trendall, G. F. 4. Perks, G. V. 5. Hudson, V. W.
C.E.A. .. .. .. } C.R.E.A. .. .. .. }	2	Nil	65 Points 34 Points	—	2	1. Purtle, L. D. 2. McLain, F.
C.E.A.(AIR) .. .. } C.R.E.A.(AIR) .. .. }	Nil	2	—	—	Nil	—

For Advancement to—	No. of Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
C.AIR(AH)	15	Nil	1. 1.12.52 2. 1.1.53 3. 1.1.53	1.10.55	Nil	1. Blunden, J. 2. Manuel, M. L. R. 3. Hill, L. W. 4. Alexander, R. 5. Cuneen, J. M. 6. Davis, R. L.
P.O.AIR(AH)	9	Nil	1. 18.4.55 2. 4.6.56 3. 28.11.56	31.12.57	Nil	1. Wyllie, R. M. R. 2. Laird, D. 3. Cannon, J. W.
L.AIR(AH)	5	Nil	1. 26.11.56 2. 15.8.57	23.11.57	6	1. Coombe, B. F. 2. Richards, J. L.
C.AIR(SE)	4	Nil	1. 1.7.54 2. 1.1.56	1.1.56	Nil	1. Kempnich, J. F. 2. Lee, G. W.
P.O.AIR(SE)	2	Nil	1. 3.7.53 2. 9.6.56	—	Nil	1. Beardsley, G. A. 2. Donovan, F. J.
L.AIR(SE)	Nil	Nil	—	—	2	—
C.AIR(MET)	1	Nil	1. 1.4.54	—	Nil	1. Percival, L. N.
P.O.AIR(MET)	Nil	3	—	—	Nil	—
L.AIR(MET)	1	Nil	1. 12.11.57	—	2	1. Rule, P. C.

C.AIR(PHOT)	1	Nil	1. 1.5.54	—	Nil	1. Baldock, R. A.
P.O.AIR(PHOT)	Nil	Nil	—	—	Nil	—
L.AIR(PHOT)	1	Nil	1. 4.3.57	—	2	1. Edgar, N.
C.A.F.(A)	23	Nil	1. 1.9.52 2. 1.4.53 3. 1.4.53 4. 1.6.53	22.9.55	Nil	1. McCarley, K. A. 2. Hutchinson, J. 3. Lambert, R. J. 4. Currie, J. W. 5. Daniels, D. J. 6. Moloney, R. W.
P.O.A.F.(A)	Nil	Nil	—	—	Nil	—
L.A.M.(A)	6	Nil	1. 23.3.56	31.12.57	3	1. Walter, G. R. 2. Pye, D. O. 3. Zuch, L. B. F.
C.A.F.(E)	23	Nil	1. 30.6.49 2. 1.5.51 3. 1.1.52 4. 1.4.52	1.7.55	Nil	1. Matheson, K. J. 2. McQuarie, A. S. 3. Christopher, T. J. G. 4. Campbell, S. G. 5. May, B. H. 6. Manning, W. G.
P.O.A.F.(E)	1	Nil	1. 3.10.55	—	Nil	1. Wilson, M. K.
L.A.M.(E)	Nil	5	—	—	6	—
C.A.F.(O)	8	Nil	1. 1.8.52 2. 1.1.53 3. 1.10.53	1.7.55	Nil	1. Harrison, J. J. 2. Peacock, R. K. 3. Tiffen, M.

For Advancement to—	No. on Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
P.O.A.F.(O)	Nil	Nil	—	—	Nil	—
L.A.M.(O)	1	Nil	1. 19.1.56	—	Nil	1. Mosman, D. J.
C.EL(AIR)	8	Nil	1. 1.11.49 2. 1.1.53 3. 1.7.53	1.1.56	Nil	1. Macdonald, L. J. V. 2. Rice, D. V. 3. Birtles, H. J.
P.O.EL(AIR)	8	Nil	1. 31.8.54 2. 30.11.54	28.2.56	Nil	1. Miller, E. P. 2. Knight, R. J. 3. Swebbs, K. J.
L.E.M.(AIR)	Nil	8	—	—	5	—
C.REL(AIR)	6	Nil	1. 1.1.55 2. 1.4.55	30.10.57	Nil	1. Williamson, B. 2. Fischer, C. A.
P.O.REL(AIR)	Nil	15	—	—	2	—
L.REM(AIR)	4	38	1. 31.12.57 2. 31.3.58	6.2.59	9	1. O'Hara, R. V. 2. Hill, M. B.
C.A.A.(O) .. .. .. C.A.MECH(O)	Nil	2	—	—	Nil	—
C.A.A.(A/E) .. .. C.A.MECH(A/E)	3	Nil	1. 43 Points 2. 34 Points 3. 6 Points	—	Nil	1. Jollie, N. A. 2. Warfield, T. 3. Tucker, R. H.

W.R.A.N.S.

C.WR.WTR.(P) & (GD) ..	Nil	1	—	—	Nil	—
P.O.WR.WTR.(P) & (GD) ..	Nil	4	—	—	Nil	—
L.WR.WTR.(P) & (GD) ..	3	3	1. 31.12.57 2. 31.12.58 3. 31.12.58	—	3	1. Not yet recommended 2. Not yet recommended 3. O'Brien, J. A.
P.O.WR.WTR.(ST)	Nil	Nil	—	—	Nil	—
L.WR.WTR.(ST)	Nil	3	—	—	Nil	—
P.O.WR.S.(S) & (V)	Nil	Nil	—	—	Nil	—
L.WR.SA(S) & (V)	3	Nil	1. 31.5.57 2. 30.6.57 3. 30.6.57	—	Nil	1. Kaczmarowski, M. A. 2. Not yet recommended 3. Thiselton, M. J.
C.WR.RS.	Nil	2	—	—	Nil	—
WR.RS.	Nil	8	—	—	Nil	—
L.WR.RO.	1	19	1. 31.3.58	—	3	1. Not yet recommended
C.WR.RS(S)	Nil	1	—	—	Nil	—
WR.RS(S)	Nil	3	—	—	1	—
L.WR.RO(S)	Nil	2	—	—	1	—
P.O.WR.CK(S)	Nil	1	—	—	Nil	—

For Advancement to—	No. on Roster.	Present No. of Vacancies.	Roster Date or Points of Wran at Top of Roster. (Adjusted by "RED" Recommendations as necessary.)	Roster Date or Points of Wran at Bottom of Roster. (Adjusted by "RED" Recommendations as necessary.)	No. advanced during last Six Months.	Names of Wrans on Top in Roster Order.
L.WR.CK(S)	2	1	1. 20.2.58 2. 28.7.58	—	1	1. Not yet recommended 2. Williams, B. L.
C.WR.STD	Nil	1	—	—	Nil	—
P.O.WR.STD.	Nil	2	—	—	Nil	—
L.WR.STD.	8	4	1. 31.12.56 2. 31.12.56 3. 31.12.57	31.12.58	1	1. Not recommended 2. Not yet recommended 3. Not yet recommended
P.O.WR.SB.	Nil	Nil	—	—	1	—
L.WR.SBA.	1	Nil	1. 19.8.58	—	Nil	1. Not yet recommended
C.WR.REG.	Nil	1	—	—	1	—
P.O.WR.REG.	Nil	2	—	—	Nil	—
C.WR.RP.	Nil	1	—	—	Nil	—
P.O.WR.RP.	Nil	4	—	—	Nil	—
L.WR.RP.	Nil	11	—	—	Nil	—
C.WR.M.T.D.	Nil	2	—	—	Nil	—
P.O.WR.M.T.D.	Nil	7	—	—	Nil	—
L.WR.M.T.D.	Nil	18	—	—	1	—

APPENDIX B.

Supplementary list of ratings advanced on 1st August, 1958, who were not included in Navy Order 803 of 1958.

Name.	*O.N.*	*Name.*	*O.N.*
Chief Plumber.		*Leading Airman (A.H.).*	
Webb, R. C.	R40373	Hobill, R. A.	R36287
		McCutcheon, D.	R49856
Leading Cook (S).		Radley, D.	R49295
Norman, R. J.	R38376	Larter, F. C.	R49386
Ramsey, R. W. J. ..	R50578		

List of ratings advanced during the last six months—

Name.	*O.N.*	*Name.*	*O.N.*
Chief Petty Officer.		*Petty Officer.*	
Loveday, E. R.	R29263	Ashcroft, R. A. K. ..	R36869
Longley, C. R.	R25164	Gardner, A.	R39891
Horton, W. H.	R29689	Cooper, J. C.	R36212
McIntyre, K. K.	R34301	Robinson, L. E.	R37315
Kelly, K. W.	R28273	Harper, D. V.	R36570
Dalziel, D. W.	R29109	Germain, P. A.	R35487
Stow, K. V.	R29866	Hutchins, S. J.	R37154
Gough, R. W.	R33346	Ougham, H. F.	R36609
Bryan, A. R.	R29502	Champion, D. J.	R33449
Tunks, S. E.	R28706	Grant, P. J.	R37275
Drew, K. E.	R29122	Giddins, E. H.	R37535
Powell, T. D.	R29352	Thurlow, L. G.	R36974
Flatman, R. F.	R27497	Nolan, C. T.	R37058
Angus, D. J.	R28736	Rackstraw, J. L.	R46502
Davis, A. A.	R36213	Quigley, R. A.	R35804
Jarrett, P. W.	R30813	Green, A.	R41040
Walker, R. T.	R35556	Redwood, J. A.	R41666
		Collins, S. R.	R35272
		Starkey, R.	R22305
Petty Officer.			
Giffard-Burgess, R. ..	R40651	*Leading Seaman.*	
Tabb, F. W.	R51864		
Scott, F. G.	R33108	Hopper, G. M.	R50041
Williams, J. R.	R29436	Kriss, M. G.	R50418
Wilson, W. J.	R36239	Hore, L. K.	R50965
Harcla, E. K.	R37282	Mullins, J. A.	R50887
Donnelly, N. J.	R29581	McGowan, W. J. ..	R38740
Matthews, A. A. W. ..	R36812	Brumley, J. R.	R50410
McGougan, A.	R37302	Scott, R. W.	R50835
Fotheringham, J.	R35975	Gallagher, K. L.	R51236
Daniel, G.	R35836	Taylor, E. I.	R50948
McMahon, R. J.	R37304	Morgan, H. R.	R50477
Jorgensen, A. J.	R38703	Robson, T.	R37495
Carling, A. C.	R36761	Rosenberg, M. J. ..	R51181
Austin, E. F.	R41074	Lucas, H. J.	R50667

Name.	O.N.
Leading Seaman.	
Bigelow, B. M.	R35169
Hall, R. W. *	R37857
Lyons, T. J.	R50801
Wintle, K. A.	R50993
Ellis, B. L.	R51063
Newton, N.	R51344
Linton, E. W.	R47373
Reeson, J. E.	R44313
Cooper, D. E.	R48302
Ford, E. A.	R50435
Moeser, W. E.	R50737
Chief Communication Yeoman.	
Smith, F. J.	R31207
Baptlett, L. J. M.	R29026
Communication Yeoman.	
Gellatly, S. P.	R36119
Corey, K. J.	R36098
Harris, T. J.	R37146
Rodwell, R. H. L.	R29852
Trimby, W. J.	R41025
Leading Tactical Communication Operator.	
McDonald, L. G.	R33760
Appleby, K. C.	R50198
Waldron, R. A.	R49888
Wyatt, A. F. S.	R50116
Jones, B. T.	R50416
Dwyer, G. W.	R35005
Robinson, R. A.	R50191
Skeet, E.	R51034
Prendergast, K. J.	R31945
Richards, C. H. L.	R41698
Sparkes, A.	R36182
Chief Radio Communication Supervisor.	
Gorton, D. A.	R27502
Donovan, J. J.	R29591
Beavis, E. S.	R27404
Radio Communication Supervisor.	
Gabb, B. M.	R35848
Hogan, W. E.	R32573
Hansford, F. J.	R37381

Name.	O.N.
Radio Communication Supervisor.	
Parker, G. A.	R37487
Hanson, J. H. T.	R37467
Bracken, G. T.	R29484
McArthur, S. N.	R37960
Hunter, A. P.	R37712
Dickenson, J. F.	R36907
Leading Radio Communication Operator.	
Baguley, R. N.	R47353
Brown, N. R.	R49459
Martin, L. R.	R49562
Clemson, W. J.	R50177
Tacey, G. F.	R50468
Davern, J. E. V.	R50325
Stewart, G. C.	R50393
McNally, J. C.	R50265
Claxton, B. E.	R50570
Weaver, K. J.	R49533
Standen, G.	R50549
Radio Supervisor (Special).	
Bennetts, B. L.	R46355
Leading Radio Operator (Special).	
Myers, L. N.	R50832
Crocker, R. A.	R50021
McInnes, J. W.	R49564
Bee, R. A.	R50774
Stokoe, M. B.	R50637
Hyland, R. T.	R51134
Chief Engineering Mechanic.	
Dobson, W. E.	R27837
Minns, D. K.	R27951
Sharkey, T. V.	R34349
Brown, R. J.	R34985
Akers, K.	R36668
Petty Officer Engineering Mechanic.	
Craig, T. N.	R35475
Steers, D. E.	R36633
Bartlett, B. G.	R37244
Arnold, L. G.	R37090
Copelin, K. J. W.	R37528
Venville, R. K.	R38409

Name.	O.N.
Petty Officer Engineering Mechanic.	
Vaughan, J.	R37742
Smith, J. C.	R36179
Pilmore, P. J.	R37728
Stephens, L. J.	R38036
Critchley, E. J.	R37366
Franklin, R. J.	R40154
Wood, E. D.	R32373
Davies, B. F.	R38151
Zinga, E. L.	R36986
Morris, R. J.	R36594
Brooks, J. B.	R44818
Nash, C. W.	R45380
Sheppard, G. C.	R36036
Royal, F. C.	R37497
Cole, E. R.	R37600
Hodgson, C. A.	R35989
McMullen, G. G.	R35757
Rennie, R. J.	R37733
Leading Engineering Mechanic.	
Simm, T. S.	R44466
Jarvie, E.	R39932
Gilbert, G. J.	R50642
Curyer, D. P.	R50629
Ducksbury, J. B.	R50754
McLellan, R. W.	R50738
Smart, D.	R41626
Wharton, K. S.	R49761
Gillespie, J.	R50585
Furlong, W. A.	R50779
Warburton, W. G.	R50792
Stevens, M. W.	R50169
McDonald, R. D.	R50135
Simpson, J. A.	R49951
Halligan, A. C.	R50724
Donlan, J.	R50300
Firman, S. F.	R49771
Nolan, E. J.	R50787
Swain, I. D.	R50836
Tait, A. M.	R44554
Nilsson, C. E.	R38526
Boston, J. R.	R44390
McDernott, E. J.	R49489
McKerihan, K. C.	R37303
Hislop, D.	R37624
Smith, J.	R27690
Bird, K. R.	R41711
Humphreys, M.	R50719
Eames, K. J.	R51025
Russell, W. D.	R39658

Name.	O.N.
Leading Engineering Mechanic.	
Standish, I. T.	R37979
Dempsey, P. J.	R49823
Harris, A. C. J.	R50597
Tite, D. A.	R50317
Llewellen, G. P.	R50291
Sandiford, W. R.	R50790
Rankin, M. S.	R36816
Elliott, P.	R50998
Greenwood, N.	R36880
Landells, T. D.	R50725
McGrory, A. J.	R51355
Tippet, L. L.	R46829
Lewis, M. J.	R49777
O'Sullivan, J. F.	R50766
Armstrong, A. M.	R51167
Petty Officer Electrician (P).	
White, J. E.	R37427
Leading Electrical Mechanic (P).	
Read, M. C.	R47949
Lambert, E. F.	R46405
Kairl, R. H.	R49482
Weber, J. J.	R51261
Auliff, H. T.	R49733
Withers, R. W.	R50873
Moy, D.	R50345
Francis, J. J.	R50002
Cruickshank, G. D.	R15725
Petty Officer Electrician (E).	
Cameron, B.	R37276
Clarke, M.	R37256
Fahlbusch, B. S.	R37267
Woolley, E.	R40071
Trotter, W. E.	R37502
Eather, T. C.	R47191
Downey, J. E.	R45985
Leading Electrical Mechanic (E).	
Smith, E. G.	R49614
Thiele, R. J.	R48222
Jackson, D. A.	R50388
Best, N. J.	R50840
Davy, L. B.	R51123
Bianchi, O. R.	R51091
Irwin, T. J. S.	R48323

Name.	O.N.
Leading Electrical Mechanic (E).	
Chipperfield, G. C.	R50070
McLaren, D. E.	R50803
Gamsby, H.	R37270
Garrett, B.	R50327
Chief Radio Electrician.	
Collins, J. S. O.	R34575
Bell, A. G.	R30002
Moore, V. L.	R34173
Poppins, L. T.	R34193
Cleary, J.	R32937
Wilson, N. G.	R33307
Fowler, F. V.	R33179
Cheetham, L. J.	R33648
Petty Officer Radio Electrician.	
Wilkinson, T. H.	R41702
O'Regan, V. de P.	R41691
Leading Radio Electrical Mechanic.	
Anderson, K. J.	R51130
Chief Petty Officer Writer.	
Phillips, N.	R30634
Petty Officer Writer.	
Cleverly, C. G.	R45558
Bennett, R. N.	R31334
Walters, R.	R45411
Newman, E. C.	R35894
Jeffrey, D. M.	R41682
Leading Writer.	
Cass, M. V.	R51081
Ffrench, J. D.	R50709
Hall, T. A.	R50521
Sturzaker, G. J.	R50049
Moonie, T. A.	R51032
Dalgleish, R. C.	R50920
Dillon, L. J.	R50777
Humphrey, P. J. F.	R40821
Murphy, K. E.	R49832

Name.	O.N.
Stores Chief Petty Officer (V).	
Hinkley, S. L.	R33494
Ritchey, J. W.	R40182
Lancaster, S. A.	R28285
Stores Petty Officer (V).	
Field, M.	R28804
English, R. D.	R36913
McClymont, B. M.	R29298
Gully, R. C.	R39135
Prior, D. B.	R38227
Dennis, C.	R35839
Leading Stores Assistant (V).	
Nurse, J. P.	R49918
Cox, R. S.	R39189
Mitchell, J. A.	R47227
Clarke, A. J.	R41653
Phillips, D. A. S.	R50601
Dennis, V. H.	R50503
Mitchell, A. L.	R51213
Stafford, T. O.	R50048
Stores Petty Officer (S).	
Messenger, J. R. B.	R36948
Bemrose, W.	R36892
Bird, R. H.	R32487
Leading Stores Assistant (S).	
Hankinson, R. F.	R38972
Proud, T. S.	R44720
Rees, K. A.	R50480
Allardice, I. T.	R26776
Calway, B.	R50640
Hallifax, J. L.	R45796
Dawson, G. S. F.	R50690
Coetzee, E. D.	R37767
Penn, B.	R41662
Cannon, C. J.	R49199
Bates, D.	R41670
Styman, R. J.	R38882
Weathered, R. J.	R45288
Chief Petty Officer Cook (S).	
Naylor, A. E.	R28338

Name.	O.N.
Petty Officer Cook (S).	
Philp, J. R.	R28008
Bradford, J. T.	R38482
White, R. C.	R36520
Bateman, G. F.	R15876
Webster, A. J.	R28435
Baranovsky, B. M.	R32914
Biggs, E. L.	R37248
Warry, N. P.	R35093
Clarke, T. J.	R35369
Embrey, K.	R31419
Leading Cook (S).	
Polsen, K. L.	R49920
Frame, B. J.	R49043
Fishwick, E.	R49469
Radford, E. G.	R50623
Ambrose, B. P.	R50657
Blakey, N.	R49538
Campbell, R. A.	R41632
Smith, R. W. L.	R50449
Forrest, J.	R48303
Williams, B. J.	R49154
Barnard, K. A.	R45718
Tierney, D. E.	R50171
Cross, B.	R51149
Hills, N. G.	R50984
Boyland, E.	R51168
Wilson, R. J.	R38617
Willis, N. M.	R50016
Leading Cook (O).	
Jenner, G. R.	R47894
Gilchrist, J.	R39596
Rymer, O. G. L.	R47443
Cosson, P. W.	R51021
Barney, R. W.	R50748
Craig, D. M.	R37694
Petty Officer Steward.	
Mee, S. A.	R41683
Mangin, V. A.	R35884
Plaisted, R. C.	R35066
Fuller, C. B.	R32067
Hunter, A. J.	R29658

Name.	O.N.
Leading Steward.	
Watson, B. W.	R50284
Buchanan, M. C.	R50898
Hoy, R. M.	R49936
Frame, I. G.	R50718
Woods, K.	R50366
Leading Sick Berth Attendant.	
Swift, G. A.	R49572
Short, K. G.	R49727
Moeller, T. P.	R50028
Phillips, P. A. K.	R49883
Petty Officer Dental Assistant.	
Bushby, T. F.	R49360
Bandmaster.	
Williams, I. C.	R37429
Band Corporal.	
Whitmore, T. S.	R46239
Regulating Petty Officer.	
Dunlop, W. G.	R27465
Hansen, N. C.	R36294
Landy, D. C.	R35996
Chief Joiner.	
Garde, F. J.	R32074
Chief Plumber.	
Tilden, J.	R33294
Chief Naval Shipwright.	
Lofts, R. F.	R36805
Pritchard, G.	R36324
Forder, E.	R29617
Chief Electrical Artificer.	
McLeod, G.	R35506
Binns, A. H.	R36265

Name.	O.N.
Chief Ordnance Artificer.	
Cabena, E. R.	R41162
Hughes, S. W.	R35728
Leading Airman (A.H.).	
Haase, M. D.	R50345
Damm, K.	R50433
Keys, P. J.	R50491
Linaker, G. J.	R50530
Dobson, L. L.	R47476
Kelly, K. L.	R36514
Leading Airman (S.E.).	
Wise, G. N.	R51262
Collison, K. C.	R51288
Leading Airman (Met.).	
Salt, S. A.	R50789
Schluter, I. B.	R50602
Leading Airman (Phot.).	
Wilson, M.A.	R49112
Trinder, G. A.	R50033
Leading Airman Mechanic (E.).	
Langworthy, R. L.	R49939
Frew, E.	R50611
Bailey, R. A.	R50794
Bond, P. E.	R49377
Coppin, J. T.	R49244
Egoroff, G.	R51062
Leading Airman Mechanic (A.).	
Llewellan, W. G.	R49088
Lloyd, G. G.	R15771
Leading Electrical Mechanic (Air).	
Grubb, W. B.	R50223
Reynolds, D. C.	R50248
Birtles, F. P.	R50174
O'Connor, L.	R51468
Petty Officer Radio Electrician (Air).	
Davies, W. M. J.	R49036
Mathwin, J. S.	R49409

Name.	O.N.
Leading Radio Electrical Mechanic (Air).	
Matthews, H.	R51353
Blake, V. N.	R51054
Ward, T. C. E.	R50540
Droscher, A.	R50607
James, P.	R50649
Toyer, A. R.	R50483
Rolfe, K. F.	R50349
Chief W.R.A.N. Regulating.	
Lulham, W. K.	R84040
Petty Officer W.R.A.N. Sick Berth.	
McMahon, N. D.	R84531
W.R.A.N. Radio Supervisor (Special).	
Uhlmann, N. D.	R84345
Leading W.R.A.N. Motor Transport Driver.	
Muus, T. M.	R84697
Leading W.R.A.N. Radio Operator (Special).	
Robertson, D. M.	R84612
Leading W.R.A.N. Radio Communication Operator.	
Higgs, S. O.	R84666
Vaughan, V.	R84614
Hunter, E. S.	R84620
Leading W.R.A.N. Writer (G.D.).	
Howard, K. L.	R84619
Brady, A. I.	R84438
Leading W.R.A.N. Steward.	
Thorne, G. M.	R84638
Leading W.R.A.N. Cook (S).	
Dowse, D. J.	R84661

(D.D.M. 4008/4/267.)

(*Navy Order* 803 *of* 1958.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar.

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C.N.O.'s 309-335/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
27th April, 1959.

The enclosed 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 other concerned.

RESTRICTED.

3110/59.

CONTENTS.

CONTENTS—*continued.*

Section 1.

ADMINISTRATIVE AND GENERAL.

RESTRICTED.

309.—Maralinga Australian Range Support Unit (M.A.R.S.U.)—Title.

The designation of the Australian Services Task Force at Maralinga is now changed to " Maralinga Australian Range Support Unit " short title " M.A.R.S.U." Telegraphic address, " M.A.R.S.U. Maralinga ".

2. The new designation of each service component is—

Service.	*Full Title.*	*Short Title.*
Navy ..	Maralinga Australian Range Support Unit (R.A.N. Element)	M.A.R.S.U. (R.A.N.)
Army ..	Maralinga Australian Range Support Unit (Army Element)	M.A.R.S.U. (Army)
Air Force ..	Maralinga Australian Range Support Unit (R.A.A.F. Element)	M.A.R.S.U. (R.A.A.F.)

3. Navy Order 114 of 1957 is hereby cancelled.

(D.O.U.W. 3141/101/6.)

(*Navy Order* 114 *of* 1957.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

310.—Chartered Institute of Secretaries—Concession to Officers of the Royal Australian Navy.

The Chartered Institute of Secretaries is a professional association of qualified secretaries of joint-stock companies and other public bodies. One of its objects is to exercise professional supervision over its members and to secure for them professional standing to assist in the performance of their duties. Its membership is comprised of chartered secretaries who may be either Fellows (F.C.I.S.) or Associates (A.C.I.S.).

2. Gentlemen seeking membership must possess certain minimum qualifications, become registered students of the Institute and pass its intermediate and final examinations in professional subjects.

3. To assist officers of the Royal Australian Navy in following a secretarial career on retirement from the Service, the Council of the Institute has decided to admit them as registered students and to grant exemptions to the following officers if holding the qualifications prescribed below:—

Seaman Specialists.

(*a*) Passing of Destroyer Command examination; or

(*b*) Specialisation in Gunnery, Torpedo and Anti-Submarine, Communications, Navigation and Direction, or Submarine duties, or qualification as Pilot or Observer, or for Hydrographic Surveying Officers, on being graded Assistant Surveyor 2nd Class.

Supply and Secretariat Specialists.

Qualifications in the Supply and Secretariat Advanced Course or earlier equivalent, or, for officers of earlier seniority, qualification in the professional examination for the rank of Lieutenant-Commander, Supply and Secretariat Specialization.

Engineer and Electrical Specialists and Instructor Officers.

Promotion to Lieutenant-Commander's rank.

Officers of any Branch.

Passing Staff Course.

4. Officers who have passed the examinations mentioned above will be exempted from the Preliminary Examination and from the subjects of English, Accountancy and Company Law in the Intermediate. The three subjects then to be taken in the Intermediate would be Mercantile Law, Economic Theory and Secretarial Practice (Meetings). Candidates would then proceed to the full final examination.

5. Full particulars of the subjects, qualifications for membership and examination regulations of the Institute may be obtained direct from the Divisional Secretaries of the Chartered Institute of Secretaries in each capital city of the Commonwealth.

6. Navy Order 167 of 1956 is hereby cancelled.

(D.G.S. 3132/31/13.)

(*Navy Order* 167 *of* 1956.)

UNCLASSIFIED.

311.—Duties—Communal Duties in H.M.A. Ships.

(*A.F.O.* 1501/1958.)

In order to make room in H.M.A. ships for increased numbers of technical ratings it has been necessary to reduce the number of Seaman rating to such an extent that fewer can now be spared for communal duties than in the past.

2. It has been decided, therefore, that communal duties in H.M.A. ships are to be undertaken by all departments of a ship in proportion to the number of Able Ratings and below allowed.

3. It is the intention in future to include in the Quarter Bill for each ship, a list showing the assessed communal duties, and also to show in schemes of peace and war complements the number allowed in each department's complement to perform these duties.

4. No allowance will be made in the assessed communal duties for Mess Deck, Flats and Heads Sweepers, and such duties should be undertaken by all departments during a set period each day. In certain Royal Navy ships which are manned to a reduced scale of seamen, domestic cleaning duties between decks are dealt with by utilizing a daily three-quarter-hour period for cleaning stations to which all departments contribute. This system not only works efficiently but has the obvious advantage of saving communal personnel.

5. It is left to the discretion of Flag and Commanding Officers as to the best way of implementing the above changes, including whether to introduce a " clean-ship period ".

6. Admiralty has advised that Article 501 of the " Rules and Procedure for the Assessment of Complements of H.M. Ships " will be amended in due course to disallow certain departments from bidding separately for ratings for domestic duties.

(D.T.S.R. 4276/2/170.)

UNCLASSIFIED.

312.—Education Allowance.

Navy Order 1038 of 1958 is to be amended as follows:—

Paragraph 3 (*c*)—Delete and substitute—

"(*c*) The child must have been living with the parents at the locality from which the member is appointed or drafted or with the mother where the member has been serving in a sea-going ship. Thus where a child was boarding or living away from home prior to the time the member leaves the old locality, Education Allowance will not be payable unless that situation was a direct result of, and, occurred after, the issue of the actual appointment of draft. Payment in such a case will depend upon the Naval Board being satisfied that the child's separation from the parents is attributable to the appointment or draft and that the arrangements were not put into effect before its issue. A member who separated a child from the home after the issue of a draft forecast but before the issue of the draft itself would thus render himself ineligible for the allowance in respect of that child."

(H.P.B. 4822/50/23.)

(*Navy Order* 1038 *of* 1958.)

UNCLASSIFIED.

313.—Examination for Sick Berth Chief Petty Officer, Sick Berth Petty Officer and Leading Sick Berth Attendant.

As from September, 1959, the examination for Sick Berth Chief Petty Officer, Sick Berth Petty Officer and Leading Sick Berth Attendant will be held on the second Tuesday in March and September of each year.

2. Navy Order 1071 of 1958 is to be amended as follows:—

After " Leading Wran Stores Assistant (Victualling)—Tuesday, 1st September " insert—

" Sick Berth Chief Petty Officer	Tuesday, 8th September 10th August.
Sick Berth Petty Officer ..	Tuesday, 8th September 10th August.
Leading Sick Berth Attendant	Tuesday, 8th September 10th August."

After " Wardmaster Sub-Lieutenant Tuesday, 20th October " delete—

" Sick Berth Chief Petty Officer	Tuesday, 10th November 12th October.
Sick Berth Petty Officer ..	Tuesday, 10th November 12th October.
Leading Sick Berth Attendant	Tuesday, 10th November 12th October "

(H.P.B. 4007/3/227.)

(*Navy Order* 1071 *of* 1958.)

UNCLASSIFIED.

314.—Medical—Prevention of Tetanus in the Service.

When paragraph 50 of Navy Order 390 of 1958 (Vaccination and Immunization) has been complied with, the individual is then actively immunized against tetanus, and if he is injured (or wounded), in the majority of cases all he will require as a prophylactic measure against tetanus will be a further 1.0 ml. of tetanus toxoid given subcutaneously.

2. It should be emphasized that persons receiving even small insignificant abrasions, &c., may require an injection of 1 ml. of tetanus toxoid if they have been actively immunized.

3. If, however, an immunized person is severely injured it may be necessary to give anti-toxic serum as well as the additional dose of formalinized toxoid. This problem must be left to the discretion of the medical officer.

4. Personnel who have not been actively immunized will require anti-toxic sera treatment, if injured. Dosage will depend on circumstances, and will be decided by the medical officer treating the case.

5. Full records of all such immunizations should be kept in Form AF.Med.4 This is important.

6. Navy Order 327 of 1957 is hereby cancelled.

(M.D.G. 4018/51/75.)

(*Navy Orders* 327 *of* 1957 *and* 390 *of* 1958.)

UNCLASSIFIED.

315.—Private Effects—Insurance Facilities Available to Royal Navy Personnel.

The attention of all Royal Navy personnel serving in the Royal Australian Navy is to be drawn to the provisions of Admiralty Fleet Order 83/1959, which gives details of the Admiralty insurance scheme to cover loss of, or damage to, private effects during transit.

(D.V. 4809/1/65.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

316.—Equipment—Pre-Flight Tests of Airborne Radio and Navigational Equipment—Details.

Details of pre-flight tests of airborne radio and navigational equipment for use by Observers and other rear cockpit aircrew are given in the appendix to this order.

2. These tests constitute a final " user " check of the serviceability of this equipment and are complementary to the Pilot's cockpit check.

3. It is appreciated that Observers do carry out a cockpit check and that these tests vary in detail with different aircraft. This order is intended to standardize the procedure as far as possible.

4. Where controls for radio equipment are fitted in the Pilot's cockpit, serviceability checks of that equipment should be incorporated in the Pilot's cockpit check.

5. Navy Orders 122 and 283 of 1957 are hereby cancelled.

APPENDIX.

PRE-FLIGHT TESTS OF AIRBORNE RADIO AND NAVIGATIONAL EQUIPMENT.

1. *Before entering aircraft.*

Whenever practicable, check security and cleanliness of all external units (e.g., aerials, connexions, radomes, &c.).

2. *Inside aircraft.*

(*a*) Security—Check security of all units and cable connexions.

(*b*) Fuses—Check that serviceable spare fuses are carried.

3. *With engine running.*

(*a*) Inter-communication—

(i) Check for serviceability.
(ii) Check security of microphone and telephone leads and sockets.
(iii) Check emergency inter-communication.

(*b*) *HF W/T and voice equipment* (*e.g., ARI* 18032, &c.).

(i) Check morse keys for correct adjustment.
(ii) Set up transmitter and receiver to frequency in use.
(iii) Adjust receiver noise level.
(iv) Where radio silence policy permits, carry out two-way communication check on frequency(ies) to be used.

(*c*) *Radar equipment.*

Where safe, and when radio silence policy permits—

(i) Set up equipment.
(ii) Check that range marks are correct on all ranges.
(iii) Check other controls for correct functioning.

(*d*) *Navigational equipment* (*A.D.R.I.S.*).

(i) Check alignment of compasses, check variation set to zero.
(ii) Carry out functional tests of A.P.I., G.P.I. and W.F.A.
(iii) Set up counters to required readings.
(iv) Set on variation and deviation for first course either at compass or at A.P.I.
(v) Switch off A.P.I., G.P.I. and W.F.A.

(*e*) *A/S equipment* (*sonobuoy receiver*).

Carry out functional check for type of receiver in use.

(D.A.M.R. 4519/61/181.)

(*Navy Orders* 122 *and* 283 *of* 1957.)

UNCLASSIFIED.

317.—Naval Stores (Technical) (Class F, Group 1A/1W/T)—Receivers B.40, B.41 and 62B—Mount Pattern 58549A—Return from Ships and Services.

(*A.F.O.* 2865/1958.)

Receivers B.40, patterns 57140/A/B/C/D, Receivers B.41, patterns 57141/A/B/C and Receivers 62B, patterns 67757/A are issued complete with Mount, pattern 58549A, but this item is frequently missing when receivers are returned for replacement or on de-storing.

2. Ships and services concerned are to ensure that any of these receivers returned in future, for whatever reason, are complete with Mount pattern 58549A. Any mounts held surplus to requirements should be returned without delay to the nearest (Superintending) Naval Store Officer.

(D.N.A.S. 4519/11/1869.)

UNCLASSIFIED.

318.—Wireless—Receiver B.40, Pattern 57140D—Re-alignment for MUFAX.

(*A.F.O.* 587/1959.)

When pattern 57140D Receivers B.40 are used in conjunction with MUFAX recorders, as in the Naval Weather Service application, it is necessary to carry out re-alignment of the Beat Frequency Oscillator in order to obtain optimum performance.

2. In all cases of new fitting of B.40 Receivers for MUFAX a fully aligned receiver labelled " MODIFIED FOR MUFAX " will be allocated by the Naval Board.

3. Stocks of modified receivers will not be carried by Naval Stores, and should a replacement receiver be required, the re-alignment and labelling is to be carried out by ship's staff where the necessary test equipment is available. Where the test equipment is not available Dockyard assistance may be requested, quoting this order as authority. The instructions for carrying out alignment and labelling are being included in B.R. 1617; *Handbook for Pattern* 57140 *Series Receiver B.*40. The following test equipment is required:—

A.M. 10S/16780 ..	.. Signal Generator CT.218
or Pattern 54704 ..	.. Signal Generator CT.218
Pattern 104290 ..	.. Signal Generator CT.218
A.M. 10S/831 ..	.. Type 13A Oscilloscope

4. It is important that defective receivers returned to store are clearly labelled " Defective for MUFAX ".

(D.E.E. 4519/11/1898.)

RESTRICTED.

319.—Amplifiers—Sensitivity and Feedback Measurements of Series One and Later Amplifiers Used in R.P.C. Systems.

(*A.F.O.* 228/1959.)

Experience in the Fleet has indicated that the present method of setting the controls of servo amplifiers by reliance on arbitrary dial readings is not entirely satisfactory.

2. In the past, when referring to sensitivity and feedback quantities, Shop Trial reports and reports from the Fleet have quoted these dials reading only. Such readings do not, however, specify amplifier gain accurately enough, because the overall gain available may differ widely between units of the same type (e.g., from 1500 to 3,000 mA/volt in the case of Mark 27M units).

3. To improve the usefulness of Shop Trial and Overall Gunnery Control Trial reports as working data for an equipment and to provide better comparison between equipments together with a more accurate measurement for use when components have been changed or when tuning records are being compared, a revised method of recording amplifier gain data is being adopted.

4. Shop Trial reports are being amended so that the gain of the amplifier, both in regard to the error input and to the feedback, will be stated in terms of the input signal voltage required to produce 40 mA differential output current.

5. These quantities are to be measured by the following methods:—

(*a*) Error input, or overall sensitivity, and feedback sensitivity should be determined by means of a variable test unit together with the appropriate amplifier test plug board.

(i) Series one Units. With the appropriate amplifier, power unit, and test unit Mark 21 T.U. connected to the A.T.P.B., the input signal voltage is to be increased until the differential output current is 40 mA, i.e., to the red line on the Mark 21 T.U. output meter.

(ii) The input voltage reading is to be recorded.

(*b*) The series two servo amplifier Mark 14F may also be measured as (*a*) above, if desired, using the A.T.P.B.5.

(*c*) A suitable A.T.P.B. and test unit for series three units are under development.

6. In series one amplifier assemblies only, overall sensitivity (but not feedback) may be determined conveniently by means of a Mark 21 T.U. test unit and the extension test fixture Mark 1 T.F. plugged directly into the cubicle.

7. All future reports concerning series one and later series units are to specify the sensitivity and feedback control settings in terms of the signal voltage required for 40 mA differential output current, instead of the dial reading previously used.

8. The existing procedure for adjusting the overall sensitivity of a spare unit when inserted into an operational cell, by means of Mark 17 T.U. is in no way affected, but spare units should be calibrated as above in order to set up the feedback sensitivity. The signal voltage readings determined as above are to be noted on the appropriate S.307 amplifier data sheet, inserting these values above the initial dial settings.

Where a spare amplifier is common to two services, the feedback sensitivity signal voltages and potentiometer settings should be recorded for both services on the data sheet.

9. To specify and to reproduce the control stiffness in terms of amplifier output current in mA and metadyne current in amps (where applicable) for misalignments of 2, 4 and 6 minutes, the following additional readings will be required and should be recorded. The amended Shop Trial report will contain a suitable column.

(*a*) Switch-on and allow the sytem to run into line.

(*b*) De-energise the power drive.

(*c*) Set values of 2, 4 and 6 minutes misalignment on a vernier magslip, or dummy director connected to the mounting resetter (used in conjunction with a suitably calibrated pen recorder, in view of the difficulty in accurately reading dummy director handwheel markings).

(*d*) For each setting read the voltage appearing at the amplifier input on an Avometer Model 8 high resistance meter. (This will be necessary in the general case because attenuators will have been fitted.)

(i) In series one amplifier units, the input is to be measured across pins E and F on the misalignment meter socket at the front of the unit.

(ii) In series two amplifier Mark 14F units, the input is to be measured between baseline and the appropriate pin on Plug 2.

(iii) In series three Mark 19F units, the input is to be measured between baseline and socket A at the front of the unit.

10. From these misalignment/voltage ratios and the signal voltage/output current ratios previously recorded, the output current of the amplifier for controlling—member misalignments of 2, 4 and 6 minutes may be calculated. It will then be possible to adjust the amplifier gain by the correct calculated amount if it should be required to reproduce the servo control stiffness when a value of signal input voltage is applied which differs from that originally used.

11. Ships and authorities are to implement the provisions of this order on receipt of the necessary A.T.P.B. and ancillary equipment. Ships in commission will be fitted with A.T.P.B.'s by A and A action. Establishments will be equipped as a result of direct Naval Board action. Separate action will be taken for ships under construction. Navy Order 45 of 1959 refers.

(D.E.E. 4430/8/6.)

(*Navy Order* 45 *of* 1959.)

UNCLASSIFIED.

320.—Ammunition—Pyrotechnics—LH 092 Cartridges Signal, 1-in. Red, Mark 13T—Withdrawal from Service of Lots 5, 6, 7 and 8, Filled S.F.H. 4/52.

(*A.F.O.* 393/1959.)

Annual proof in the U.K. of Lots 5, 6, 7 and 8, filled S.F.H. 4/52, of Cartridges Signal, 1-in. RED, Mark 13T, has shown a high incidence of failures and it has been decided that these lots are to be withdrawn from service.

2. Any such cartridges held should be returned to the nearest R.A.N. armament depot for exchange. These cartridges come under category (ff.) of B.R. 862 (NMER), Article 304.

(D.O.U.W. 4444/9/295.)

UNCLASSIFIED.

321.—4.5 Inch Gunmountings—Horizontal Training Rollers.

Trouble was recently experienced in obtaining consistent smooth running of a 4.5-in. gunmounting at slow speeds. Examination revealed that this was due to the .020 inch clearance between the bushes and axles being insufficient to allow the rollers to roll freely, owing to the axles not being fitted true radially to the centre of rotation of the mounting.

2. Particular attention is called to the examination of horizontal training roller bushes and axles when rollers are removed for periodical examination.

3. Any sign of scoring between the bushes and the axles will necessitate the opening out of the bushes to ensure freedom of rotation of the rollers when rolling between the roller paths.

4. Where trouble is being experienced in obtaining smooth running at slow speeds all rollers should be removed and examined, and where necessary bushes opened out to ensure the complete absence of interference to the roller by the axle.

(D.O.U.W. 4429/23/343.)

UNCLASSIFIED.

322.—Admiralty Pattern Blocks—Unauthorized Modification.

(*A.F.O.* 429/1959.)

It has been reported in the R.N. that unauthorized modifications have been made to some Admiralty Pattern blocks fitted with swivel eye and becket. These modifications may well result in the safe loading factor of the blocks being reduced with consequent risk of life.

2. These blocks are not to be modified by ships staff.

3. If requirements cannot be met by using Admiralty pattern blocks within the present range, the circumstances should be reported to the Naval Board, suitable alternatives being recommended.

(D.N.C. 4505/85/89.)

UNCLASSIFIED.

323.—Alteration and Addition Item—Aircraft Carrier—H.M.A.S. MELBOURNE.

The following alteration and addition item is approved for H.M.A.S. MELBOURNE.

Class Item No. 70. *Classification " A ".*

Item: " At 3 Deck ammunitioning positions (55 station, port and starboard.) The life raft stowages to be modified so that each high point can be resited 3 feet higher, and rollers be provided at the top edges of the two openings to take the lead of the purchases ".

References: Navy Office letter 011016 dated 28th October, 1957.
F.O.I.C.E.A. memorandum 2433 dated 14th March, 1958.
F.O.C.A.F. memorandum A.F. 1904/30 (1931) dated 24th October, 1958.
Navy Office letter C190 dated 25th February, 1959.

(D.C.C. 4278/2/562.)

UNCLASSIFIED.

324.—Local Purchase of Naval and Air Stores and Machinery Spares by Ships and Establishments.

Form A.S. 133Z, previously used by establishments to account for Naval and Air Stores and Machinery Spares purchased or repaired locally, has been revised to permit its use by ships in lieu of form A.S. 133.

2. Supplies of the revised form, in pads of fifty, are available on demand from S.N.S.O., Sydney, and are to be brought into use immediately they are received.

3. The revised procedure to be followed in H.M.A. ships and establishments on receipt of the new forms is—

(*a*) An additional copy of each purchase order raised is to be prepared on plain paper. These additional copies are to be forwarded to Navy Office at monthly intervals.

(*b*) One copy of form A.S. 133Z is to be prepared and retained in the ship or establishment to support the entry in the relevant account.

(*c*) A register of forms A.S. 133Z is to be maintained in the same manner as for other internal vouchers.

(*d*) The revised forms A.S. 133Z do not provide columns for inserting the value of the stores or a reference to the relevant claim. Claims are accordingly to be passed for payment by reference to the office copy of the order.

4. Where advice of expenditure incurred is required by Administrative Authorities, the authority concerned is to arrange for ships or establishments to raise and forward one additional copy of each purchase order raised.

(D.N.A.S. 3526/12/2159.)

UNCLASSIFIED.

325.—Naval Stores (General)—Tool Kit, Type L.4—Alteration to Composition.

(*A.F.O.* 304/1959.)

The following amendment to Tool Kit, Type L.4, has been approved:—

Pattern.	*Description.*	*Quantity.*
Add—		
B11D./H.1842 ..	Pliers, round nose, box joint, polished head, 6 inch	1 Pr.
Delete—		
B11D./H.1835 ..	Pliers, flat nose, 6 inch	1 Pr.

2. Demands to complete kits in service should be forwarded to the appropriate Storing Yard and on receipt the pattern B11D./H.1835 pliers should be withdrawn and returned to the nearest (S)N.S.O.

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4506/18/83.)

UNCLASSIFIED.

326.—Naval Stores (General)—(Class B, Group 3)—Fairleads, Forecastle, Roller—Patterns 7843P and 7843S.

(*A.F.O.* 2046/1958.)

Reports have been received of damage occurring to the forecastle fuelling roller fairleads and fuelling at sea equipment caused by wires jamming between the roller and supports and chafing on sharp edges due to the lead of wires. To prevent this it has been decided to modify the design of pattern 7843P and 7843S roller fairleads as shown on N.O. DRG.No. 0/2632 Rev. 1.

2. Commanding Officers of H.M.A. ships fitted with pattern 7843P and 7843S forecastle roller fairleads are to include an item in the next defect list to cover these modifications, quoting this order as authority.

3. Fairleads held in store are to be modified before fitting on ships.

4. Separate instructions will be issued for vessels under construction.

(D.N.A.S. 4505/30/267.)

UNCLASSIFIED.

327.—Naval Stores (General) (Class F, Group 2B)—Allowances of Electric Laundering and Laundry Irons—H.M.A. Ships.

(*A.F.O.'s* 698/1958 *and* 1639/1958.)

The present allowances of electric laundering and laundry irons to H.M.A. ships have been revised, and new scales are as follows:—

PATTERNS 19469/70 IRONS, LAUNDERING.

For each mess deck or enclosed mess (including wardroom):—

In ships with fully equipped Laundries.	*All other ships.*
1 No. iron per 40 men (or part of 40 men)	1 No. iron per 20 men (or part of 20 men)

PATTERNS 19650/1 IRONS, LAUNDRY.

2. Ships indicated hereunder which are at present allowed only one pattern 19650/51 iron, shall now be allowed two, thus minimizing the delay and inconvenience caused when breakdowns occur:—

"Daring" Class Destroyers.
"Tribal" Class Destroyers.
Frigates, Type 15.
Frigates, Type 12.
H.M.A.S. WARREGO.

3. Captains of ships concerned, in commission, should forward demands to the appropriate (S)N.S.O. to complete to the revised allowance. Supply to ships concerned under construction should be arranged by the respective Storing Yard in the normal manner.

4. In addition ships concerned are to raise defect items to fit switch sockets as necessary.

5. Admiralty has advised that the relevant publications will be amended, but where the R.A.N. allowance differs from Admiralty, publications should be noted accordingly.

(D.N.A.S. 4518/27/249.)

UNCLASSIFIED.

328.—Naval Stores (General) (Class F, Group 5)—Spotlight, Focussing Pattern 162002—Introduction.

Navy Order 223 of 1959 (title as above) is to be amended by deleting the figures "162000" appearing in paragraph 1 under "Pattern Number" and inserting in their stead "162002".

(D.N.A.S. 4518/51/43.)

(*Navy Order* 223 *of* 1959.)

UNCLASSIFIED.

329.—Welding Apparatus—Safety.

To guard against the risk of accidental gas mixtures in tubing it has been standard practice to use black tubing for oxygen and red tubing for fuel gas.

2. As a safety measure Commonwealth Industrial Gases Pty. Ltd., have fitted their gas welding equipment with left hand threads for fuel gas connexions.

3. It has been decided therefore to adopt left hand threads for fuel gas connexions for welding apparatus in the R.A.N. and all holders of such equipment are to arrange conversion accordingly.

4. Easy to fit left hand adaptor (W.B. 29) and nut (W.B. 30) are available from Naval Store Depots. Alternatively the equipment may be returned to the nearest Naval Store Depot for modification.

(D.N.C. 4227/1/21.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

330.—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1st April, 1959.

The supplementary list of issuing prices for fresh fruit and vegetables which has operated since 1st January, 1959 has been amended as from 1st April, 1959, and revised price lists have been distributed to all H.M.A. ships and establishments.

2. Consequent upon the revision of these prices the following rates of victualling allowances per head per diem will apply from 1st April, 1959:—

	s.	*d.*
Messes of more than 300	6	4
Messes of 300 or less	6	6
Additional for ships attached to the Strategic Reserve ..	0	4
H.M.A.S. MELVILLE	6	9
H.M.A.S. TARANGAU	6	11
R.A.N.C. and R.A.N.A.T.E.	7	5

3. Navy Order 948 of 1958 is hereby cancelled.

(D.V. 3818/2/109.)

(*Navy Order* 948 *of* 1958.)

UNCLASSIFIED.

331.—Grass Hats.

Grass hats may be issued on personal loan to personnel serving in H.M.A.S. TARANGAU, H.M.A.S. MELVILLE and to members of surveying crews.

2. The wearing of grass hats is to be at the discretion of the Captain, and confined to Officers and Ratings required to spend periods of employment exposed to the sun. The hats are not to be worn on ceremonial or formal occasions.

3. Navy Order 1127 of 1957 is hereby cancelled.

(D.V. 4532/55/47.)

(*Navy Order* 1127 *of* 1957.)

UNCLASSIFIED.

332.—Mess Gear—Introduction of Goblets for Wardroom Messes.

(*A.F.O.* 768/1958.)

Goblets 7 oz. and goblets 2 oz. are now available on demand from H.M.A. Victualling Yards, as optional alternatives to the existing patterns indicated hereunder—

Vocab. No.		*Alternative to Vocab. No.*	
51492	Goblets, medium.	51965	Tumblers, pony.
		51974	Tumblers, table.
51494	Goblets, small.	51488	Glasses, wine stemmed, processed soda.

2. The prices of goblets, medium and small are 1s. 9d. and 1s. 5d. each respectively.

3. The goblets may be drawn as desired within the authorized scale of allowances for normal patterns.

4. An amendment to the scales of mess gear authorized for issue will be promulgated in due course.

(D.V. 4530/20/94.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

333.—Books—Libraries—Central Reference Libraries—Additions.

A list of books added in the quarter ending 31st March, 1959, to the Central Reference Libraries in H.M.A. ships ALBATROSS, CERBERUS, and WATSON is shown in the appendix to this order.

2. Officers and ratings who wish to borrow books from the Central Reference Libraries should apply to the Instructor Officer (or Education Officer) of the ship or establishment in which they are serving. This officer holds a complete catalogue of the Central Reference Libraries.

3. This order will be reprinted for posting on Notice Boards.

APPENDIX.

Classification and Author.	*Title.*	*Where held. (ALBATROSS, CERBERUS, or WATSON.)*
Psychology—		
Heider	The Psychology of Interpersonal Relations	C.
Religion—		
James	Temples and Faiths	A. C. W.
Political Science—		
Ellis	The Country Party—A Political and Social History of the Party in N.S.W.	A.
Economics—		
Benham ..	The Colombo Plan and Other Essays ..	C. W.
Viner	Studies in the Theory of International Trade	C.
Yorston ..	The Australian Shareholders' Guide ..	A. C. W.

APPENDIX—*continued.*

Classification and Author.	*Title.*	*Where held. (ALBATROSS, CERBERUS, or WATSON.)*
War—		
Kemp	The Devices of War	A.
Saunders ..	The Soviet Navy	A. C. W.
Forbes	Two Small Ships	A.
Strutton and Pearson	The Secret Invaders	A. C. W.
Customs, Costumes and Folklore—		
Ward	The Australian Legend	W.
Clark	Australian Hopes and Fears	C. W.
Science—		
Lass	Vector and Tensor Analysis	C.
Berganst and Beller	Satellite	A. C. W.
U.S. Defence Department	The Effects of Nuclear Weapons ..	A. C. W.
Ceram	A Picture History of Archaeology ..	A. C. W.
Warner.. ..	The Black Civilization (Australia) ..	W.
Harris	Wild Flowers of Australia	A. C. W.
Various Authors..	Roses	C.
Moulen.. ..	Orchids in Australia	W.
Navy—		
Rush, Gimpez and Chambliss	The Complete Book of Submarines ..	A.
Thetford ..	British Naval Aircraft	A. C. W.
Personnel—		
Fear	The Evolution Interview	W.
Arts—		
Thames and Hudson	The Picture Encyclopaedia of Art ..	C.
Amusements—		
Hadfield ..	The Saturday Book No. 18	A. C. W.
Wright	A Primer for Playgoers	C. W.
Middlecoff ..	Advanced Golf	A. C.
Birt	Sailing—Handling and Craft	A.
Literature—		
Murch	The Development of the Detective Novel	A.
Williams ..	Orpheus Descending	C.
Travel—		
Aitcheson ..	Royal Standard—Red Ensign	A. C. W.
Courtauld ..	From The Ends of the Earth	A. C. W.
Biography—		
Montgomery ..	El Alamein to the River Sangro.. ..	A. C. W.
Wheeler-Bennett..	King George VI	A. C. W.
Warner.. ..	A Portrait of Lord Nelson	A. C. W.
Bolton	Alexander Forrest—His Life and Times ..	A. C. W.
Bennett.. ..	Pathfinder—Wartime Memoirs	A. C. W.

APPENDIX—*continued.*

Classification and Author.	*Title.*	*Where held. (ALBATROSS, CERBERUS, or WATSON.)*
War History—		
Morrison ..	History of United States Naval Operations in World War II—Volume X—The Atlantic Battle Won—May 1943 to May 1945	A.
Morrison ..	History of United States Naval Operations in World War II—Volume XI—The Invasion of France and Germany—1944–45	A.
Campbell and Macintyre	The Kola Run	A. C. W.
Grinnell-Milne ..	The Silent Victory	A. W.
Wheatley ..	Operation Sea-Lion	A. C. W.
Vulliez and Mordal	Battleship Scharnhorst	A. C. W.
Jamieson ..	Ark Royal 1939–41	A.
Modern History—		
Moorhead ..	The Russian Revolution	A. C. W.
Thomson ..	The Rise of Modern Asia	A. C. W.
De Beauvoir ..	The Long March—An Account of Modern China	W.
Scholes	The Sixth Continent	A. C.
Sherman ..	Combat Command: The American Aircraft Carriers in the Pacific War	A. C.

(D.N.E.S. 4575/52/53.)

UNCLASSIFIED.

334.—The Navy List.

It has been decided that, in future, only one complete annual edition of the Royal Australian Navy List, and three reduced quarterly editions, will be produced. The new procedure is effective as from January, 1959.

2. The January edition of the list will be printed in full as hitherto and the April, July and October editions will be abridged.

3. The abridged versions will contain—

(*a*) the alphabetical list of officers of the R.A.N. and W.R.A.N.S.;
(*b*) the list of ships of the R.A.N. and their officers;
(*c*) ships of the Royal Navy serving on the Australia Station;
(*d*) Naval Air Squadrons;
(*e*) Melbourne Air Group;
(*f*) Officers serving with the Royal Navy;
(*g*) Officers undergoing courses in the Royal Navy;
(*h*) removals and transfers during the quarter.

(H.P.B. 4139/5/223.)

Section 7.

CANCELLED LIST.

335.—Cancellation of Navy Order.

Navy Orders 165 and 166 of 1957 are hereby cancelled.

(D.T.S.R. 4280/115/25.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

C.N.O.'s 336-354/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
5th May, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

3170/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

336.—A.C.N.B.—General Messages.

The following arrangements will apply in future to the cancellation of A.C.N.B. general messages.

2. Messages will be disposed of as follows:—
   (*a*) Self cancelling on issue or cancelled on a specific date stated in the message.
   (*b*) Cancelled for a specific reason, e.g., replaced by a Navy Order or incorporated in other instructions.
   (*c*) If not cancelled by (*a*) or (*b*), automatically cancelled on the expiration of twelve months.

3. Automatic cancellation as in 2 (*c*) will commence on 1st July, 1959.

4. A quarterly statement will be published in Navy Orders showing which A.C.N.B. general messages are in force.

5. The present state of A.C.N.B. general messages is shown in the Appendix to this order.

APPENDIX.

1. The following I messages may now be withdrawn:—
   1955—
   173 see I.P.I.
   1956—
   069 see I.P.I.

2. The following F messages may now be withdrawn:—

1956—	234	1959—
008 see I.P.I.	239 see C.N.O. 1149/58	001
164 see I.P.I.	244	003 see 027F Feb. 59
1957—	246	005
005 see I.P.I.	247	007
107 see I.P.I	248	008
1958—	249	010
042	251	011
044 see I.P.I.	252	012
130 see C.N.O. 90/59.	255	013
140	256	014 see I.P.I.
151	259	017
154 see I.P.I.	260	018
155 see I.P.I.	261	019
157 see I.P.I.	262 see I.P.I.	021
167 see I.P.I.	263	022
180 see I.P.I.	266 see C.N.O. 1145 and 1146/58	023
182		024
184 see I.P.I.	267	026
189 see 020F Feb. 59	268	027
201	269	028
204	270	029
219	271 see 043F Mar. 59	030
222 see I.P.I.	273	034
225	274	038
228		039

3. As at 0001Z, 1st April, 1959, the following F messages are still in force:—

1957—286.											
1958—022	073	113	115	128	133	148	150	156	159	165	
168	174	175	195	196	197	203	209	213	230	232	
238	250	253	254	257	258	264	265	272			
1959—002	004	006	009	015	016	020	025	031	032	033	
035	036	037	040	041	042	043	044	045	046	047	

4. The following R.F. messages may now be withdrawn:—

1958—		
037	041	042
1959—		
011	005 see S.I.	017 see 019 R.F.
002	008	018 see 019 R.F.
003 see S.I.	010	
004 see S.I.	013 see S.I.	

5. As at 0001Z, 1st April, 1959, the following R.F. messages are still in force:—

1958—									
016	036	038	040	043	044	045			
1959—									
006	007	009	011	012	014	015	016	019	020

(H.N.B. 4363/12/97.)

RESTRICTED.

337.—Holdings of Support Craft in the R.A.N.

Appendix to Navy Order 38 of 1959, is to be amended as follows:—

Delete instructions to "Declare for Disposal" in remarks column against the following support craft:—

Page 6—

1940.	Australian Work Boat. 40-ft.	A.W.B. 407.
		A.W.B. 417.
		A.W.B. 427.
		A.W.B. 436.
		A.W.B. 438.
		A.W.B. 439.

(D.N.C. 5218/11/12.)

(*Navy Order* 38 *of* 1959.)

UNCLASSIFIED.

338.—Introduction of Work Study into the Royal Australian Navy.

(*A.F.O.* 2015/1957.)

The Naval Board have decided to introduce the techniques of modern industrial Work Study into the Royal Australian Navy in order to achieve greater efficiency in all Branches of the Service. They attach particular importance to this development (which is already firmly established in the Royal Navy) as a means of mitigating the effect of increased costs both of material and manpower, with which the Navy is now faced. They accordingly intend to introduce Work Study on as wide a scale and as rapidly as other commitments and resources permit.

2. Work Study is essentially a means of eliminating unnecessary work and thus of promoting more effective use of manpower as well as of material. So far as the ships of the Fleet are concerned, the main purpose of Work Study, in the Board's view, should be to increase operational effectiveness. Thus, for example, the Board hopes that Work Study will point the way to an appreciable reduction in unproductive effort devoted to ship and Fleet routines and to inefficient maintenance, upkeep and cleaning of all kinds in ships, so that more time may become available for training and the exercise of professional skills, and for planned maintenance, which are vital to the ship's operational efficiency. If this improvement can also be accompanied by a reduction in the ship's complement, Work Study will have served a further most valuable purpose; requirements for men borne solely for maintenance will be reduced and the perennial problem of accommodation aboard ship will be eased. This is naturally important in the older ships, in which the improvement of living standards is so difficult to achieve. This aim, however, will not be allowed to override the main object of Work Study which—as stated above—is the improvement of efficiency.

3. So far as ships which are to be built or modernized in future are concerned, the Board envisage that the use of Work Study could contribute substantially to improvements in design and lay-out.

4. The same kind of advantages may be looked for in establishments, where a considerable part of the Navy's manpower is employed. Here it is expected that the result would be to shorten the Navy's administrative "tail" as a means of diverting fresh resources to sharpen the "teeth"; and by lessening the burden and tedium of routine chores, not only to increase opportunities for training, but also to enhance morale.

5. The techniques of Work Study themselves, though they have to be learnt, are comparatively straightforward. They involve the recording and critical examination of all the factors governing the performance of a task, with the object of providing factual information from which can be developed a better and more economical method; and of determining the proper time to be allowed for the effective accomplishment of the task by the new method, as a means of providing a sound basis for planning the use of available resources, particularly manpower. Practically any ship or Fleet routine can be "Work Studied"; though the economic justification of Work Study will be greater in some fields than in others, and, therefore, the task to be studied must be selected with care.

6. Work Study can best be carried out by teams of specially trained officers and senior ratings who are free from all normal Branch duties, and who can give their undivided attention to the study in hand. The Study Team, consisting of one Lieutenant-Commander and two senior ratings, will assemble at H.M.A.S. CERBERUS mid-1959 for a shake-down period. The first task of this Work Study team will be a study of the Technical and Recruit Schools at H.M.A.S. CERBERUS. Subsequent studies will include as a high priority a consideration of the shore commitments of the Electrical Branch. Many of the lessons learnt by this term should be applicable to all ships and shore establishments.

7. The members of the team will be appointed to ships or establishments additional for special Work Study duties. The responsibility for the use which is made of them, and for initiating whatever action is indicated as a result of a Work Study assignment, will therefore rest primarily with Captains, subject to any direction given to them by the Naval Board. It is planned to give selected Senior Officers on the Staff of Flag Officers a short course in Work Study as the opportunity occurs, to enable them to advise Flag Officers and the Work Study teams on the application of Work Study within the Command.

8. The Board look to officers at all levels of command—who are in the best position to achieve true economies—to give the fullest encouragement to the development and use of the new techniques, which if wisely and energetically employed, can be of very great assistant in the management and conduct of naval business. At the same time the Board wish to emphasize that, although small dividends may be looked for soon after the arrival of a Work Study team, the main impact of Work Study on the Service may well not become apparent for some two or three years. It should be borne in mind that a Work Study team is in no sense an " organization of review ". It is merely an " aid to management " intended to assist responsible authorities in their conduct of affairs. Experience shows that the proper use of the technique of Work Study results in very considerable economies in the use of personnel. Administrative authorities are therefore requested to ensure that the Work Study team is granted every facility necessary to its work.

9. Two instructional films entitled *Introducing Work Study* and *One Man and His Jobs*, which illustrate the use of Work Study, will shortly be made available to the Command Film Libraries. They can also be borrowed from the State Film Library, Melbourne.

(D.M. 3380/31/6.)

UNCLASSIFIED.

339.—Signalling with Merchant Ships—1958.

The returns of signalling with merchant ships and RFA's during the year ended 31st December, 1958, show a total of 602 successful exercises and 7 reports of failure to establish communication. All exercises were conducted by flashing.

2. Exercises reported by H.M.A. ships were as follows:—

H.M.A. Ship.	*British.*	*Other SEATO/NATO.*	*RFA.*
SWAN	101	17	1
QUICKMATCH	68	30	..
VOYAGER	43	40	..
MELBOURNE	48	10	..
WARRAMUNGA	35	21	..
KIMBLA	35	6	..
WARREGO	34	6	..
QUEENBOROUGH	31	..	..
COOTAMUNDRA	23	4	..
QUIBERON	17	6	..
WOOMERA	14	..	..
TOBRUK	6	..	..
ANZAC	5	..	..
FREMANTLE	1	..	..

The number of exercises carried out by H.M.A. ships SWAN, QUICKMATCH and KIMBLA is noteworthy.

3. Merchant ships maintained a high standard of signalling by light during the year. There were 27 cases considered worthy of special mention which have been communicated to the shipping companies conerned. The following list shows examples which are typical:—

Date.	*H.M.A. Ship.*	*Merchant Vessel.*	*Remarks.*
28/5/58	KIMBLA ..	CLAN MACDOUGAL	Good. Morse very clear.
10/9/58	SWAN ..	STRATHNAVER	Excellent performance in all respects.
13/10/58	MELBOURNE	ORSOVA	Extremely efficient signalling. Very prompt in answering.

4. (*a*) Returns of signalling with merchant vessels are to be rendered in the form of the total number of successful exercises carried out during the quarter with—
   (i) British merchant vessels.
   (ii) Other SEATO/NATO countries.
   (iii) RFA's.

   (*b*) The total number of failures to establish communication is also to be reported.

   (*c*) However, detailed reports on Form A.S. 174 are required for those vessels whose performance is considered worthy of special mention.

   (*d*) Reports are to be forwarded direct to Navy Office (for D.S.D.) in original only. Nil returns are required.

5. Navy Order 393 of 1958 is hereby cancelled.

(D.S.D. 4363/11/201.)

(*Navy Order* 393 *of* 1958.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

340.—Examination for the Rank of Lieutenant-Commander, Supply and Secretariat Specialization.

For some time to come, it will be impracticable to arrange for all Supply and Secretariat Specialists to undergo the Supply and Secretariat Advanced Course in the United Kingdom. Consequently, all officers of the Supply and Secretariat Specialization other than those who received Direct Promotion from the Branch List, will unless they have undergone this course, be required to pass a professional examination before being promoted to the rank of Lieutenant-Commander.

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.

Setting of Papers.

3. The papers will be set and marked by the Secretary to the Flag Officer-in-Charge East Australia Area and the Command Supply Officer East Australia Area and will be distributed from Navy Office.

Conduct of Examination.

4. 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.

Application for Examination Papers.

5. Application for both parts of the examination are to be made to the Naval Board as directed in Navy Orders.

Disposal of Worked Papers.

6. 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 Australia Area for marking.

Circumstantial Report.

7. When assessing results 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 effected 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.

Promulgation of Results.

8. The results of the examination will be forwarded by the Flag Officer-in-Charge East Australia 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 Officer 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.

Failures.

9. 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.

Subjects (all compulsory).

10. Candidates will be expected to pass at one sitting in all subjects in each Part.

PART I.

Paper.	*Subject.*	*No. of Questions to be Attempted.*	*Time Allowed.*	*Maximum Marks.*
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*).

11. The following are the details of the syllabus and the books to be studied for this group of subjects.

(*a*) *Pay and Cash Duties.*

A thorough knowledge of these subjects will be required. Candidates will be expected to display a knowledge of the organization of a Pay Office and to answer questions on the practical application of the regulations. The memorization of rates of pay and allowances will not be required.

Books:—Interim Pay Instructions.
Naval Financial Regulations and Instructions.
Naval Account Regulations.
Current 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 organization of ships and to answer questions on the practical application 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 Officer's Stewards.
B.R. 44—Hints to Mess Caterers.
Current 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 organization of ships.

Books:—B.R.4—Naval Storekeeping Manual and Appendix.
B.R. 1297—Naval Air Supply Instructions.
Current 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 examinations.

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 Navy List.
Current Navy Orders.

The memorization of the numbers of A.S. Forms, &c., will not be required.

PART II.

Paper.	*Subject.*	*No. of Questions to be Attempted.*	*Time Allowed.*	*Maximum Marks.*
Monday—				
(*e*)	Naval Law and Court-Martial Procedure	12 out of 15	3 hrs.	200
(*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*).

12. The following are the details of the syllabus and the books to be studied for this group of subjects:—

(*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 .. .. .. Brierly.
- The Law and Customs of the Sea .. H. A. Smith.
- * International Law of the Sea .. Higgins & Colombos.
- * Notes on International Law .. Professor C. H. M. Waldock.
- * Obtainable on loan from the Secretary to the Flag Officer-in-Charge, East Australia 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.

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*), (*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 allotted to each question will be shown in the margin.

(v) No books will be allowed.

13. Navy Orders 885 of 1956 and 280 of 1957 are hereby cancelled.

(D.G.S. 4007/17/29.)

(*Navy Orders* 885 *of* 1956 *and* 280 *of* 1957.)

RESTRICTED.

341.—Instructional Films and Film Strips—S.A. 1114. "Introduction to R.A.T.T."—Distribution.

Copies of the Admiralty instructional film strip, S.A. 1114, *Introduction to R.A.T.T.* are being obtained and the initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale:—

H.M.A. Ships and Establishments.	*No. of Copies each.*
Carriers	1
Destroyers and Frigates	1
Flinders Naval Depot (H.M.A. Signal School)	1
Flinders Naval Depot (Electrical School)	1
F.O.I.C.E.A. (for S.T.C.)	1
Reserve Training Establishments	1
H.M.A.S. HARMAN	1
N.O.I.C. N.A. (for Coonawarra W/T Stn.)	1
R.A.N. Air Station, Nowra	1
H.M.A.S. TARANGAU	1
H.M.A.S. WATSON	1
R.A.N. Film Library, Sydney	1

2. *Introduction to R.A.T.T.* is a condensed version of the five part film strip S.A. 611 entitled *Automatic Telegraphy and Shore Station Equipment.* It covers the basic theory of R.A.T.T., explaining the terms used, and provides the necessary background for the intelligent understanding of R.A.T.T. equipment in ships without giving details of the equipment itself.

3. The strip which is classified Restricted consists of 28 frames.

4. Printed lesson notes for use with this filmstrip are being obtained and copies will be issued on the same scale as the filmstrip, when available.

5. Filmstrip S.A. 611 is to be retained by present holders until further notice.

(D.N.A.S. 4518/62/152.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

342.—Forms for Recording Air Weapons Exercises—Instructions for Use.

(*A.F.O.* 51/1959.)

This order consolidates and amends existing orders for air weapon exercise forms.

2. *The Squadron Daily Air Firing Record—Form S.*1206—*Instructions for use:*—

(*a*) The form is to be filled in immediately after any air firing exercise while the details required are still readily available.

(*b*) The following detailed instructions are issued for the completing of certain columns:—

(i) *Air-to-Air Exercises*

Column 3 .. From the relevant N.A.M.O. enter the Issue Number of the Gun Alignment Diagram used.

Column 4 .. Enter either " ALL ", or the combination of guns used in the Form " P1, S1 ".

Column 6 .. Enter the exercise number as laid down in A.P.(N)82.

Column 7 .. Enter either " F " or " G " for Fixed Ring or Gyro Gunsight.

Column 8 .. Enter the Detail Serial Number from the Flight Authorization Book.

Columns 14, 15, 16, 17 To be completed in accordance with target assessment instructions contained in A.P.(N)82.

(ii) *Air-to-Ground Exercises*

Columns listed above to be filled in as for Air-to-Air Exercises.

Column 9 .. Enter " A " for Automatic Hit Recording Target.

Enter " C " for Canvas/Wood type target. If the type of target used is such that hits cannot be recorded, e.g., Sea Marker, Splash Target, enter the type of target in Column 18.

3. For Air-to-Air Exercises until A.P.(N)82 is reissued Column 6 should be left blank and details of exercises performed should be described in Column 18.

4. *Range and Quadrant Record Form S.*1208.—The method of completing this form is self evident. It is to be filled in in duplicate on the range and the duplicate form passed as soon as possible to the assessing section of the squadron doing the exercises.

5. *Air Weapon Training Plotting Form S.*421.—Instructions for use.

(*a*) *Fall of Shot*

(i) Plot the fall of shot in chinagraph on a " Perspex " sheet covering the range diagram.

(ii) Place this form on the " Perspex ", line it up with the line of attack and then trace in the centre of the target and the fall of shot.

(iii) Read off the errors (most easily done by using gridded transparencies), enter them in the table at the top of the form.

(iv) Obtain the rest of the information for the table at the top of the form direct from the range and check it against the duplicate from the Range and Quadrant Record, Form S.1208.

(v) Do not forget to enter the scale; it should be noted that the position of the target may be varied, as also may the scale, to give maximum freedom in plotting, but the scale used must always be stated.

(vi) If the attack has been against a moving target (e.g., a splash target) information required at the bottom left-hand corner of the form must be supplied.

(vii) Sign the form.

(*b*) *Camera*

(i) In the most convenient position stamp on to the form a copy of the master frame of the target.

(ii) The form can then be used with the O.R.S. Assessing Equipment.

(iii) Enter the results of the assessment in the table at the top of the form.

(iv) Obtain the remainder of the information for the table at the top of the form direct from the range and check it against the duplicate from the Range and Quadrant Record, Form S.1208.

(v) Sign the form.

6. *Camera Gun Attack Assessment Form S.*298.—Instructions for use.

(*a*) *To use the form for plotting fixed ring attacks:*—

(i) Cross out:—

the headings " Gyro Gunsight "

" G.G.S. { Target Range:— / Graticule Range:— "

" Index Figure "

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

(ii) Fill in all the information required along the top of the form.

(iii) At the heading " Fixed { Correct Deflection:— / Pilot's Deflection:— "

draw a short RED line against " Correct Deflection ", and a short BLUE line against " Pilot's Deflection ".

(iv) Fill in along the top line the time in seconds of the frame being assessed, starting at 0 seconds for the first frame.

(v) Measure the angle off and the target range and enter these figures opposite the heading " Range and Attack Angle ".

(vi) Plot true deflection in RED.

(vii) Plot pilot's deflection in BLUE.

(viii) Plot line error in BLUE.

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

(x) The form must be signed by the assessor and the pilot.

(*b*) *To use the form for plotting G.G.S. attacks:*—

(i) Cross out:—

the headings " Fixed Ring Sight "

" Fixed { Correct Deflection:— / Pilot's Deflection:—" }

" Hitting Time "

and the whole of the left hand column headed " Fixed ".

(ii) Fill in all the information required along the top of the form.

(iii) At the heading " G.G.S. { Target Range:— / Graticule Range:—" }

draw a short RED line against " Target Range ", and a short BLUE line against " Graticule Range ".

(iv) Fill in along the top line the time in seconds of the frame being assessed, starting at 0 seconds for the first frame.

(v) Plot graticule range in BLUE.

(vi) Plot target range in RED.

(vii) Plot percentage ranging error in BLUE.

(viii) Plot tracking error in BLUE.

(ix) Record the pilot's index figure at the top of the form by filling in the whole of the square in BLUE if the index is one, and half the square diagonally in BLUE if the index is half.

(x) The form must be signed by the assessor and the pilot.

7. *Camera Gun Assessment Form S.298 (Revised January, 1958)*—Instructions for use.

(*a*) *To use the form for plotting fixed ring attacks:*—

(i) Cross out:—

the headings " Gyro Gunsight "

" G.G.S. { Target Range:— / Graticule Range:—" }

" Per cent. Hits G.G.S.".

and both columns headed " G.G.S.".

(ii) Fill in all the information required along the top of the form.

(iii) At the heading " Fixed { Correct Lead Angle:— / Pilot's Lead Angle:—" }

draw a short RED line against " Correct Lead Angle " and a short BLUE line against " Pilot's Lead Angle ".

(iv) Fill in along the top line the time in ½ seconds of the frame being assessed, starting at 0 seconds for the first frame.

(v) Measure the angle off and the target range and enter these figures opposite the heading " Range and Attack Angle ".

(vi) Plot true lead angle in RED.

(vii) Plot pilot's lead angle in BLUE.

(viii) Plot line error in BLUE.

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

(x) The form must be signed by the assessor and the pilot.

(*b*) *To use the form for plotting G.G.S. attacks:*—

(i) Cross out:—

the headings " Fixed Ring Sight ".

" Fixed { Correct Lead Angle:— / Pilot's Lead Angle:—" }

" Hitting Time ".

and both columns headed " Fixed ".

(ii) Fill in all the information required along the top of the form.

(iii) At the heading " G.G.S. { Target Range:— / Graticule Range:—" }

draw a short RED line against " Target Range ", and a short BLUE line against " Graticule Range ".

(iv) Fill in along the top line the time in ½ seconds of the frame being assessed, starting at 0 seconds for the first frame.

(v) Plot graticule range in BLUE.

(vi) Plot target range in RED.

(vii) Plot percentage ranging error in BLUE.

(viii) Plot tracking error in BLUE.

(ix) Record the per cent. hits at the top of the form.

(x) The form must be signed by the assessor and the pilot.

8. Copies of the foregoing four forms will not normally be required by Administrative Authorities or by the Naval Board, but they may be called for in special circumstances. They are to be held by the Gunnery Officer of the squadron's parent naval air station for a period of three years.

9. *Squadron, Course and Pilot Summary of Weapon Training*—Form S.419—

(*a*) Form S.419 is intended primarily as an index of basic weapon data contained in Forms S.1206, S.421 and S.298, and is designed to provide a broad indication of the trend of results.

(*b*) The form is to be rendered by second-line squadrons:—

(i) On the completion of any weapon training course, a summary being made for each individual student and a summary for the course as a whole (not Instructors).

(ii) Half-yearly (30th June and 31st December) a summary for each instructor or pool pilot and a summary for the squadron as a whole.

(*c*) The form is also to be rendered at the completion of any period of weapon training undertaken by first-line squadrons, a summary being made for each individual pilot and also for the squadron as a whole.

(*d*) Completed forms are to be stamped " Confidential " and forwarded under a covering letter by the ship or air station from which the squadron operated during the exercises, through the Administrative Authority to:—

Naval Board	1 copy.
Administrative Authority	1 copy.
Ship or Air Station	1 copy.
Squadron	1 copy.

The squadron copy is to be retained in the squadron for three years. When a squadron disbands all completed exercise forms are to be sent to the Gunnery Officer of the squadron's parent air station for safe keeping until the three-year period has elapsed.

(*e*) The covering letter is to remark on any matters affecting the results which are purely a ship or station responsibility; explanation of failure to reach the required standard of weapon proficiency is to be given. Administrative Authorities are to remark on any subsequent action taken. Material matters which may be commented on but which require action by higher authority must be raised separately as appropriate, reference to this effect being made in the covering letter. The covering letter must bear the same "Confidential" classification as the completed Forms S.419.

(*f*) Notes on compiling the Form S.419:—

(i) Insert squadron number or course title before the printed heading.

(ii) Underneath the printed heading insert a sub-title summarizing the type of attack, e.g., Camera G.G.S.; 45° R.P.; 15° R.P. Night; 75° D.B., etc.

(iii) In "Ship or Air Station" heading air stations are to insert place name.

(iv) Under "Dates", inclusive dates of the training period under report are to be inserted.

(v) Under "Squadron Course or Pilot" the rank, initials and name of a pilot are to be inserted. If other than R.A.N., short title of the service to which the officer belongs is to be inserted.

(vi) Under "Type of Aircraft" the mark of the aircraft type is also to be inserted.

(vii) Under "Weapon" the designation of the weapon is to be preceded by the number carried per sortie, e.g., 6 × 12-lb. R.P.; 60 r.p.g. 20-mm. (2 guns); 8 × 25-lb. P.B., etc. If more than one mark of missile is available the marks used are to be stated, e.g., 4 × 25-lb. P.B. (No. 2 Mark 1); 4 × 25-lb. R.P. (A.P. No. 2 Mark 1), etc.

(viii) "Intended Form of Attack." The information required under this heading for ground attack exercises is what the pilot was trying to achieve, i.e., the briefed conditions of attack. The height to be given is that relative to the target. For air-to-air exercises the actual height and true air speed of the target are to be given. In all cases true air speed is to be given. Separate forms are to be used for different angles of attack and/or release conditions.

(ix) "Accuracy." Until a revised form is issued after exhaustion of present stocks the sub-headings under this heading are to be altered to read 50 per cent. Range Error, 50 per cent. Deflection Error and 50 per cent. Circular Error. All three errors are to be quoted for any fall of shot pattern. All errors are to be in feet and marked as such. In the last column of the form percentage hitting time for fixed ring or G.G.S. exercises is to be recorded. Percentage hits strafing is also recorded here. In air-to-air firings percentage hits obtained are to be recorded with respect to the nylon standard banner, the mean target factor being recorded at the base of the column.

(x) For ground attack exercises the Squadron or Course systematic error (i.e., the displacement of the M.P.I. from the target) is to be inserted at the bottom of the form.

(xi) The Squadron Commanding Officer is to make his comments on the exercises on the back of the form.

(xii) An index folder of these forms is to be kept by every squadron. The forms are to be typed and numbered serially to ensure easy reference.

10. When a squadron disbands all completed exercise forms are to be handed to the Gunnery Officer for safe keeping until the three-year period has elapsed.

11. Results of Front Line Armament Practices are to have rendered with them copies (photographic) of the final graphed results.

12. Navy Order 81 of 1954 is hereby cancelled.

(D.A.W.O.T. 3526/12/2386.)

(*Navy Order* 81 *of* 1954.)

UNCLASSIFIED.

343.—Gun Mountings—40-mm. Single Mark 9* Mountings—Defective Control Columns—Inspection and Adjustment.

(*A.F.O.* 481/1959.)

Erratic training and elevating has been experienced in 40-mm. mark 9* Mountings due to poor bedding of the contact brush and lack of cleanliness and smoothness of the commutator surface in the elevation and training potentiometers.

2. All ships and establishments holding these mountings should carry out the following check test:—

(*a*) Ensure Main Supply is off. Remove cover of electrical panel and disconnect leads S1A, S1B, S2A and S2B (in Cable No. 28). Short Circuit the Training and Elevating Generator Field Resistances with suitable pieces of cable. With Avometer switched to 1,000 ohms scale and D.C. connect to terminal blocks as shown in paragraph 2 (*b*). With the joystick in mid position a reading of approximately 35 ohms for training and elevation should be obtained. The control should then be turned as slowly as possible to maximum elevation/depression and maximum training left/right. The resistance should fall smoothly to a minimum in all cases.

(*b*) The above tests should be carried out using terminal blocks 1A, 1B, 2A and 2B with the following results, all readings shown being approximate:—

Training.

Connect meter between +ve and S1A.
Train right—approximate zero reading.
Train left — approximate 2.5 ohms reading.

Connect meter between +ve and S1B.
Train right—approximate 2.5 ohms reading.
Train left — approximate zero reading.

Elevation.

Connect meter between +ve and S2A.
Maximum elevation — approximately zero reading.
Maximum depression—approximately 2.5 ohms reading.

Connect meter between +ve and S2B.
Maximum elevation — approximately 2.5 ohms reading.
Maximum depression—approximately zero reading.

(*c*) Repeat each test several times.

(*d*) On completion disconnect shorting straps, replace all leads and take insulation test.

3. In carrying out these tests it should be noted that the circuits under test pass through the limit switches, and in the case of Mark 9* new mountings which have not been ship fitted, the cam plate for operating the training limit switches is " uncut " for the arc of operation and therefore such mountings are permanently in " limit " conditions electrically. In such cases it will be necessary to bridge the training potentiometer terminals between −ve and L and −ve and R to ensure completion of the circuits.

4. Mountings with erratic readings should have the control column removed and the potentiometers cleaned and adjusted in the following manner:—

(*a*) Check brush pressure. This should not be less than 1 lb. Adjust as necessary (there is no specific adjustment for this and care should be taken not to break the spring).

(*b*) Dress the commutator faces of the potentiometer, making sure on completion that it is perfectly flat and smooth and that there are no protrusions of insulation. Use only fine glass paper (00 gauge) for the dressing and finish off with crocus paper.

(*c*) Check that the commutator is firmly secured in position and the lock nuts are tight.

(*d*) Bed the brush in with fine glass paper, making sure that it bears evenly over the whole surface. If the brush has to be adjusted after this operation it *must* be bedded in once again. On no account must a brush be adjusted without being re-bedded afterwards.

(*e*) Wipe the commutator with a piece of chamois leather dipped in methylated spirit.

(*f*) Repeat avometer test.

5. Admiralty has advised that the above test will be incorporated in the Shop Trial Schedules, Maintenance Schedules and B.R. 209 Handbook for the 40-mm. Marks 9 and 9* Mountings.

6. Navy Order 553 of 1957 is hereby cancelled.

(D.O.U.W. 4429/41/330.)

(*Navy Order 553 of 1957.*)

UNCLASSIFIED.

344.—Diving—Lights Indicating Pattern F2A/16468 and Sea Cell, Pattern F2A/14244 — Introduction — Allowances — Method of Rigging and use by Clearance Divers.

(*A.F.O.* 173/1959.)

Lights, Indicating, pattern F2A/16468 and Sea Cell, pattern F2A/14244 are being introduced into service for the use of clearance divers when carrying out night swimming exercises and operations.

2. Allowances will be on the following scale and first supply will be effected without demand by S.N.S.O. Sydney.

H.M.A.S. WATSON	20
M.C.D.T.	12
M.C.D.U.	6

Spare sea cells pattern F2A/14244 will be available on demand from S.N.S.O. Sydney.

3. *Operation:*—To ensure the efficient operation of the indicating lights when worn on the pattern E.5/5561A/2A, pattern E5/8450 and C.A.B.A. breathing apparatus, they are to be prepared and rigged in the following manner:—

(*a*) Preparation of indicating light pattern F2A/16468 and Sea Cell pattern F2A/14244—

(i) Insert the two-pin socket of the indicating light into the sea cell. Screw home the brass screw in the centre of the two-pin socket into the body of the sea cell.

(ii) Bind the two-pin socket and the sea cell firmly together using three laps of pattern E12/5908 waterproof adhesive tape longitudinally.

(*b*) Securing the indicating light and sea cell to the pattern E5/5561A/2A, pattern E5/8450 and C.A.B.A. breathing apparatus—

(i) The indicator light itself should be secured to the wider of the two slots of the quick release buckle on the front right hand side of the harness of the pattern E5/5661A/2A, and pattern E5/8450 breathing apparatus. To secure, form a loop with the electric cable close to the indicating light, thread the end of the loop through the outside edge of the wide slot and pass the sea cell and indicator light assembly through the loop and pull taut.

(ii) It is most important that the sea cell is firmly held in position fairly low down on the body to ensure complete immersion in the water. The sea cell should, therefore, be secured to the waist belt on the front right hand side between the harness and buckle. The sea cell should be clamped in position. Two pattern B9B/6829 cable clips have been found suitable for this purpose, though it may be necessary to bind the sea cell and two-pin plug with additional pattern E12/5098 waterproof adhesive tape to ensure that the two clips grip firmly onto the belt and sea cell assembly.

4. The C.A.B.A. harness is to be modified by ship's staff, and Naval Store Depots for those equipments held in store, by the fitting of a $\frac{3}{16}$-in. Grommet Brass pattern B9C/181 in the right hand strap of the harness 9 inches from the point where the strap attaches to the cylinder. The indicating light may then be secured as in paragraph 3 (*b*).

5. Specifications for manufacture of C.A.B.A. will be amended.

6. Clearance divers are to operate an indicating light at least three times during initial training. Officers in charge of teams and units, before carrying out swimming exercises at night, are to ensure that their swimmers have operated an indicating light within the preceding six months.

(D.O.U.W. 4518/21/140.)

UNCLASSIFIED.

345.—Alteration and Addition Item—Battle Class Destroyers.

The following Alteration and Addition item is approved for Battle Class Destroyers:—

Class List Item No. 131. *Classification " A ".*

Item: To remove the following equipment and structure to provide topweight compensation for future essential Alteration and Addition items:—

(*a*) The L43 panel from the T.I.U.

(*b*) The Splash Target Reel and wire on the After S.T.A.A.G. Deck.

(*c*) 56 feet of bulwark plating from M.I.S.T.A.A.G. Deck and 62 feet of bulwark plating from the After S.T.A.A.G. Deck, the plating to be replaced by standard metal guard rails and painted canvas splash screens.

(*d*) The gunerew's shelter on M.I.S.T.A.A.G. Deck.

References: (*a*) F.O.C.A.F. memorandum AF.1821/29/965 of 5th June, 1958.

(*b*) Captain D.10 memorandum C1134/507 of 29th April, 1958.

(*c*) Navy Office letters 69285 and 010852 of 17th July and 6th October, 1958 respectively.

(D.C.C. 4280/1/406.)

UNCLASSIFIED.

346.—Naval Stores (Air)—R.A.F. Vocabulary Sections 28D and 28FP—Introduction of Joint Service Catalogue Numbers.

(*A.F.O.* 648/1959.)

The undermentioned reference numbers under Sections 28D and 28FP of the R.A.F. Vocabulary have been replaced by the Joint Service Catalogue Numbers shown.

2. Stocks and records are to be adjusted accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with paragraph 8 of Navy Order 1107 of 1958.

Old Stores Reference.	*New Stores Reference.*
Section 28D	*Section 28D*
16292	9434865
16367	9434868
16656	9435058
Section 28FP	*Section 28FP*
591	9424332
633	9424331

(D.N.A.S. 4404/15/1061.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

347.—Naval Stores (Air)—Transfer of Items from Section 6B to Section 6C of the R.A.F. Vocabulary.

(*A.F.O.* 541/1959.)

The following items of naval air stores at present held under Section 6B of the R.A.F. Vocabulary are to be re-referenced under Section 6C:—

Old Reference No.	*New Reference No.*	*Description.*
6B/34	6C/2024	Compass.
6B/279	6C/2025	Case.
6B/185	6C/2026	Tripod.

The existing part numbers and descriptions remain unchanged.

2. Stocks and records should be adjusted accordingly. H.M.A. ships and establishments should adjust their ledgers in accordance with Navy Order 1107 of 1958.

(D.N.A.S. 4403/15/1393.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

348.—Naval Stores (General) (Class B, Group 11, Parts C to F) Hand Tools.

Navy Order 23 of 1959 appendix A is to be amended as follows:—

Pattern.	*Description.*	*Specification.*
Delete—		
B11C/H500	Adzes, heads, carpenter's pin-head 4-in. width of blade	DEF (Aust.) 803
Insert in lieu—		
B11C/H5000	Adzes, heads, carpenter's pin-head 4-in. width of blade	DEF (Aust.) 803

(D.N.A.S. 4506/12/650.)

(*Navy Order* 23 *of* 1959.)

UNCLASSIFIED.

349.—Naval Stores (General) (Class E, Group 8)—Replacement of Grease, Silicone, Valve Seal " A ", Pattern E8/10056 by Compound, Sealing, Silicone Grease M.S.4, Pattern E8/60807.

(*A.F.O.* 493/1959.)

Owing to the similarity of grease, silicone, valve seal " A ", pattern E8/10056 to compound, sealing, silicone grease M.S.4, pattern E8/60807 it has been decided to discontinue the use of the former and it is being marked " O " in the *Rate Book and Authorized List of Naval Stores.* When present stocks of pattern E8/10056 have been expended, pattern E8/60807 is to be used in lieu.

2. In view of the very small quantities of E8/10056 normally used, compound, pattern E8/60807 will in future be obtained in 2-oz. tubes instead of the present 8-oz. tubes. For the time being, therefore, until stocks of 8-oz. tubes are expended, ships and services should indicate the amount of grease required when demanding tubes.

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4512/80/265.)

UNCLASSIFIED.

350.—Packaging—Survey and Renewal of Desiccants in Desiccated Packs.

(*A.F.O.* 3146/1958.)

Desiccated packages are those in which the contents are protected from moisture by the use of a desiccant in conjunction with a " water-vapourproof barrier ". The functions of the barrier is to prevent, as far as possible, the entry of water as vapour, but none of the flexible, materials at present in use is completely water-vapourproof and the barriers of most desiccated packs thus permit slow transmission of water vapour; the function of the desiccant is to absorb moisture from the atmosphere inside the package and to prevent the rise of the relative humidity to a value high enough to permit corrosion and mould growth to take place. As the desiccant absorbs moisture its further drying capacity diminishes. The relative humidity in the package consequently rises progressively and will eventually reach a dangerous value —in practice 50 per cent. is taken as the highest relative humidity that can be permitted in a package.

2. Thus, the useful life of the desiccant is limited and this determines the life of the package; in fact the package is given a pre-determined nominal life by putting into it the appropriate quantity of desiccant and for Service requirements this quantity, for all desiccated packs, is calculated on the basis of 12 months' life being required under the worst tropical conditions.

3. This results in desiccated packs held in less severe climates having lives in excess of 12 months and the nominal lives in a number of locations is shown in the appendix to this order. The lives laid down are based on the latest available meteorological data and supersede all previously issued figures. The periods of life quoted are for metal foil laminate, wax dipped and polythene film desiccated packages only. The life of an impervious-barrier package, e.g., hermetically sealed metal container, in any climate is indefinite from the packaging point of view. For the sake of simplicity the periods of life have been rounded off to multiples of one year so that in places where there is a large seasonal variation of climate the time of arrival does not greatly matter; the package will be subjected to all the seasonal variations whenever it starts its storage, apart from the relatively short period during which it is in transit.

4. The life is considered to start on the date on which the desiccant charge is placed in the package, whether at first packaging or a re-packing. If a package has had a storage period at the location of despatch amounting to 50 per cent. or more

of its prescribed life at its intended destination as shown in the appendix, its desiccant must be renewed immediately before despatch except where specific instructions exist to the contrary.

5. In the case of desiccated packages carried in H.M.A. ships, different arrangements are necessary to cater for the varying climates and circumstances which may be met and Supplying Yards and Depots should except where it is known that the item is required for immediate use, redessicate a dessicated package immediately before issue if more than two-thirds of its life has expired when the issue is being made.

6. The lives laid down assume average conditions in the areas stated, and moreover include reasonable safety factors, so that it is unlikely that stores will start deteriorating as soon as the lives quoted have been reached. It must be realized, however, that once relative humidity reaches a dangerous value deterioration is likely to be as rapid, and sometimes more rapid, than if the items were not packaged.

7. It is therefore essential that when packages reach the end of the life laid down, the contents are examined and, if serviceable, the packages be then redesiccated and resealed. For determining the lives of packs held in establishments and depots, reference should be made to the appendix to this order, the nearest place with similar climatic conditions being taken as applying. For supplies carried afloat, packages are to be brought forward for redesiccation, four years from the date of last charge.

8. Where facilities for inspection, redesiccation, &c., do not exist, all desiccated packs reaching the end of the lives specified should be returned to the nearest yard or depot where such work can be undertaken. Advantage should be taken of periodical musters or technical inspections to ensure that the dates of all desiccated packs held are noted at regular intervals. In this connexion it should be noted that desiccated packs may be included inside spare parts boxes, and that any such boxes supplied prior to 1957 may not bear a desiccant warning label on the outside of the box.

9. To facilitate identification and inspection, all desiccated packs bear one or other of the following labels printed in red:—

Method II. Pack.	*Desiccated Pack.*
NOT TO BE OPENED UNTIL REQUIRED FOR USE EXCEPT FOR RENEWAL OF DESICCANT.	NOT TO BE OPENED UNTIL REQUIRED FOR USE EXCEPT FOR RENEWAL OF DESICCANT.
DATE OF LAST CHARGE.....	DATE OF LAST CHARGE.....

10. These labels (F. Pkg. 59) are available in sizes 6-in. x 3½-in., 3½-in. x 2-in. and 1¾-in. x ¾-in. and are to be demanded from S.N.S.O. Sydney if required.

11. Navy Order 30 of 1959 also refers.

12. Navy Orders 111 of 1956 and 273 of 1957 are hereby cancelled.

APPENDIX.

	Life in Years.		Life in Years.
AUSTRALIA—			
Adelaide	5	Macquarie Island	5
Brisbane	4	Manus Island	2
Broome	3		
Darwin	2	NEW GUINEA—	
Fremantle	5	Port Moresby	3
Melbourne	5	Rabaul	2
Sydney	5		
Tasmania	6	NEW ZEALAND—	
		Auckland	5
BORNEO—		Wellington	5
Labuan	2		
		UNITED KINGDOM	6
CHINA—			
Hong Kong	3		

(D.C.C. 4476/10/27.)

(*Navy Orders* 111 *of* 1956, 273 *of* 1957 *and* 30 *of* 1959.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

351.—Suits, Lightweight, Foul Weather—Introduction.

Successful trials have been conducted of a new type lightweight foul weather suit, comprising a smock and trousers, made from waterproofed nylon fabric.

2. These suits have been adopted for general wear as foul weather clothing in H.M.A. ships and establishments and will replace the following items made from heavyweight P.V.C. fabric on exhaustion of current stocks:—

Coats, Foul Weather.

Smocks, Foul Weather.

Trousers, Foul Weather.

3. Supplies of lightweight garments will shortly be available for issue by H.M.A. Victualling Yards and will be accounted for in Clothing Group IV., under the following headings:—

Smocks, lightweight, Foul Weather.

Trousers, lightweight, Foul Weather.

4. The garments will be supplied in three sizes, namely S.M., M. and O.S.

(D.V. 4533/76/68.)

UNCLASSIFIED.

352.—Use of Vinegar to Prevent Rope Disease in Bread.

Experience shows that acetic acid is more effective than acid calcium phosphate in the prevention of rope disease in bread and therefore where the use of a preventive is necessary, service vinegar should be used for this purpose in bakeries in ships and establishments.

2. Ordinary service vinegar, which is essentially dilute acetic acid, is to be used in the proportion of 1 pint of vinegar with 3 pints of water to every 200 lb. of flour required. Compressed yeast, if used, and salt should be dissolved in separate small quantities of the water and the vinegar added to the remainder, the dough then being made in the usual manner.

3. When rope disease is present or suspected, the flour should not be condemned until preventive measures as described above have been tried as the flour is probably fit for consumption and suitable for baking purposes provided the development of rope can be checked.

(D.V. 4528/26/128.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

353.—Forms—Engineering Branch—Introduction of Certificates of Trade and Engineering Experience.

In order to provide ratings of the Engineering Branch with evidence of their experience and capabilities for use when seeking employment on discharge to shore, the following Certificates of Trade and Engineering Experience have been introduced:—

Form A.S. 436—Engineering Mechanic and Mechanician Ratings.

Form A.S. 437—Engine Room Artificer.

2. In addition to the completion of Form A.S. 436 a Mechanician is eligible for consideration prior to discharge, for the award of a Trade Proficiency Certificate (Form A.S. 4352)—See Navy Order 523 of 1958.

3. Demands for the above forms should be addressed to the Superintending Naval and Air Store Officer, Sydney. Initially Captains of ships and establishments are to demand sufficient numbers of each of the abovementioned Trade Certificates so that one copy of the appropriate certificate can be placed in the Certificate of Service of each Engineering Branch rating borne. Thereafter insertion of the forms is to be effected at H.M.A.S. CERBERUS at the recruit stage or at the Apprenticeship School H.M.A.S. NIRIMBA during apprenticeship training.

4. The preparation of the forms is to be in accordance with Q.R. and A.I. Appendix 10, Part 2.

5. Navy Order 1120 of 1958 is also relevant.

(D.M.E. 4016/1/47.)

(*Navy Orders* 1120 *and* 523 *of* 1958.)

Section 7.

CANCELLED LIST.

354.—Cancellation of Navy Order.

Navy Order 680 of 1956 is hereby cancelled.

(H.N.B. 3712/19/157.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

FOR OFFICIAL USE ONLY. C.N.O. 355/59.

COMMONWEALTH NAVY ORDER

Mr OR
Check whether we hold any BRs mentioned herein + if so get supply amendments

None held.
JOBrien
20/5/59

Navy Office, Melbourne,
8th May, 1959.

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

By direction of the Naval Board.

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

3406/59.

UNCLASSIFIED.

Books—Distribution of Non-accountable Publications during March, 1959.

The non-accountable publications, amendments to A.P's, B.R's, miscellaneous publications, etc., and A.F.O. " S.C." Series contained in the appendix to this order, have been distributed to ships and services during March, 1959. Navy Order 983 of 1957 is relevant.

2. Copies of A.F.O. " P " Series amendments and A.P. amendments, referred to in the appendix to this order, are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Navy Order 1063 of 1958.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date or Amendment No.*
Aeroplane	2nd January, 1959.
The Communicator	Vol. 12, No. 3, Christmas, 1958.
Educational Information	No. 95, dated 23rd January, 1959.
Joint Services Recognition Journal	Vol. 13, No. 12, December, 1958.
Joint Services Recognition Journal	Vol. 14, No. 1, January, 1959.
Occupational Safety and Health	October-December, 1958.
United Nations Review	Vol. 5, No. 7, January, 1959.

AMENDMENTS TO B.R'S, ETC.

B.R. No.	*Amendment No.*
1	20.
14	11.
16	33.
31	Chapter 18 dated 1st January, 1959.
31	Chapter 47 dated 1st December, 1958.
31	Q.R. 2/58.
70/1958	November, 1958 Supplement.
93	Amendments, 19, 20.
125	Supplement No. 6, December, 1958.
125	New Entries No. 6, December, 1958.
128 (1)	Supplement No. 4.
155C (7)	Australian Amendment No. A.N. 2.
226B (93)	Amendment 1.
227 (3)	Amendment 1.
362	Amendment 17.
772	30.
1468 (1), (2)	3.
1530	3.
1557 (2)A	1.
1563	2.
1653	5.
1705 (4)	17.
1741	1.
1794	12.
1797	25.
1837 (3), Div. R, Section RD	2.
1837 (3), Div. R, Section RJ	2.
1837 (3), Div. R, Section RK	2.
1837 (3), Div. R, Section RQ	2.
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R.A.N.A.M.O. Sea Venom	A.10 (Issue 2) (Feb., 1959) STI/RAN. 49 (Issue 2) (Jan., 1959) STI/RAN. 50 (Nov., 1958) STI/RAN. 54 (Feb., 1959) SI/RAN. 13 (Issue 2) (Jan., 1959) SI/RAN. 17 (Jan., 1959) SI/RAN. 53 (Jan., 1959).
R.A.N.A.M.O. Sycamore	STI/RAN. 33 (Jan., 1959) STI/RAN. 34 (Jan., 1959).
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(D.N.A.S. 4139/3/177.)

(*Navy Orders* 983 *of* 1957 *and* 1063 *of* 1958.)

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C.N.O's. 356-375/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
12th May, 1959.

The enclosed 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.

RESTRICTED.

3407/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

356.—Board of Business Administration—Change of Title to Defence Business Board.

The title of the Board of Business Administration has been altered to "Defence Business Board".

2. The function of the board is to ensure economy in defence expenditure and to achieve the maximum of national security from the Defence Vote. The board consists of a Chairman and the three Service Business Advisers.

3. Navy Order 313 of 1953 is hereby cancelled.

(H.N.B. 3406/13/54.)

(*Navy Order* 313 *of* 1953.)

UNCLASSIFIED.

357.—Operation and Administration of the Royal Australian Navy.

Navy Order 1098 of 1958 is to be amended as follows:—

(*a*) Under heading "Training Ships" delete FREMANTLE and COOTAMUNDRA and their relevant entries and substitute—

"GASCOYNE .. F.O.I.C.E.A. F.O.I.C.E.A. for A.C.N.B.
DIAMANTINA .. N.O.I.C.W.A. N.O.I.C.W.A. for A.C.N.B."

(*b*) Under heading "Survey Ships" add—

"BARCOO .. F.O.I.C.E.A. F.O.I.C.E.A. for A.C.N.B."

(D.O.D. 3031/13/415.)

(*Navy Order* 1098 *of* 1958.)

UNCLASSIFIED.

358.—Overseeing, Technical and Inspection Duties connected with the Manufacture and Repair of Naval Aircraft, &c., in New South Wales.

Appendices A to D of this order set out the overseeing and technical duties connected with the manufacture and repair of naval aircraft, &c., in the New South Wales area, carried out by civilian firms and non-commissioned establishments.

2. The term "aircraft, &c," where used in this order is to be read as referring to aircraft, aero-engines and aircraft equipment both ground and airborne.

3. These duties and responsibilities are defined as follows:—

Appendix A—Naval Air Engineer Overseer.
Appendix B—Naval Resident Technical Officer.
Appendix C—Aeronautical Inspection.
Appendix D—Royal Australian Navy Air Workshops.

3. Navy Order 1120 of 1956 is hereby cancelled

Appendix A.

NAVAL AIR ENGINEER OVERSEER.

A naval officer with an organization of naval and civil technical personnel is appointed to the staff of the Aircraft Maintenance and Repair Branch 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, &c., carried out by civilian firms meets naval requirements.

3. As required to examine estimates, generally supervise and progress work at civilian firms and certify claims as to the reasonableness of manhours, correctness of quantities and types of materials used and the faithful performance of the service in respect of orders placed by the Director of Aircraft Maintenance and Repair. Similarly for orders placed by the Naval Store Officer (Air), Randwick.

4. To arrange for technical information, as required, to be made available to civilian firms engaged on the manufacture or repair of naval aircraft, &c. See Appendix B.

5. To act as the custodian of all aircraft, power plants, engines, engine stands and cases whilst they are with civilian firms. To be responsible for the movement of aircraft, &c., between civilian firms and for their despatch on completion of the work against the relevant order.

6. To notify the appropriate authority of requirements for naval test pilots for aircraft undergoing repair at civilian firms.

7. To keep the Flag Officer-in-Charge, East Australia Area and the Captain of the Port, Sydney, informed regarding naval aircraft matters that come within their jurisdiction.

8. To advise the Captain of the Port, Sydney, when required, as to the reasonableness of fixed price tenders.

Inspection.

9. To inform the appropriate aeronautical inspection authority attached to the R.A.N. of the work required on naval aircraft, &c., and to provide that authority with all technical information to enable naval requirements to be met. See Appendix C.

10. To sanction concessions and production permits in respect of naval aircraft equipment. See Appendix B.

Manufacture, Repair, Modification and Testing of Air Stores.

11. The N.A.E.O. is responsible for the technical considerations in respect of the manufacture, modification, repair 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—short title R.A.N.A.W.—located at the R.A.N. Air Store Depot, Randwick. See Appendix D.

Appendix A—*continued.*

Design and Development.

13. The N.A.E.O. is responsible to the Director of Aircraft Maintenance and Repair for design and development matters connected with the manufacture and repair of naval aircraft, &c. 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 and authorizing the sealing of Drawing Instruction Sheets (D.I.S.).

(*c*) Progressing, accepting and reporting on trial installations and defect investigations.

(*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 aircraft matters.

14. All matters requiring approval of design, local modification, repair schemes and concessions, which involve operational limitations, are to be submitted to the Director of Aircraft Maintenance and Repair. See Appendix B.

General.

15. Naval and civil technical officers with appropriate qualifications will be appointed to the staff of the N.A.E.O. as Naval Resident Technical Officers (N.R.T.O.) or Overseers Assistants, and are responsible to the N.A.E.O. for carrying out the duties delegated by him. They may be attached to one or more civilian firms as required.

16. The N.A.E.O. is provided with copies of all orders for the manufacture or repair of naval aircraft, &c., to be carried out by civilian firms or in non-commissioned establishments.

17. The N.A.E.O. is authorized to correspond with—

(*a*) The Director of Aircraft Maintenance and Repair.

(*b*) The Flag Officer-in-Charge, East Australia Area.

(*c*) The Captain of the Port, Sydney.

(*d*) The Superintending Naval and Air Store Officer, Sydney.

(*e*) The Naval Store Officer (Air), Randwick.

(*f*) Captains of ships and establishments in regard to his custodian duties and in accordance with paragraph 18 of this order.

(*g*) The General Manager, Garden Island Dockyard, on aircraft technical matters.

18. All correspondence between naval authorities and civilian firms or their representatives on matters for which the N.A.E.O. is responsible is to be passed through the N.A.E.O.

19. For discipline and local domestic matters such as works, accommodation, transport, office services and employment of civil staff, the N.A.E.O. is under the administration of F.O.I.C.E.A.

APPENDIX B.

NAVAL RESIDENT TECHNICAL OFFICER.

Naval and civil technical officers with appropriate qualifications on the staff of the N.A.E.O. will, as required, be appointed to act as Naval Resident Technical Officers to firms engaged on manufacture, repair and overhaul of naval aircraft, &c.

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 13, 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 the N.A.E.O., on detailed technical matters for which responsiblity has been delegated to the N.R.T.O.; all other correspondence is to be addressed to the N.A.E.O.

APPENDIX C.

AERONAUTICAL 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 non-commissioned establishments should be subject to independent inspection. 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 non-commissioned establishments to meet naval requirements. These officers are responsible that all work carried out on naval aircraft, &c., meets naval technical standards.

3. Notwithstanding the arrangements set out in paragraph 2 of this appendix, 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 the representative of the Director of Aircraft Maintenance and Repair, may, at his discretion, overrule decisions of the A.I.D. in respect of naval work. In such circumstances the covering approval of D.A.M.R. is to be sought immediately.

APPENDIX D.

ROYAL AUSTRALIAN NAVY AIR WORKSHOP.

The R.A.N. air workshop is staffed by civilian personnel under the management of a civilian 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 to ensure that the requirements of the Naval Store Officer (Air) are met in respect of the maintenance, repair and modification of air stores. The air workshop is from time to time required to meet such commitments as are within workshop capacity, and priorities for this work are to be agreed between the Naval Store Officer (Air) and the N.A.E.O.

3. All work completed by the air workshop is subject to inspection by A.I.D. personnel attached to the Naval Air Store Depot.

(D.A.M.R. 3031/13/402.)

(*Navy Order* 1120 *of* 1956.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

359.—Machinery and Spare Parts—Priority System for Demands.

(*A.F.O.* 2631/1958.)

The undermentioned degrees of priority are to be used from the date of this order to distinguish urgent demands for machinery and spare parts demanded from Machinery and Spares Depot, Sydney. When a requirement is sufficiently urgent, the appropriate priority is to be quoted in signals on demands.

Priority.	*Applicability.*
I	To be used for requirements of operational ships only where mobility, sea worthiness or fighting efficiency is affected.
II (" *Date required* " *to be quoted*)	To be used for items required to fit where " date required " is within 21 days of the date of the demand.
III (" *Date required* " *to be quoted*)	To be used for items required to fit in instances where supply within 21 days is not essential and not therefore justifying Priority II.

2. Arrangements will be made for such demands to be specially progressed and for demanding services to be advised of the supply position. It is, however, essential that demanding authorities ensure that the allocation of priorities and " dates required " are subject to close control, otherwise the system is liable to defeat its object.

3. Unclassified demands " to replace spares appropriated " and for purposes other than those in paragraph 1 will be dealt with as expeditiously as possible.

4. If circumstances require the priority of an item in an outstanding demand to be upgraded the demanding authority should ask for the higher priority only in respect of the particular item. This request may be made by signal if necessary.

5. If changes in circumstances mean that a priority is not longer necessary or can be reduced, all authorities concerned should be informed.

(D.C.C. 3756/4/27.)

UNCLASSIFIED.

360.—Ammunition—Cartridges Q.F. 40-mm.—Break-up Shot—Use. Gauging Before Use and Precautions.

(*A.F.O.* 423/1959.)

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

2. Quantities of Q.F. 40-mm. Break-up shot, mark 10, have been found oversize and instances reported of shot found fractured round the cannelure or loose in the cartridge case. These defects are due to the growing properties of plastics when in a humid atmosphere. A new design of 40-mm. Break-up shot, mark 10/1 has been

manufactured and rounds assembled with this shot are now in Service. The distinguishing mark for this type of shot is to be found on the body. It was hoped that the diameter of this new shot would be such as to cause no trouble when loaded into a gun. Unfortunately in a few instances, the growing properties of the plastic are still liable to render this new design shot oversize. It is necessary therefore, to include mark 10/1 shot in the arrangements for gauging which are detailed below.

3. H.M.A. ships concerned are to arrange for 40-mm. Break-up shot, Mark 10 and Mark 10/1 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 dimensions should be 1.632-in. − 0.002-in. + 0 and the whole shot including the driving band should pass through. A 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.

Precautions.

4. (*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 into own ships 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 FNH/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. 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.

It is, however, only continuous or repeated exposure to absorption that is dangerous to personnel.

5. It has been found that the use of break-up shot increases the rate of barrel wear and causes uneven wear. A pool of Mark 1 barrels for practice firings with break-up shot has been provided in the R.A.N. and whenever possible H.M.A. ships should obtain barrels from this pool. However, when ships are operating off the Australia Station or when it is desired to fire twin gun units a maximum of 200 rounds of break-up shot per barrel per annum may be fired. One round with break-up shot is to be assessed as three equivalent full charges. Separate arrangements have been made for the firing of break-up shot at training establishments.

6. 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.

7. Separate instructions governing rectifications of defective rounds with high diameter driving bands have been promulgated to R.A.N. Armament Depots 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 AS./T.367/37 dated 21st July, 1954. Instructions governing rectification of high bodies will be issued in the near future.

8. Navy Orders 552 and 877 of 1956 are hereby cancelled.

(D.O.U.W. 4442/20/295.)

(*Navy Orders* 552 *and* 877 *of* 1956.)

UNCLASSIFIED.

361.—Ammunition—Propellant—Landing—Destruction—Report.

(*A.F.O.* 362/1959.)

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing them 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 to Navy Office for instructions.

Propellant Lot or Sub-lot No.	*Propellant Nature and Size.*	*Nature of Gun Ammunition, &c., which may be involved.*
RC 1718	FNHP 022	Q.F. 40/60.
RNC 733 RNC 868XB	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.).
RNC 731	SC 109	B.L. 6-in.; Q.F. 4.7-in.
RNC 4685XH RNC 4687XH RNC 4700XH RNC 4702XH RNC 4714XH RNC 4716XH RNC 4749XH RNC 4750XH RNP 688XH	HSCK/T 134–055	Q.F. 6-pdr.; Q.F. 3-pdr.; Q.F. 2-pdr.; D.C.T.; Squid: A/S Mortar.
RNP 657XH	HSC/T 134–055	Q.F. 6-pdr; Q.F. 3-pdr.; Q.F. 2-pdr.
RNC 730 RNC 797XA	SC 150	B.L. 6-in.; Impulse torpedo.

2. Attention is drawn to Article 211 of *Naval Magazine and Explosives Regulations* 1956, B.R. 862 and 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.

(D.O.U.W. 4445/6/150.)

RESTRICTED.

362.—A/S Weapons—A/S Mortar, Mark 10—C.H. 317 Fork—Modification—C.J. 512 Jig, Setting—Introduction.

Navy Order 1052 of 1958, title as above, is to be amended as follows:—

Paragraph 1 (c) *delete* " Drawing A.M.E. 4022/28 ".
insert " Drawing A.M.E. 4020/28 ".

(D.O.U.W. 4428/33/76.)

(*Navy Order* 1052 *of* 1958.)

UNCLASSIFIED.

363.—Depth Gauges for Divers—Testing.

(*A.F.O.* 294/1959.)

Depth gauges used by divers for maintaining depth underwater are to be checked for accuracy at monthly intervals and whenever their accuracy is in doubt. The check can be made in a recompression chamber or from a shot rope.

2. *In a Recompression Chamber* (Ideal method).—The gauge to be tested should be taken into a recompression chamber by a qualified diver and the pressure raised in stages of 10 ft. to cover the full range of gauge readings. In addition the pressure should be checked at 25, 33, 82 ft., and where applicable 140 ft., as these are the limiting depths for certain forms of operations and breathing gasses. At each stage the diver is to record what the gauge reads against the true depth. After the maximum depth reading has been taken the chamber pressure is to be lowered and check recordings taken on the way back to surface pressure. (Necessary decompression stops should be carried out.) After surfacing the diver, the mean of the readings taken on descent and ascent against true depth is to be prepared for each gauge. Where accurate depth keeping is vital, such as when diving with pure oxygen, the error of the gauge must be known and allowed for by the diver. Any gauge having a greater error than 5 ft. at any depth, either on descent or ascent, is to be regarded as unserviceable. It is essential that the recompression chamber gauge should have been tested in accordance with B.R. 155C, paragraph 1303 (2) (*c*).

3. *From a Shot Rope* (Rough method).—When a recompression chamber is not available gauges can be given a rough check in similar manner to the method described in (2) by sending a diver down a shot rope accurately marked at necessary intervals from the surface. To ensure that the shot rope is perpendicular the check must either be made at slack water or from a boat drifting with the tide. Due to the obvious difficulties of observing and recording results, tests conducted from a shot rope should be limited to checking gauges at the vital depth to which they are to be used, e.g., 25 ft. when using oxygen for hard work or swimming.

(D.O.U.W. 4512/50/574.)

RESTRICTED.

364.—Naval Armament Stores—Demolition Stores—Modification to US 313 Adaptor, Demolition, S.C. 1-lb.

(*A.F.O.* 1301/1958.)

US 313 Adaptors, demolition, S.C. 1-lb., are being modified in accordance with Drawing U.C.W. 3703/6 in order to provide a more secure seating for US 154 Mouthpieces No. 2, Mark 2.

2. Stocks of these modified adaptors will shortly be available at R.A.N. Armament Depots.

3. Ships are requested to demand outfits of US 313 Adaptors modified to Drawing U.C.W. 3703/6, in accordance with Confidential Navy Order 105 of 1958 *Demolition Explosives—Outfits and Practice Allowances of Demolition Stores*, at the first opportunity and to return their unmodified US 313 Adaptors.

(D.O.U.W. 4437/70/16.)

(*Confidential Navy Order* 105 *of* 1958.)

RESTRICTED.

365.—A.B.C.D. Headquarters, Secondary A.B.C.D. Headquarters and Section Bases—Equipment, Layout, Internal Communications, &c., A.'s and A.'s.

(*A.F.O.* 424/1958.)

The equipment, layout, &c., of A.B.C.D. Headquarters (H.Q.1), Secondary A.B.C.D. Headquarters (H.Q.2) and Section Bases in H.M.A. ships have been standardized to the following requirements which will be included in Specifications for New Construction and require to be included by A. and A. or Statement of Requirements for ships modernizing or converting. In some ships including existing ships lower standards may have to be accepted, particularly in regard to space.

2. Numbers and sizes:—

	H.Q.1 *Size sq. ft.*	*H.Q.2* *Size sq. ft.*	*Section Bases* *No. and Size sq. ft.*	
Aircraft Carriers	250	230	4–50*	*Plus one for each hangar, incorporated in hangar control position.
Depending on type and size of ship	250	230	3–50*	
	200	200	3–50*	
Cruisers over 6,000 tons ..	150	120	3–50	
Cruisers under 6,000 tons, monitors and depot ships, repair ships and landing ships over 10,000 G.T.	120	100	2–50	
Depot ships, repair ships and landing ships under 10,000 and over 7,000 G.T.	100	Not fitted	2–30	
Fast Minelayers, Netlayers, Destroyers, Frigates, Ocean Minesweepers, Landing Ships under 7,000 G.T., Survey Ships and H.M.A. ships of comparable size	Engineers Office or suitable compartment	Not fitted	Grouped D.C., F.P. and Elec. Repair Party lockers sited near a telephone.	

3. All spaces allocated as H.Q.1, H.Q.2 and Section Bases should be within the citadel, sited on or near the centre line of the ship. If when selecting such positions there is a choice of compartments, every advantage of existing structure and fittings such as deck side armour, turret barbettes, &c., should be considered so as to provide the maximum shielding from radiation hazards.

4. To reduce radiation hazards from within the ship, care should also be taken when siting these spaces that where possible they are not in the immediate vicinity of boiler rooms, which may be subjected to heavy radiological contamination.

5. In new construction, modernizations and conversions of all ships, the compartments to be used will be selected by the Naval Board.

Cruisers and Above.

6. *A.B.C.D. Headquarters* (*H.Q.*1) should be easy of access and sited near the centre line, behind and below protection, and adjacent to and interconnected with the E.P.1 or Main Switchboard Room. In ships where it is impracticable to site H.Q.1 adjacent to the M.S.B. or E.P.1 its position is to be such that it is as near amidships as is possible, having regard to sufficient separation from H.Q.2. It should not be so low down as to be quickly flooded by underwater explosion. The compartment is to be rectangular, with the shorter side not less than 10 ft., and is to be kept free of extraneous ventilation trunking, pipes, pillars, &c., as far as possible. It is to be air-conditioned and insulated against heat and noise.

(*a*) *Layout of Compartment*—The layout is to be on the lines of B.R. 2170 Figs. 104 and 195. Staff to be stationed in H.Q.1 are as follows:—

(i) A.B.C.D. Officer to be seated at a centrally positioned desk on a raised platform with a clear view of the information boards.

(ii) D.C. Engineer Officer—seated at the same desk as A.B.C.D. Officer.

(iii) Information No. } seated near the A.B.C.D. and D.C.E. Officers.
(iv) Electrical No. }

(v) Shipwright Officer—to be provided with a bench to lay out drawings and stowage for drawings.

(vi) An Electrical Officer if H.Q.1 is not adjacent to the Main Switchboard Room.

(vii) Monitoring Officer—a desk is required large enough for working the Radiac Graph and the Monitoring Officer's Incident Board, both items being about 2-ft. square. This desk may be of the fold down type; where practicable this desk should be positioned so that the Monitoring Officer has a clear view of the Incident Board. If space is limited the Shipwright Officer's drawing bench may be used.

(viii) Monitoring Plotter—to be sited near the Monitoring Officer as space permits.

(ix) Incident Board Operators—one for each Damage Control Section seated in front of the Incident Board.

(x) F. and R.T.C.B. Operators—as required by T.C.B.'s used.

(xi) P. and F.T.C.B. Operators—as required by T.C.B.'s used.

(xii) Flooding Board and Main Services Board operator in front of these boards.

(*b*) *Seating Arrangements*—

(i) Key Officers are to be provided with a Swivel Chair Pattern No. 3142.

(ii) Incident Board Operators are to be provided with soft covered tip-up seats or a collapsible bench fitted to the front of the A.B.C.D.O.'s/D.E.C.O.'s desk.

(iii) Other personnel should be provided with collapsible tip-up seats or low backed type " special tubular " dining chairs.

(iv) Due to variations in ship structure and layout of compartment, it is not practicable to standardize the fittings required in sub-paragraphs (ii) and (iii), and arrangements should be made between the Overseer and Shipbuilder to meet local requirements.

(*c*) *Equipment to be Fitted*—

Main Broadcast Control Box.

Incident Board.

Pumping and Flooding Board.

Main Services Board (formerly known as Fire Main, Main Suction and Furnace Fuel Oil Suction Board).

Furnace Fuel Oil and Fresh Water State Board.

A.B.C.D. Door and Hatch Board. (To replace the former W.T. Door and Hatch Board.)

Waterline Indicator Board.

A.B.C. Ventilation Board. (To replace the former A.B.C. State Control Board.)

Monitoring Officers Incident Board—This should be a small scale reproduction of the Incident Board measuring about 2-ft. in depth arranged to be portable.

Heel Indicator.

Rudder Indicator.

Draught Indicators.

Clock.

Indicating Diagram of Main Electrical Supply System—(Indicating Diagram will not be required in Ring Main Ships if the adjacent Main Switchboard is visible from H.Q.1).

Two Firemain Pressure Gauges to be fitted, one from each side of the main.

7. *Secondary A.B.C.D. Headquarters* (*H.Q.*2) should be separated from H.Q.1 by at least two main transverse bulkheads and should not be between the same watertight bulkheads as the Machinery Control Room (or controlling engine room). Wherever possible, this position is also to be equipped as the second electrical headquarters (E.P.2) where the electrical officer will be based and automatic indication of the main electrical supply system is required. In construction the compartment is to conform to the requirements for H.Q.1 and is to be air-conditioned and insulated against heat and noise. The layout is to be on the lines of B.R. 2170 (Ship A.B.C.D. Manual) Figs. 106 and 107. The equipment to be fitted is as for H.Q.1 except that a Machinery Broadcast Control box is to be fitted instead of the Main Broadcast Control box listed in paragraph 6 (*c*) also a Machinery Information Panel, on which

additional instruments should be fitted to enable the Engineer Officer, whose normal action station is in H.Q.2, to be kept informed of the state of the various ship services. These are as follows:—

(*a*) Firemain pressure—two gauges, one from each side of the two firemain sections adjacent to H.Q.2.

(*b*) H.P. air pressure—two gauges, one from each side of the ring main.

(*c*) Hydraulic pressure—(where applicable)—two gauges, one from each side of the ring main.

(*d*) Steering pump " motors running " indicator and alarm.

(*e*) " Generator running " indicator lights—one for each generator.

(*f*) Rudder indicator.

Additional instruments in aircraft carriers—

(*g*) Auxiliary hydraulic pressure system—one gauge from each pump discharge and one gauge from the supply to the barrier system.

(*h*) Low pressure air system—one gauge from each side of the main.

8. *A.B.C.D. Information Boards.* Details of the A.B.C.D. information boards required in H.Q.1 and H.Q.2 are as follows:—

(*a*) *Incident Board.*—This board is used for recording all information of damage, fires, flooding, &c., received from section bases or other sources. It is also available for plotting A.B.C. contamination. It consists of three dimensional drawings (pictorial plans) of all decks, arranged one above the other preferably as a single board so positioned that a complete picture of the ship can be seen by the A.B.C.D. officer, the Damage Control Engineer Officer and the Monitoring Officer. The plans are covered by perspex sheet on which the various forms of damage can be inserted by chinagraph pencil markings. This information is kept up to date by incident board operators who are in constant communication with the respective Section Bases.

(*b*) *Monitoring Officer's Incident Board.*—This board which is a small size copy of the incident board is required for plotting radiological contamination throughout the ship.

(*c*) *Pumping and Flooding Board.*—This board consists of a series of deck plans up to the level of the deep waterline. On it are shown the watertight subdivision of the ship, the capacity of each compartment in tons of salt water, and, when fully flooded, its effect on the ship's heel and trim. The method of pumping out each compartment is indicated in symbols. The normal contents of compartments are shown in colour washes which also indicate the method by which compartment can be flooded.

Complete wash—directly from sea.
Diagonal stripes—directly from the firemain or main suction by fixed pumping.
Edging—only by hose.

Coloured pegs can be inserted into a hole in the centre of each compartment to represent:—

Uncontrolled flooding—yellow pegs.
Controlled flooding—purple pegs.
Water and oil present—blue and brown pegs respectively.
Counterflooding—green pegs.

This board is operated under the supervision of the Damage Control Engineer Officer by personnel who should have an intimate knowledge of the pumping and flooding arrangements.

(*d*) *Main Services Board.*—The drawings on this board indicate diagrammatically the run of the fire main, main suction and furnace fuel oil suction, including the pumps associated with these systems. Pegs are inserted at the valve and pump positions to show which valves are closed and which pumps are in operation. Thus the board depicts at any time a complete picture of the state of the various piping systems.

(*e*) *Furnace Fuel Oil and Fresh Water State Board.*—The board is in the form of tabular statements indicating clearly, in the case of F.F.O., the machinery units for which the tanks are provided. They should indicate—

(i) Ninety-five per cent. capacity of each tank.

(ii) State of tank at any given time. Provision is to be made for indicating the time at which the state was last determined.

(iii) Whether the tank is in use or standby.

(*f*) *A.B.C.D. Door and Hatch Board.*—This board supersedes the Watertight Door and Hatch Board and will incorporate all A.B.C.D. markings. It will consist of—

(i) All the deck plans of the ship.

(ii) The position of all W.T. and G.T. doors, hatches, escape manholes and access trunks with their 1950 system identification markings.

(iii) A.B.C.D. risk and control marking (i.e., Reds and Blues, X.Y.Z., Orange Risk, A.B. and C.) associated with each opening.

(iv) Regulations for watertight and gastight openings.

The board is arranged to indicate also, by means of pegs, the doors, hatches and manholes which are open at a given time in any state of readiness.

(*g*) *Waterline Indicator Board.*—This board consists of middle line profile on which the main W.T. subdivision of the ship is indicated. It should be made small and portable for stowage in the Shipwright Officer's drawing cupboard. Draught marks are also shown in each subdivision. The profile is fitted with a sliding straight-edge which can be adjusted to the draughts at the draught marks and intermediate draughts can be read direct in each subdivision. Sections are provided for each main subdivision and are arranged to slide into positions beneath the profile. They can be adjusted to the draught at that point and can also be rotated to any angle of heel, thus indicating possible increases in flooding across the ship and the positions of compartments on the " high side " which may require to be counter-flooded.

(*h*) *A.B.C. Ventilation Board.*—This board supersedes the A.B.C. State Control Board and will show every ventilation system in the ship by means of its 1950 system marking. The board should be divided into sections corresponding with the number of A.B.C.D. sections in the ship, and should show the A.B. or C. state of each ventilation system by means of coloured pegs. In addition, those systems operated by the user (M systems) should also be shown under the appropriate departmental heading, e.g., Engineering, Electrical, &c.

Other information to be shown on the board should indicate—

(i) Space to show times at which different A.B.C. states are in force.

(ii) Type of system (i.e., Forced Exhaust, Natural Supply).

(iii) Whether designed for recirculation.

(iv) Supply by A.F.U.'s.

(v) System fitted with one or more W.T.S.V.'s.

The board is to be covered with perspex and drilled as necessary, pegs being inserted if the system is in use, and removed if system is fully closed down.

9. *Section Bases* are to be sited on the deck on which repair parties have the easiest fore and aft movement. This will usually be on the deck below the weather deck (except in certain aircraft carriers). Protection of the base is desirable; it may be possible to secure some protection from turret barbettes, &c. Bases must not be on the ship's side. In addition to the necessary communication they should contain a section Incident Board, a section Main Services Board (including self-contained salvage systems), a section A.B.C.D. Door and Hatch Board (each with overlaps to the next main W.T. bulkhead before and/or abaft its own section), a section A.B.C. Ventilation Board and a clock. Section incident boards are used to plot information of damage or contamination, received from outstations within the section and to record the movements of repair parties detailed by the section officer. Information is filtered to the main incident board in H.Q.1. A firemain pressure gauge, or gauges, should be fitted to cover the section controlled by the base. The layout of a typical section base is shown in B.R. 2170, Fig. 108.

10. *Internal Communication Systems* are required as follows:—

(*a*) Fire and repair (F.R.) system (includes AVGAS/AVCAT control system in carriers).

(*b*) Electrical (E.L.) system.

(*c*) Pumping and flooding (P.F.) system.

(*d*) Certain direct telephones and special arrangements at H.Q.'s and section bases.

(*e*) Damage control broadcast system.

(*f*) Monitoring reporting lines from the weatherdeck to each section base T.C.B.

(*g*) Main broadcast control facilities in H.Q.1.

11. *Internal Communication Schedules.*—Schedules showing the internal communication in detail are issued by the Naval Board to authorities concerned.

12. *Colours of Telephones and T.C.B.'s.*—The three systems are to be coloured as follows:—

(*a*) Fire and repair—red.

(*b*) Pumping and flooding—yellow.

(*c*) Electrical—green.

These colours are to be painted on T.C.B.'s—

(i) as a horizontal band half an inch wide across the front of the T.C.B. immediately above the lower line of indicating shutters (or lamps) to identify the system to which the T.C.B. belongs.

(ii) as a border round the appropriate shutter window (or lamp) to identify a line terminating in a T.C.B. on another system, or on the ship's direct telephone system.

Thus the tie lines between F.R. and E.L. boxes will have a green shutter border on the F.R.T.C.B. and red shutter border on the E.L.T.C.B.

13. *General Outline of Internal A.B.C.D. Communications.*—The various systems are arranged to fulfil the following purposes:—

(*a*) The F.R. system connects H.Q.1 and H.Q.2 to the section bases and thence to the fire and repair outstations and magazine flooding positions. It has telephone control boxes (T.C.B.'s) at H.Q.1, H.Q.2 and the section bases. In carriers, each hangar control position is classed as a section base and an AVGAS/AVTUR control system is incorporated. This connects AVGAS/AVTUR deck connections, control compartments, pump rooms and aircraft fuelling positions, to T.C.B.'s in each hangar control position.

(*b*) The E.L. system provides for—

Centralized control of outlying switchgear from M.S.B. Centralized control of outlying switchgear from E.P.2.

Direction of the rigging of emergency supplies.

Sectionalized control of switchgear in each section from respective bases.

It has T.C.B.'s at the M.S.B., E.P.2 and section bases. In ships with unit switchboards, E.L. T.C.B.'s are fitted at each U.S.B. instead of at section bases. U.S.B.'s are connected to their respective section bases by telephones. There is an additional T.C.B. at the M.S.B. for generator control. A similar generator box is also fitted at E.P.2 unless these communications are already provided by the machinery control system.

(*c*) The P.F. system connects H.Q.1 and H.Q.2 with positions concerned with the correction of heel and trim by counter-flooding, it has T.C.B.'s at H.Q.1 and H.Q.2.

(*d*) Direct Lines.—The bridge, operations room and emergency conning position have direct lines to H.Q.1 and H.Q.2. In aircraft carriers, where two emergency conning positions are provided, both positions have direct lines to each headquarters. Various other direct lines are also fitted.

(*e*) The D.C. Broadcast System. This has transmitters in H.Q.1 and H.Q.2 with loudspeakers at each section base, each U.S.B. (if apart from a section base), the M.S.B. (each switchboard in non-ring main ships) and H.Q.2.

(*f*) In addition, the fuel control system fitted in some ships and the machinery control system are centred on T.C.B.'s fitted in H.Q.2 and are closely associated with A.B.C.D.

14. *Emergency Lighting*—

(*a*) Emergency lighting, controlled by a switch on the A.B.C.D. officer's desk, is installed in H.Q.1 and supplied from the battery for the D.C. broadcast system. A similar system of emergency lighting, controlled by a switch on the engineer officer's desk, is installed in H.Q.2. The lighting circuit for H.Q.1 also covers the M.S.B. and the circuit for H.Q.2 also covers E.P.2.

(*b*) If there is no D.C. broadcast system centred in H.Q.2, a battery is fitted in H.Q.2 to supply this lighting circuit.

Small Ships.

15. *A.B.C.D. Headquarters.*—A suitable compartment which conforms to the following in addition to those referred to in paragraphs 3 and 4 should be used for this purpose:—

(*a*) Within the limits of paragraphs 3 and 4 it should be in the midship part of the ship, preferably on No. 2 deck but may be on No. 3 deck.

(*b*) It should not require any special structural arrangements nor in existing ships, structural alterations.

(*c*) It should normally be used for some other function, being only required as H.Q.1 when in A.B.C.D. states 2 or above.

(*d*) It should contain a desk or table on which drawings can be spread.

(*e*) There should be sufficient space for the necessary internal communications equipment.

Equipment—

Emergency lighting. (Consisting of Portable Floodlight pattern 17081.)
Incident Board.
Combined A.B.C.D. Door and Hatch and Main Services Board.
A.B.C. Ventilation Board.
Monitoring Officers Incident Board.

These boards are to be made portable or hinged up on to the crown of the compartment.

16. A position for a monitoring officer must be found in or adjacent to H.Q.1. A cabin adjacent should be used or a fold down desk fitted in the passageway outside H.Q.1. A direct line on the H.Q.1–T.C.B. would be required.

17. *Section Bases.*—These will consist of grouped Damage Control, Fire Party, and Electrical Repair Party lockers sited, where possible, in the same W.T. subdivision near a telephone.

18. *Internal Communications.*—In small ships the Engineer Officer is responsible for A.B.C.D. under action conditions and he will normally then be stationed in H.Q.1. In order that he may exercise overriding control of the main engines, adequate communications are required between H.Q.1 and the controlling engine room. H.Q.1 is therefore to be fitted with the following internal communication arrangements:—

(*a*) A loudspeaker on the armament broadcast system, able to be switched off when not required.

(*b*) A microphone and alarm push on the main broadcast system.

(*c*) A T.C.B. giving direct lines to—

(i) Bridge.
(ii) A.I.C.
(iii) For'd and After Section bases.
(iv) Both switch boards.
(v) Controlling engine room or Machinery Control Room.
(vi) Emergency conning position.
(vii) Two upper deck monitoring positions.

19. Admiralty has advised that B.R. 2170 will be amended accordingly.

(D.E.E. 4276/2/162.)

UNCLASSIFIED.

366.—Accumulator—Lead Acid—24 Volt Varley Type Air Stores, Ref. 5J/3336—Care in Handling.

A recent survey of unserviceable Varley type accumulators ref. 5J/3336 has revealed evidence of mishandling. All the accumulators examined were deficient in filter plugs, sealing rings and handles, and the cases were damaged beyond repair.

2. To ensure a longer useful life for these items, greater care is to be exercised to avoid damage to the outer case and fittings.

3. When acid is spilled on exposed metal parts, it is to be washed off and the parts coated with an anti-sulphuric grease.

(D.A.M.R. 4403/10/189.)

UNCLASSIFIED.

367.—Alteration and Addition Item—Aircraft Carrier—H.M.A.S. MELBOURNE.

Class Item No. 92. *Classification " A ".*

Item: To provide additional Unit Design 5 (A.P. 65244) and associated loudspeaker above signal desk in upper Operations Room and connect to Bridge Wireless Office CCX lower.

References: H.M.A.S. MELBOURNE: Proposed Alteration and Addition item T.D.L. " B.B.".
Navy Office letter 82574 dated 27th November, 1958.
FOICEA Memorandum N 20/14/5 dated 13th February, 1959.

(*D.C.C.* 4278/2/597.)

UNCLASSIFIED.

368.—Naval Stores—Returns to R.N. Dockyards and Naval Store Depots.

(*A.F.O.* 321/1959.)

Admiralty has advised that returns of naval stores from H.M.A. ships will now be accepted at H.M. Dockyards and R.N. Store Depots in the following circumstances:—

(*a*) The items were originally supplied on repayment by Admiralty.

(*b*) H.M.A. ships concerned are operating for long periods from R.N. Bases.

(*c*) H.M.A. ships are under refit at any H.M. Dockyard.

(*d*) When a new item is supplied in lieu.

2. The value which will be credited to the Commonwealth in respect of such returns is as follows:—

(*a*) Items suitable for Admiralty requirements which are expected to be used within a reasonable period.	Survey value.
(*b*) Items serviceable or repairable, but which are not required for further Admiralty use due to global surpluses, obsolescense, &c.	Sale value assessed by surveyor of stores (less certain percentages to cover expenses of sale).
(*c*) Items suitable for sale only as scrap.	No credit.

3. In future, when the return of stores to H.M. Dockyards or R.N. Store Depots is under consideration, the foregoing factors should be taken into account and, if the return to the Royal Naval Unit appears uneconomical, the items should, if possible, be retained on board for return to an R.A.N. Store Depot in due course. This instruction applies particularly to locally produced articles which, even if serviceable or repairable, would be credited by Admiralty at Sale Value only (less Sale Charges).

4. It is realized that operational commitments or the capacity of ship's storerooms may render retention of unserviceable stores on board for long periods impracticable and in such cases their return to R.N. Yards, even though such course appears uneconomical, may be arranged.

(D.N.A.S. 4476/30/85.)

UNCLASSIFIED.

369.—Naval Stores (General) (Class F, Group 3)—Azimuth Circle, Light Reflecting Patt. 160119—Revised Allowances.

(*A.F.O.* 41/1959.)

A modified version of pattern 6703 Azimuth Circle has been introduced to facilitate daylight reading of the compass repeater card when bearings are taken from the centre line pelorus in ships with enclosed or open bridges. The modified circle, which incorporates an adjustable mirror to reflect additional light on the repeater card, is being added to the Rate Book and Authorized List of Naval Stores under Class F, Group 3, as follows:—

Pattern.	*Description.*	*Ships Accounting Classification.*
160119	Circle, azimuth, light reflecting with stowage box, for Repeater pattern 1900.	Permanent.

2. The modified circle will be supplied to the following ships:—

H.M.A.S. MELBOURNE.
Daring Class Destroyers.
Battle Class Destroyers.
A/S Frigates, Type 15.
A/S Frigates, Type 12.
H.M.A.S. SWAN.
H.M.A.S. WARREGO.
H.M.A.S. BARCOO.
H.M.A.S. DIAMANTINA.
H.M.A.S. GASCOYNE.

3. The Commanding Officers of ships concerned in commission, should lodge demands with the appropriate (S) Naval Store Officer on the basis of one modified circle for each centre line pelorus in a bridge, quoting this order as authority. On receipt of the pattern 160119 Azimuth Circle, the pattern 6703 Circle replaced should be returned to store. Supply to ships under construction and modified River Class Frigates being brought forward from Reserve will be arranged by storing yards in the normal manner.

4. Admiralty has advised that the relevant publications will be amended.

5. Navy Order 711 of 1958 is hereby cancelled.

(D.N.A.S. 4518/38/81.)

(*Navy Order* 711 *of* 1958.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

370.—Introduction of New and Alternative Items for Use in Action and General Messing, and their Fixed Issuing Prices.

The prices of the following varieties of canned soups listed in paragraph 4 of Navy Order 113 of 1959 are amended, with effect from 1st May, 1959, by deleting the existing prices and inserting the following:—

Chicken Noodle	28s. per can.
Ox Tail	
Pea with Ham	
Pea with Vegetable	
Tomato	30s. per can.
Cream of Chicken	34s. per can.
Minestrone	
Vegetable and Tomato	
Mushroom	37s. per can.

(D.V. 4528/5/350.)

(*Navy Order* 143 *of* 1959.)

UNCLASSIFIED.

371.—Mess Gear—Introduction of Coloured Crockery.

The following items of coloured crockery will be stocked in H.M.A. Victualling Yards in future for issue to ratings' messes and dining halls:—

(*a*) For Senior Ratings' Messes—In yellow, blue and tan—

Vocab. No.	*Item.*
55004	Cups, earthenware, C.P.O.
55009	Plates, dinner, earthenware, C.P.O.
55011	Plates, pudding, earthenware, C.P.O.
55013	Plates, soup, earthenware, C.P.O.
55017	Saucers, earthenware, C.P.O.

(*b*) For Junior Ratings' Messes—In green, grey and pink—

Vocab. No.	*Item.*
51125	Bowls, soup, earthenware, O.R.
51238	Cups, earthenware, O.R.
55006	Mugs, earthenware.
55010	Plates, dinner, earthenware, O.R.
55012	Plates, pudding, earthenware, O.R.
55018	Saucers, earthenware, O.R.

2. First supplies will be made to new construction ships. Issues will be made to other ships and establishments when current stocks of white crockery are exhausted.

3. Crockery is to be demanded from H.M.A. Victualling Yards and accounted for under the Vocab. Nos. indicated irrespective of colour. On exhaustion of current stocks equal quantities of each colour will normally be issued and only in exceptional circumstances will returns of, or demands for, specific colours be accepted.

(D.V. 4530/14/265.)

UNCLASSIFIED.

372.—Supply of Fresh Eggs.

Eggs obtained for H.M.A. ships and establishments are to be first quality fresh hen eggs (not export) wherever practicable. Large eggs (minimum size $1\frac{7}{8}$ oz.) are stipulated under R.A.N. contracts to be supplied whenever available.

2. Eggs should normally be stored in cooler storage, but when for any reason stocks of eggs are to be held in unrefrigerated storage, ships should demand oiled eggs and the relevant demands or orders are to be endorsed " for unrefrigerated storage ".

3. When stored in cooler storage, eggs should be segregated from other supplies as much as possible as they are liable to absorb odours from other foodstuffs stored in their proximity.

4. Supplies for H.M.A.S. TARANGAU will continued to be export pack oiled eggs.

5. Navy Order 923 of 1955 is hereby cancelled.

(D.V. 4528/33/82.)

(*Navy Order* 923 *of* 1955.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

373.—Form A.S. 430N.—Trade Certificate—Ordnance Artificer.

The stock held by S.N.S.O., Sydney of form A.S. 430N is almost exhausted, but, in view of issues made, reprint is not considered warranted at this stage.

2. Ships and establishments holding stocks of the form, but having no Ordnance Artificers borne, are to return all forms held to S.N.S.O., Sydney. Other ships and establishments, to which copies have been issued, should also review stocks held with a view to returning copies surplus to requirements keeping only sufficient copies to allow for an occasional replacement.

3. A report is to be forwarded of action taken in accordance with the foregoing.

(D.N.A.S. 3526/12/2211.)

UNCLASSIFIED.

374.—Stationery—Office Equipment—Office Machinery—Allowances for H.M.A. Ships and Establishments.

The allowances of office machinery for H.M.A. ships and 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 Department.

2. In regard to the allowances of stencil duplicators, an ink duplicator is also maintained in the Strategic Reserve Area for the purpose of producing copies of Reports of Proceedings, &c., for ships operating in that area.

3. In addition to permanent allowances any ship or establishment may draw extra telegraphic typewriters as necessary for training purposes, but in such cases the total number of machines held should not exceed the number of Recruit and ordinary Radio Operators borne. Excess telegraphic typewriters held on a temporary basis should be returned to store as soon as possible after instructional requirements cease.

4. Items held in excess of establishment should be returned to S.N.S.O., Sydney, unless there are special circumstances which may warrant retention of these items, in which case Naval Board approval should be sought.

5. It will be noted that the allowances shown in the appendix to this order represent, in some cases (e.g., Telegraphic Typewriters), increases on those promulgated in Navy Order 778 of 1956. Demands for additional items allowed should be placed on S.N.S.O., Sydney.

6. Navy Order No. 778 of 1956 is cancelled.

APPENDIX.

ALLOWANCES OF OFFICE MACHINERY FOR H.M.A. SHIPS AND ESTABLISHMENTS.

—	Typewriters.		Duplicators Spirit.		Duplicators Stencil.	Adding Machines.	Remarks.
	Col. 1.	Col. 2.	Col. 3.	Col. 4.			
F.O.C.A.F.	A	2	A	—	A	A	A = As approved by Naval Board.
Aircraft Carriers ..	24	8	5	1	2	1	
Cruisers	19	8	2	1	1	1	B = 1 No. for Senior Officers of Ocean Minesweepers without Base or Shore Office.
D.10	3	1	—	—	—	—	
D.9	3	1	—	—	—	—	
Destroyers:							
Darings	11	5	1	1	—	1	C = 1 No. when carrying out Surveying duties.
Battle Class	10	4	1	1	—	1	
Tribal Class	8	4	1	1	—	1	
Frigates:							D = Allowances for Reserve training purposes.
Type 15	8H	4	1	1	—	1	
Type 12	8	4	1	1	—	1	
River Class..	5	3	1	1	—	—	E = Signal School.
(Sloop) Swan and Warrego ..	7	3	1	1	—	1	
O.M.S.	4	2	B–C	B	—	—	F = Main Signal Office.
Tugs Seagoing	2	1	—	—	—	—	
Boom Defence Vessels	2	1	—	—	—	—	G = Signal Centre—Naval Base. Headquarters.
Paluma	2	1	—	—	—	—	
Albatross	A	9	1	1	5	1	
Cerberus	A	116E 2F	5	2E 1F	3	4	H = Plus 1 No. for Flotilla Leader.
Creswell	14	1	1	1	1	1	*Note.*—All typewriters in column 2 are of the telegraphic type.
Harman	55	42	2	1	—	1	
Huon	A	6D	—	—	—	—	
Kuttabul	A	7G, 8D	3	1G	1	2	
Leeuwin	A	12D	1	1	3	1	
Lonsdale	A	6D	1	1	2	3	
Melville	A	1	1	1	1	1	
Moreton	A	12D	—	—	2	1	
Nirimba	A	1	1	1	5	1	
Penguin	A	1	2	1	—	1	
Rushcutter	A	—	1	—	2	1	
Tarangau	A	1	2	1	2	2	
Torrens	A	12D	1	—	1	1	
Watson	19	2	1	1	2	—	
H.M.A. W/T Station, Coonawarra	A	14	2	1	—	—	
Boom Defence Depots	A	—	—	—	—	—	

(D.N.A.S. 3911/21/468.)

(*Navy Order* 778 *of* 1956.)

Section 6.
ESTABLISHMENTS.

UNCLASSIFIED.

375.—" Knock for Knock " Agreements—Claims for " No Claim " Bonuses.

In regard to accidents in which naval vehicles are involved and a " Knock for Knock " Agreement is applicable, the amount of a " no claim " bonus cancelled by the insurer may be paid by the Commonwealth in certain circumstances.

2. In the event of a claim by an insured being received for the amount of a " no claim " bonus, the matter should be referred to the local Deputy Crown Solicitor for advice. Treasury Instructions 15/20–15/25 as amended by Treasury Circular 1958/A16 refer. Navy Order 58 of 1958 is also relevant.

(D.N.A.S. 4809/1/57.)

(*Navy Order* 58 *of* 1958.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

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FOR OFFICIAL USE ONLY.

C.N.O.'s 376-399/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
18th May, 1959.

The enclosed 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.

CONTENTS.

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

376.—Amendments to Publications.

With reference to Navy Order 1068 of 1958, R.I. 11-12/58 has been issued and will be the last in this series.

2. Future amendments to publications will be issued separately for each publication. Notification of distribution will appear in the monthly Navy Order *Distribution of Non-accountable Publications.*

(H.N.B. 4139/13/2712.)

(*Navy Order* 1068 *of* 1958.)

UNCLASSIFIED.

377.—Development Terminology.

The following terms and definitions relating to Development, which have been adopted by the Service Departments and the Department of Supply, are to be observed in future:—

1. Research .. .. The process of scientific investigation to discover fundamental scientific facts and techniques and scientific laws.

2. Development .. .. The design, investigation and experiment necessary to create a new or improved equipment, store, materials or technique.

3. Military Characteristics .. Are those of an item, a weapon system or assemblage needed to fulfil a specific military requirement. Quantitative statement of operational or service limitations may be included.

4. Design Study .. .. An analysis of all the foreseen factors in relation to the design and procurement action necessary to fulfil the user requirement, set out as an appreciation covering—

   (*a*) a broad technical description of the items of supply envisaged;

   (*b*) the major factors controlling the design and any necessary research;

   (*c*) possible outline solutions with forecasts of time and cost of design and procurement;

   (*d*) compatibility with existing systems;

   (*e*) a recommended solution, with a schedule of items of supply to be developed.

5. Design	(*a*) The process whereby existing information, data and techniques are applied, resulting in the production of pattern. (*b*) A general term for the product of the design process, without specific reference to stage of development, status, or means of description or portrayal.
6. Experimental Model ..	A working model made by or for the design (or research) authority— (*a*) during the design study phase to assist in the preparation of the appreciation, e.g., to confirm theoretical considerations; or (*b*) during the design phase to ascertain progress.
7. Rig	A working arrangement to clear a principle, or used in conjunction with a model to test or measure properties of the model.
8. Mock-up	A scale model, either whole or part, generally full size, usually not working, to indicate suitability of arrangement.
9. Pilot Model	A full scale working model to prove functioning and the application of techniques.
10. Design Drawings ..	Drawings of any degree of finish, delineating a design under development, used for such purposes as studying alternative proposals or constructing models.
11. Prototype	A final full scale model to prove assemblies and performances and establish pattern.
12. Acceptance	The certification by the user that a design has been described, portrayed and/or demonstrated which satisfied the military characteristics.
13. Specification	A clear and accurate description of the technical requirements for a material, a product or service, including the procedure by which it will be determined that the requirements have been met.
14. Approval	The certification by the design authority that drawings, specifications or samples sufficiently and accurately represent the accepted design, so that pattern is established, e.g., approved design drawings.

15. Approved Design Drawings	Those finished drawings necessary to completely delineate the accepted design.
16. Pattern	A sufficient description of the form, quality and functions of an item of supply in terms of drawings, specifications and/or samples, to permit identification or procurement to appropriate standards of uniformity and interchangeability.
17. Production Drawings or Manufacturing Drawings	Approved design drawings supported by any necessary process drawings to permit production by a particular agency.
18. Pre-production Models ..	A relatively small quantity made from the production drawings ahead of the main run to test production conditions and to confirm the approved design drawings.
19. First-off	The first item from production, from which normally the pattern, is sealed and serial numbering begins.
20. Production Permit ..	A limited and temporary departure from an approved pattern, which must not affect interchangeability, authorized to facilitate production.
21. Concession	An authorized acceptance, not affecting interchangeability, of an item of production not to pattern.
22. Sealing	The certificate that an item of supply to the approved pattern has been satisfactorily reproduced by production facilities appropriate to normal procurement quantities.
23. Sealed Pattern	The accepted, approval and sealed descriptive drawings, specifications and/or samples for an item of supply.

TRIALS AND TESTS TERMINOLOGY.

It is important to understand the distinction between tests and trials, which may be defined as follows:—

(*a*) A " test " is an assessment of characteristics (qualitative or quantitative) under controlled or selected conditions which can be described so that the experiment is repeatable.

(*b*) A " trial " is an assessment of characteristics (qualitative or quantitative) under conditions representing or simulating normal conditions of service, where all simultaneously operating factors cannot be measured or controlled, but are agreed on the basis of subjective impression on a competent authority as being appropriate.

2. Broadly, the two functions are complementary, but, whereas tests are mostly carried out in workshops, laboratories and so on, trials, by their nature, generally require the natural facilities of the Service concerned.

3. Proof or proving merely means that a trial or test is conducted against an established or traditional standard of performance or in accordance with a standardized technique. Such standards of comparison are not always available, but do not preclude the conduct of trials. Proof, as a word, is mostly employed in relation to weapons and ammunition.

4. The scope of a trial or test may be qualified by a number of terms which may be classified into three groups—

(*a*) *Group A.*—Terms which indicate the *status of design* which is being assessed, or the status which may be formally given to the design on successful completion of the trial or test.

(*b*) *Group B.*—Terms which indicate the *characteristics of the design* which is being assessed under various conditions.

(*c*) *Group C.*—Terms which indicate the *condition under which various characteristics are being assessed.*

5. *Terms for Group A—Status Trials or Tests—*

(*a*) Design Trial (Test) .. Any trial (test) carried out for the information of the design authority during the design phase. This term is preferred to "Engineering Trial" with which it is synonymous.

(*b*) Approval Trial (Test) .. A trial (test) carried out on a prototype at the end of the design phase, to demonstrate to the approving authority that the technical requirements of the design have been satisfactorily met.

For economic reasons, where technically feasible, approval trials are usually combined with acceptance trials.

(*c*) Acceptance Trial (Test) .. A trial (test) carried out on a prototype at the end of the design phase, in which the design is submitted to the user with the aim of demonstrating that the user requirement has been met.

Provisional acceptance only may be given by the user if final acceptance is to be subject to satisfactory user and/or system trials, or satisfactory rectification of shortcomings disclosed.

(*d*) User Trial (Test) .. A supplementary trial (test) for acceptance purposes carried out within the user's resources to ensure that the design submitted meets the user requirements under Service conditions.

(*e*) Type Approval (Test) .. The checking of samples of an item of production, against approved standard specifications, to ascertain whether the item will be listed as "type approved". The assumption is that subject to appropriate quality control, future production of the item qualifies for automatic inclusion in designs as an approved item.

6. *Terms for Group B—Characteristics Trials or Tests.*—No definitions are given but examples of typical terms in this group, which are largely self-explanatory, and which indicate the characteristics being assessed under various conditions, are shown below:—

Performance (Trial or Test).
Flight.
Firing.
Aerobatic.
Load.
Escape (ditching).
Vulnerability.
Ballistic.
Proof.
Lifting.
Maintenance.

7. *Terms for Group C—Terms indicating the condition under which various characteristics are assessed—*

(*a*) Fleet/Troop/Service (Trials) Trials carried out with a sufficient quantity of a new design to equip an organization, formation or unit of appropriate size to establish the general operational performance, maintenance requirements and compatibility with the general system.

(*b*) Examples of typical terms in this group, that is, terms which indicate the conditions under which various characteristics are assessed, are set out below. As the terms are largely self-explanatory, definitions have not been included:—

Sea (Trial or Test).
Intensive Flying.
Durability.
Packaging.
Climatic.
Storage.
Rain.
Sun.
Dust.
Bump.
Impact.
Night.

(H.N.B. 3389/1/6.)

RESTRICTED.

378.—Inspection and Trials—Organization in the R.A.N.

This order outlines the organization for inspections and trials of equipment in H.M.A. ships when building, converting, modernizing and undergoing refit.

2. The relevant sections of B.R. 1921 *Procedure for Supervision of Ships and Vessels Building and Completing at Contractors' Yards*, and various Navy Orders and Admiralty Fleet Orders are being extracted to form an R.A.N. Manual of Inspections and Trials which will be published in due course as an A.B.R. This book will be the authority for all inspections and trials in the Royal Australian Navy.

Organization.

3. The Inspection and Trials Organization is designed to ensure that—

(*a*) *Trials* of equipment in ships installed or modified by civil or service organizations are carried out so that a satisfactory standard for acceptance into service is achieved.

(*b*) *Inspections* are made to determine that the ship is completed (or altered) in accordance with its specifications and will meet the accepted requirements for Naval Service.

4. A Commander Inspections and Trials (short title—Commander Trials) is appointed at Navy Office. His terms of reference are as follows:—

(*a*) He is responsible to the Naval Board for co-ordinating the programme of all inspections and trials, in conjunction with the appropriate Navy Office Directorates, the General Overseer and/or administrative authority.

(*b*) He is the authority on Seamanship matters for all inspections and trials of ships not in commission.

(*c*) He is to satisfy himself as to the adequacy of arrangements affecting general habitability.

(*d*) He will co-ordinate any follow-up action which may be required as a result of recommendations or proposals made by the officers responsible for reporting on inspections and trials.

(*e*) He will advise the Naval Board on manning requirements as ships approach completion.

(*g*) He will inform General Overseers and/or administrative authorities of intended visits of Inspecting Officers and Trials Teams sufficiently in advance for appropriate arrangements to be made.

5. In the case of specialized user equipments the inspection or trial will be carried out by the officer appointed for such duty on the staff of the user school concerned. Technical advice and assistance from the E.E.T.U. and Gunnery Trials team will be arranged by Commander Trials.

6. On matters of routine connected with trials programmes, *vide* paras. 4 (*a*) and 5, Commander Trials is authorized to correspond direct with the overseers and trials officers concerned.

Ships Buildings, Converting or Modernizing.

7. In connexion with para. 4 (*b*) and (*c*) Commander Trials will visit ships under construction and conversion as necessary, to consult with Overseers and ship's officers on the following items insofar as they affect habitability and seagoing and fighting efficiency, in order to avoid subsequent alterations, as far as is practicable:—

(*a*) Anchor, cable and towing arrangements, including—
- Capstans.
- Cable lockers.

(*b*) Masts, rigging, &c., including—
- Accommodation ladders, including davits and stowages.
- Provision and other davits.
- Awning arrangements.
- Canvas gear.
- Boat stowage, davits and crutches.
- Bollards and fairleads.
- Scuppers and drains.
- Hawsers and hawser reels.

(*c*) Arrangements for replenishment at sea, including fuelling at sea.

(*d*) Arrangements and stowage of—
- Paint room.
- Canteen and canteen store.
- Boatswain's store.
- Part of ship's lockers.
- Tiller flat stowages (Destroyers and below).
- Staff office.

(*e*) Principal keyboards and notice boards.

(*f*) Weather deck coverings.

(*g*) Washing and sanitary facilities, &c., comprising—
- Bathrooms.
- W.C.'s and urinals.
- Laundries.

(*h*) Arrangements of accommodation for officers and men, comprising—
- Cabin arrangements.
- Ward room.
- Messing and sleeping arrangements including associated stowages.
- Recreational arrangements.
- Church and school.
- Cloak rooms.
- Drying rooms.

8. Dockyard Officers and Overseers have authority to arrange for minor alterations which do not affect staff requirements, ship's strength, stability, or estimated total cost, or cause delay in completion, particularly where drawings and specifications are not of a detailed nature. Alterations other than of a minor nature must receive Naval Board approval.

9. It is to be noted, however, that the existence of a Navy Order is not in itself authority for work to be undertaken in new construction. Ships are built to drawings and specified requirements amended from time to time by Naval Board direction. Should it be desired to incorporate a modification already issued by Navy Order a separate Board direction to the shipbuilder is necessary.

Ships Refitting.

10. Administrative authorities are responsible for co-ordinating pre- and post-refit trials. Specialist Officers on board will normally conduct these trials, using ship's staff aided by technical advice and/or assistance arranged by Commander Trials. Defect items found during pre-refit trials should be dealt with through the usual channels.

Reports.

11. Officers responsible for reporting on inspections and/or trials are to forward reports as indicated below to the authorities concerned. Reports are to be confined to items which are found to be not in accordance with drawings or specifications or which do not meet performance requirements.

(*a*) The Secretary, Department of Navy	10 copies.
(*b*) (i) The General Manager of the Dockyard concerned (for ships building in a Naval dockyard); or (ii) The General Overseer or the Area concerned (for ships building by contract)	6 copies.
(*c*) The General Manager and/or General Overseer of other Dockyards or areas building other ships of the class	1 copy.
(*d*) The Commanding Officer of the User School concerned ..	2 copies.
(*e*) The Senior Officer standing by the ship	2 copies.

12. Suggestions for modification or improvement to existing arrangements are not within the scope of the Trials organization and are not to be included in reports of Trials and Inspections. In order that the adoption of any proposed modification should receive early consideration, Trials Officers are to consult with Dockyard Officers or Overseers to see what work is necessary. Such items are to be reported by Trials Officers through their administrative authorities to the Secretary, Department of Navy.

13. A copy of the report is to be furnished to the General Manager or the General Overseer as appropriate who is required to forward to Navy Office details of the estimated costs of proposals not covered by existing estimates, specifications, drawings and instructions, and the likely effect of the proposals on present agreed estimates and the construction schedule. For ships building in private yards the General Overseer will seek this information from the Shipbuilder. The Shipbuilder is not permitted to commence work on any such items without the prior approval of the Naval Board.

14. Minor alterations which Dockyard Officers or the Overseers and the Shipbuilder agree are covered by existing estimates, specifications, drawings and instructions, and can be carried out without affecting stability or causing delay in completion are the only items to be endorsed W.B.D. (will be done) in reports of inspections and trials.

15. Reports of pre- and post-refit trials are to be submitted by the Captain of the ship to his administrative authority.

16. Navy Orders 420 of 1955, 185 of 1957 and 366 of 1958 are hereby cancelled.

(D.T.S.R. 4257/1/28.)

(*Navy Orders* 420 *of* 1955, 185 *of* 1957 *and* 366 *of* 1958.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

379.—Naval Shipwright Branch—Instructions to Shipwright Officers.

Consequent upon the decision to widen the responsibilities of the Naval Shipwright Branch, announced in 1955, the instructions regarding the responsibilities and duties of Shipwright Officers have been revised and extended.

2. The revised instructions, which apply as from the date of this order, are set out in the appendices to this order—

(*a*) Appendix A replaces in the R.A.N. Chapter 32, Section III. of Q.R.& A.I. For convenience of reference, it has been given a Chapter Number and Article Numbers conforming to the layout of Q.R. & A.I.

(*b*) Appendix B varies other articles of Q.R. & A.I. to conform for use in the R.A.N.

(*c*) Appendix C varies the instructions in B.R. 16 Engineering Manual to conform for use in the R.A.N.

3. Copies of Q.R. & A.I. and B.R. 16 are to have a reference to this order noted opposite each article concerned.

4. Appendices A and B will be incorporated in the new Consolidated Orders and Regulations. Appendix C will be issued as an Australian amendment to B.R. 16.

APPENDIX A.

NOTE.—*See also* Q.R. & A.I. Chapter 54, Section I. and Chapter 55, Section III.

SECTION I.—INSTRUCTIONS TO SHIPWRIGHT OFFICERS ON THE STAFF.

5801. *Fleet, Staff and Squadron Shipwright Officers.*

The Shipwright Officer on the staff of a Flag Officer or Senior Officer is to perform such duties in connexion with the ships and establishments within and attached to the command as may be ordered by the Flag Officer or Senior Officer.

2. As the principal technical authority on hull matters, he is under the direction of the Flag or Senior Officer concerned—

(*a*) To advise generally on all matters for which the Shipwright Officers within or attached to the Command are responsible.

(*b*) To keep himself informed, by personal visits to ships and units, of the condition of hull structure and of the standard of maintenance.

(*c*) To assist at inspections and report on the state of the hull structure, the organization of the Department, and on training and other personnel matters.

(*d*) To examine and advise on all hull defect lists and proposals for hull alterations and additions before they are forwarded to higher authority.

(*e*) To advise on the professional conduct and ability of the Shipwright Officers within the command.

5802. *Absence of Shipwright Officers on the Staff.*

In the absence of the Shipwright Officer borne for Staff duties, the Flag or Senior Officer concerned is to nominate a suitable Shipwright Officer in his command to carry out the foregoing instructions.

2. If no suitable Shipwright Officer is available, the Fleet, Staff or Squadron Engineer Officer is to be nominated.

SECTION II.—INSTRUCTIONS TO THE SHIPWRIGHT OFFICER.

5811. *Duties and Responsibilities.*

The Shipwright Officer is the technical authority on hull matters in the ship, unit or establishment, and is responsible to the Captain for the efficient discharge of his duties.

2. He is responsible for all repairs, modifications, alterations and additions, welding, burning, cutting or drilling connected with the hull structure and he is to be consulted when any of these are required. He is to safeguard the strength of the ship's structure and the watertight integrity and stability.

5812. *Shipwright Department.*

He is to have charge of all naval shipwrights and other ratings borne for duty with or on loan to the shipwright department including those on loan from other ships, establishments or departments and is to supervise their work ensuring that their services are fully devoted to the ship and maintenance of the hull, boats and fittings.

2. He is to be the divisional officer of the ratings of his department and is to keep under his particular supervision any naval shipwrights who are under training and is to see that every opportunity is taken to instruct them in the application of their trade.

5813. *Watertight Integrity and Stability.*

Whenever flooding occurs either by intent, or as a result of accident or damage, the Shipwright Officer is to attend personally whenever possible to see that action is taken to limit and prevent further flooding and to guard against undue stresses in and weakening of the ship's structure, reporting frequently the state of the flooding and damage to the Officer of the Watch and to the Damage Control Headquarters when manned. He is to take particular care to limit "free-surface" flooding, especially when it occurs near the water-line.

2. He will acquaint himself with instructions issued from time to time by the Naval Board, which may place restrictions on the use of furnace fuel oil and other liquids or on the flooding of tanks. *See* Q.R. & A.I. Article 2987.

5814. *Watertight Openings.*

He is responsible for the repair and maintenance in efficient working order of all watertight doors, hatches, skylights, ports and side scuttles.

2. When at sea he is to arrange that those which should be closed are frequently inspected by himself or his staff to ensure that they are properly secured, their condition being reported during each watch to the Officer of the Watch and to the Damage Control Headquarters if manned.

5815. *Ship's Structure and Fittings.*

He is to take care to keep every part of the ship's structure in the highest possible state of efficiency and will be responsible for remedying all structural defects and reporting at once to the Captain whenever he is of the opinion that any repairs should be taken in hand. In landing ships and landing craft bow doors, ramps and associated fittings are part of the hull structure.

2. He is to keep masts, yards, derricks, davits, awning and guard stanchions, guard rails and ridge ropes, ladders, deck coverings and all fittings in as a good a condition as possible, always repairing any damage they may sustain as soon as he discovers it.

3. He is to carry out a continual examination of the ship's structure while the ship is in commission and a quarterly examination of any compartments in which water is liable to accumulate, except where these instructions are modified by planned maintenance schedules. In ships where planned maintenance is not in operation he is to record full particulars of these examinations on Form A.S. 338 and sign the report on Form A.S. 180.

4. He is responsible that periodical air pressure tests of all compartments are carried out.

5. He is responsible for advising on and co-ordinating the preservation, including the scraping, chipping and coating by both hand and mechanical methods of all hull structure. He is frequently to examine passages giving access to compartments, particularly those in the region of the waterline, to see that they are kept clear so that all parts of the ship accessible through them may be reached instantly, if required, as laid down in B.R. 16 Engineering Manual.

6. He is to ensure that fittings which are permanently attached to the hull and on which safety of life depends are examined periodically for flaws or defects and, if there is any doubt, that they are removed, fire-proved and tested. Results of examinations are to be reported on Form A.S. 194.

7. He is responsible for the maintenance and periodical examination of the structure of derricks, davits and similar lifting appliances and that the periodical tests of such structures are carried out. He is to assist the Electrical Officer as necessary in the maintenance and periodical examination and testing of the structure of fitted electrical deck cranes. *See* Q.R. & A.I., Chapter 55, Section IV.

8. He is responsible for the custody and care of all drawings of the hull structure and fittings including the docking plan.

9. He is responsible for the safe custody and accounting of all items in his charge which are shown in the Shipwright Officer's List of Equipment.

5816. *Ventilation.*

He is to have charge of all ventilating trunks and valves in connexion with the ventilating system including associated flaps, gratings, cowls and mushroom tops except forced draught and fan ventilation trunking for boilers and machinery spaces and its flaps and gratings which are in the charge of the Engineer Officer. *See* Q.R. & A.I., Article, 2982 (5).

5817. *Domestic Services.*

He is responsible for the sanitary services, from the reducing valve on the firemain, including any gravity tanks, and for the hot and cold fresh and salt water services, from and including the gravity tanks, or from the pump discharge valve where no gravity tanks are fitted, and including any atmospheric pressure hot-water tanks but excluding power-driven pumps, purifiers, calorifiers and water-heaters subject to steam pressure. He is responsible that all pipes, valves, cocks, drains, sinks, troughs and sumps, and any manual pumps connected with these services, are kept in efficient working order and that the tanks for main storage and distribution of fresh water are kept in a clean and efficient condition with the covers to their manholes properly secured. He is to take care that all necessary safety arrangements such as open ended supply pipes, open ended expansion pipes, closed expansion chambers, relief valves, &c., where fitted to electric water heater tanks and piping systems are kept efficient and in good order; he is to report at once the absence of safety arrangements.

2. He is to be thoroughly acquainted with the pumping, flooding and drainage systems of the ship and is to see that any manual pumps connected therewith are kept in efficient working order.

3. He is responsible for the drainage systems from the superstructure weather and other decks, barbettes, heads, bathrooms, galleys and other spaces which drain by gravity through scuppers discharging near or above the light water line, including associated pipes, valves, cocks, sinks, troughs, sumps and storm-valves.

4. He is responsible for the repair and maintenance of galley ranges, cooking equipment and atmospheric hot-water boilers excepting oil-burning and electrical heating component parts.

5818. *Capstans, Anchors and Cables.*

He is responsible that deck glands and all hull fittings associated with the anchors and cables are kept in efficient working order. He is to render all possible assistance in maintaining the anchors and cables in efficient and serviceable condition. *See also* Q.R. & A.I. Article 5532.

5819. *Boats.*

He is to keep the boats, life-floats and all their fittings in as good a condition as possible always repairing any damage they may sustain as soon as he discovers it.

2. He is to see that the boats and life-floats are tested in accordance with the instructions in Q.R. & A.I., Chapter 55, Section V.

5820. *Keys.*

He is responsible for the repair and maintenance in good working order of all fitted locks and keys (and their tallies) except those of safes, money chests and confidential book cupboards. After he has received the keys, properly tallied, from the shipbuilder or refitting authority, he is to be responsible for their custody until they are placed on the ship's key-board or delivered to the officers who require them. *See also* Q.R. & A.I., Article 2959.

5821. *Defects.*

He is to keep accurate account of all defects to the hull, boats and fittings as they may develop and record the steps taken for their repair, either by ship's staff or by the dockyard.

2. In preparing defect lists he is to comply with the instructions in Q.R. & A.I., Chapter 56, Section I., and is to prepare them from the information contained in the Record of Defects, or in the planned maintenance system.

3. He is to take particular care on being superseded or prior to the ship paying-off, that full particulars of defects are contained in the Record of Defects. In ships where planned maintenance is not in operation he is also to ensure that all outstanding and forthcoming surveys and periodical tests are listed. *See also* Q.R. & A.I., Chapter 57, Sections I. and II.

5822. *Docking.*

He is responsible that the necessary item and other relevant information concerning the docking of the ship is included in the Defect List, when appropriate.

2. On each occasion of docking he is to examine carefully the ship's bottom in order that any defects which have developed may be made good whilst the ship is in dock. Particular attention is to be paid to fittings for prevention of corrosion and to the rudder and its fittings, up to the rudder head. He is to ensure that the ship's bottom is properly treated against corrosion and fouling and is to see that the draught marks are correctly marked. *See also* Q.R. & A.I., Chapter 56, Section II.

5823. *Draught.*

He is to inform the Captain and Navigating Officer of the draught of water forward and aft before sailing and on arrival in harbour. Whilst in Harbour he is to read and record the draught at least once daily and before and after fuelling.

5824. *Fire Precautions.*

He is to see that any sheathing and insulation fitted as protection against fire is kept in good order. He is to ensure that whenever any of his staff are engaged on welding or burning operations the regulations for the prevention of fire are strictly observed. *See also* Q.R. & A.I. 2986 (4).

2. In the event of fire he and his staff are to be in attendance in order to render assistance.

SECTION III.—GENERAL.

5831. *Absence of Shipwright Officer.*

In the absence of the Shipwright Officer, or when no Shipwright Officer is borne his duties are to be undertaken by the Executive Officer. Before any action is taken which may affect the strength of the ship's structure, e.g., by welding, burning, cutting or drilling, or which may affect the watertight integrity or stability of the ship, the Executive Officer is to consult with the Engineer Officer.

5832. *Relief of the Shipwright Officer.*

When the Shipwright Officer is about to be relieved he is to report to the Captain the condition of all material in his charge or for which he has maintenance responsibilities. He is to include in his report a comprehensive list of known and suspected defects and all examinations, tests and surveys overdue.

2. When the relieving officer has joined, an inspection is to be made of all accessible hull structure and every accessible compartment and space in the ship, together with all masts, yards, derricks, davits, awnings and guardrail stanchions, guardrails and ridge ropes. Known defects and the state of preservation are to be discussed.

3. This inspection will normally be carried out by the relieving officer in conjunction with his predecessor. The Captain may requisition the services of a Shipwright Officer from another ship or establishment as surveying officer when this is considered desirable for any reason.

4. The following books and records, where applicable, are to be produced and inspected:—

(*a*) Divisional Records.
(*b*) Forms A.S. 264.
(*c*) Trade Certificates.
(*d*) Shipwright Department—Standing Orders.
(*e*) Planned Maintenance. Schedules and Cards.
(*f*) Record of Defects.
(*g*) Record of Examination of Accessible Compartments. A.S. 338.
(*h*) List of Equipment. A.S. 473/A.D. 787.
(*i*) Permanent Loan List.
(*j*) *Captain's Ship Book and Supplement*—
  (i) Report of Examination of Structure. A.S. 180, Part I.
  (ii) Particulars of Air Tests of W.T. Compartments. A.S. 180, Part II.
  (iii) Stability Statement.
  (iv) Hydrostatic Curves.
  (v) Displacement Curve.
  (vi) Docking Plan.
  (vii) Docking Reports.
  (viii) Masts and Spars. A.D. 301.
  (ix) Certificate of Test of Boats Slings. A.S. 1231.
  (x) Certificate of Test of Anchors and Cables. A.S. 194.

5. The transfer of stores, fittings and fixtures, spare gear, drawings and books is to be carried out in accordance with relevant orders and publications.

6. As soon as possible after taking over charge, the relieving Shipwright Officer is to complete an examination of hull structure, spaces and compartments considered to be inaccessible at the time of the previous inspection. He will report the date of completion of this inspection to the Captain.

5833. *Establishments.*

The responsibilities in these instructions, whenever circumstances can be interpreted as comparable are to be applied in establishments. Where more than one Shipwright Officer is borne the duties in Clauses 2 and 3 below are to be carried out by the officer borne for Barrackmaster's duties.

2. The Shipwright Officer of an establishment is responsible for requisitioning the appropriate authority for the repair, maintenance and preservation of the buildings and attached properties, of roads, pavements, fences, jetties and trees. Where departmental officers are not borne for establishment duties he is responsible also for supply, domestic and communication services and fire appliances. *See also* Q.R. & A.I., Article 3613.

3. In an establishment where departmental officers are not borne for establishment duties he is responsible to the Captain for recording and co-ordinating all works and machinery and plant defects and proposals for the establishment and its attached properties. *See also* Q.R. & A.I., Article 4018.

APPENDIX B.

Q.R. & A.I.—VARIATIONS FOR USE IN R.A.N.

2717 (5). After " Senior " *insert* " Shipwright ".

2959 (6). For Article 3251, *substitute*—

" Article 5820—responsibilities of the Shipwright Officer."

2962 (5). *Delete* all after " To a Minimum ".

2982 (5). *Cancel* and *substitute*—

" The Shipwright Officer is to have charge of all ventilating trunks and valves in connexion with the ventilating system including associated flaps, gratings cowls and mushroom tops, with the exception of forced draught and fan ventilation trunking for boilers and machinery spaces and its valves, flaps and gratings. These are to be in the charge of the Engineer Officer. (*See* 5816.)."

2983 (3). *Cancel* and *substitute*—

" The Shipwright Officer is to have charge and is responsible for the efficiency of all watertight doors, hatches, skylights, ports and side scuttles with their securing arrangements and gear, including armoured hatches with their lifting and securing gear."

2983 (4). *Delete* " 3243 (1) " *substitute* " 5814 (1) ".

2987. For " Admiralty " *substitute* " Naval Board "; after " *See also* 4062 " add " and 5813 ".

3205. *Delete* " Article 3253 ".
Insert " Article 5831 ".

Chapter 57. *Amend* " Section II. Executive " to read " Section II. Hull ".

APPENDIX C.

B.R.16—VARIATIONS FOR USE IN R.A.N.

Article 1 (2) (*b*). *Delete* sub-para. (11) and *insert*—

" (ii) Capstans, cable holders, windlasses and steam driven winches together with their engines, shafting, spindles and brakes but excluding deck glands. *See* Clauses (*e*) (xi), (3) and (4)."

Article 1 (2) (*c*). *Delete* sub-para. (ii).

Article 1 (2) (*c*). *Delete* sub-para. (viii) and *insert*—

" (viii) Ventilating trunks, valves, flaps and gratings in connexion with forced draught and fan ventilation to or from boiler rooms or machinery spaces."

Article 1 (3). *Delete* sub-paras. (1) and (2) and *insert*—

" (i) The hull structure, all ports and scuttles and all watertight doors, hatches and skylights on the weather deck and above. *See* Clause 2.

(ii) All ventilating trunks and valves in connexion with the ventilating system including associated flaps, gratings, cowls and mushroom tops except forced draught and fan ventilation trunking for boilers and machinery spaces and its flaps and gratings. *See* Clause 2."

Delete sub-para. (vii) and *insert*—

" (vii) The deck glands of capstans, cable holders and windlasses."

Insert new sub-para. (x)—

" (x) All compartments as regards periodical air pressure test."

Article 9 (2) (*b*). *Delete*—

" Examination of Structure, W.T. Doors, &c., report. (S.180, Part I.)
Particulars of air test of W.T. Compts., &c. (S.180, Parts I. and II.)
Record of examination of accessible compartments. (S.338.) "

Article 501 (1). *Insert*—" In ships where planned maintenance is not in operation " before " This Examination ".

(3). *Delete*—Reference to " Engineer " Officers; and
Substitute—" Shipwright " Officers.
Delete—" Engine Room Dept.";
Substitute—" Shipwright Department ".

(D.N.C. 4002/21/113.)

UNCLASSIFIED.

380.—Painting Training—Fleet Painting Instructor.

Consideration has been given to the provision of training in the techniques of surface preparation, paint application, spray painting, equipment maintenance, and similar skills required in the hull maintenance of the fleet.

2. Until shore based training facilities can be provided, a Fleet Painting Instructor will be borne in H.M.A.S. PENGUIN and will be available to carry out the following duties in the Port of Sydney:—

(*a*) To instruct painting classes in H.M.A. Ships.
(*b*) To make recommendations to ship's officers concerning painting problems encountered.

(c) To supervise trial applications of special paints and coatings.

(d) To report to the paint committee and advise on practical painting problems encountered.

When not required for duties with the Fleet, the painting instructor may be lent to ships or establishments under the administration of F.O.I.C.E.A.

3. Painting classes should consist of at least four and up to ten men who are available for training during one working week. Classes should normally be formed during periods of availability for refit or maintenance, and preferably on occasions when there is some definite job to be done and the class can perform useful work. The ship's equipment will normally be used for instruction as in this way ratings will learn the capabilities of their own equipment, and defects found can be remedied by the instructor.

4. Ships or Establishments in Sydney requiring the services of the painting instructor for any of the duties stated above, are to make arrangements direct with the Shipwright Officer, H.M.A.S. PENGUIN.

5. It is emphasized that time spent in training will be amply repaid by a reduction in the man-hours consumed by inefficient techniques. Ships are encouraged to use the services of the instructor whenever practicable, and thus build up a nucleus of ratings skilled in painting, spray painting, and other maintenance techniques.

(D.N.C. 4007/36/108.)

UNCLASSIFIED.

381.—Payment of Allotments to Savings and Trading Bank Accounts.

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 allottors themselves, or their dependants. Except in the case of qualifying allotments for payment of marriage allowance, and subject to the preceding sentence, allotments may be paid into joint bank accounts.

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 made of the full amount due on the fortnightly pay-day.

3. In the case of new allotments, form A.S.63 must show particulars of the title of the account (and account number in the case of savings bank accounts), and the name and full address of the bank.

4. The transfer of an allotment from a post office to a bank account should be arranged by the allottee by application to the post office at which the allotment is normally paid; however, the allottor may transfer the allotment on request through his Commanding Officer. In the latter case, it is necessary to forward form A.S.63.

5. Personnel are accordingly encouraged to make use of the facilities for payment of allotments to bank accounts.

6. This order will be reprinted for posting on notice boards.

(D.N.A. 4836/1/45A.)

UNCLASSIFIED.

382.—Royal Navy Officers—Marriage Allowance.

The attention of all Royal Navy officers serving in the Royal Australian Navy is drawn to A.F.O. 1878/1958.

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

3. Navy Order 562 of 1956 is hereby cancelled.

(D.N.A. 4822/5/8.)

(*Navy Order* 562 *of* 1956.)

UNCLASSIFIED.

383.—Travel Overseas on Duty—Method of Travel.

Where a member travels on duty to or from an overseas destination, the provisions of this order govern the method of travel to be used.

Unmarried Member and Married Member not accompanied by his Wife.

2. The individual member will be required to travel by sea or air as proves more economical in his case unless—

(a) Where sea travel is the more economical means but it is essential for Service reasons that the member reach his destination urgently, the Naval Board approves of air travel; or

(b) Where air travel is the more economical means but the member seeks permission to travel by sea and pays the additional cost, the Naval Board approves of sea travel. *See* paragraph 13.

3. In determining the more economical means of travel, the member's fares, his pay and allowances during travel, baggage and any associated costs will be taken into account.

4. Where a member travels by air, in addition to the airlines' free allowance, a reasonable quantity of excess baggage may, if it is required immediately by the member on arrival at his destination, be sent as unaccompanied air freight. The balance of the baggage is to be sent by sea.

5. Normally the amount of excess baggage permitted will be limited to 22 lb. In the case of aircrew members, flying clothing may be carried as excess baggage in addition.

Married Member accompanied by his Family.

6. Where family passages are granted the individual member and his family will normally be required to travel by sea or air as proves more economical in the particular case. Except where approval is specially granted, the provisions of paragraph (3) of instruction 237 of I.P.I. will continue to apply, *i.e.*, family passages will normally be granted only where the family accompanies the member.

7. The Naval Board may approve of travel by other than the more economical means in the following cases:—

(a) Where sea travel is the more economical means but it is essential, for Service reasons, that the member reach his destination urgently, in which case air travel may be approved;

(*b*) Where it is shown that air travel would be dangerous to the health of one of the member's family. In these circumstances travel by sea may be approved for the member and his family, his family or part of his family, depending on the circumstances;

(*c*) Where it would be unreasonable, because of the composition of the member's family and the nature of the journey to require that air travel be used, in which case travel by sea may be approved; and

(*d*) Where air travel is the more economical means but the member seeks permission to travel by sea with his family and pays the additional cost. *See* paragraph 13.

Special approval of the Minister is also necessary in cases coming within clauses (*b*) and (*c*) above.

8. In determining the more economical means of travel, the fares of the member and his family, the pay and allowances of the member during travel, and baggage and any other associated costs will be taken into account.

9. Where a member and his family travel by air, in addition to the airlines' free allowance, reasonable quantities of excess baggage not exceeding the following may be sent as unaccompanied air freight:—

(*a*) Member—up to 22 lb. In the case of aircrew members, flying clothing may be carried as excess baggage in addition.

(*b*) Member's wife—up to 22 lb.

(*c*) Children under two years—up to 22 lb.

(*d*) Household goods—In order that the member and his family will, on arrival, be in a position to move into furnished accommodation, up to 56 lb. of household goods may be carried, per married couple, as excess baggage plus 20 lb. for each child irrespective of age. Items needed would include linen, cutlery and blankets.

The remainder of the baggage, within the baggage scales shown in instruction 237/8 of I.P.I., will be sent by sea.

10. Household goods sent by air should be packed separately from personal clothing as different freight rates apply.

Baggage Costs.

11. In ascertaining the cost of air travel the cost of air freight of the excess baggage permitted to be carried by air under this order will be considered together with the cost of sea freight of the remainder of the baggage allowed by sea. Instruction 187/2 of I.P.I. refers.

12. Similarly in ascertaining the cost of sea travel, the cost of sea freight of the baggage permitted under the departmental allowance over the amount carried free by the shipping line will also be included in those cases where the former allowance is the more liberal. Instructions 187/2 and 237/7 of I.P.I. refer.

General Conditions Governing Overseas Travel.

13. If it is determined that air travel is the appropriate means of travel for a member he may apply for permission to travel by sea. This will normally be granted where time permits but in these circumstances the member must pay the additional costs. In such circumstances the Naval Board may—

(*a*) permit the member to take accrued leave; or

(*b*) approve leave without pay,

as part of the adjustment to be made.

14. Where air travel is the more economical means but the member desires to travel by sea, early application should be made to facilitate the making of the necessary bookings.

15. Travel by air at the expense of the Department does not include the provision of sleepers. If used, the cost will be the personal liability of the member concerned unless the Naval Board determines that there are exceptional circumstances warranting the provision of sleepers at the expense of the Department.

Fare Saving—Officer Not Entitled to Family Passages.

16. Where a married officer is proceeding overseas on intermediate term duty as defined in instruction 68/19 of I.P.I. and is therefore not entitled to family passages under instruction 236 *et seq.*, air travel may be the more economical means of travel. In these circumstances, if he so desires, he may be permitted by the Naval Board to travel by tourist air and the difference between tourist and first class air fares may then be applied towards the cost of family fares.

17. The provision whereby a similar fare saving could be availed of by sea is no longer operative.

Travel to Asian Ports.

18. Because of the irregular sailings of ships to and from Asian ports, air travel will continue to be the normal means of travel on duty to or from those ports. Clause (*b*) of paragraph (1.) of instruction 185/1 of I.P.I. refers.

Royal Navy Loan Personnel.

19. Royal Navy loan personnel, who travel under R.N. conditions as an R.A.N. liability, will not be required to travel by the more economical means. Loan officers are provided with the same grade of accommodation as officers of the R.A.N. of the same rank, but are not entitled to first class fares when travelling overseas by air.

Royal Navy Exchange Personnel.

20. Royal Navy exchange personnel, who travel under R.N. conditions as an R.N. liability, are not affected by the provisions of this order.

Amendment of Instructions.

20. The following provisions of Interim Pay Instructions are affected by this order and should be noted accordingly pending promulgation of amendments to I.P.I.:—

(*a*) Paragraph (4.) of instruction 183 is cancelled.

(*b*) Paragraph (7.) of instruction 183/1 is cancelled.

(*c*) Paragraph (9.) of instruction 183/1 is amended (fare saving towards the cost of family passages by sea no longer applies).

(*d*) Paragraph (3.) of instruction 187/3 is cancelled.

(H.P.B. 4677/1/74.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

384.—Air Weapon Practices Against Towed Targets—Marking of Fall of Shot.

(*A.F.O.* 640/1959.)

In order that the maximum benefit may be derived from rocket projectile and dive bombing exercises against towed targets, it is essential that the greatest possible accuracy should be attained in plotting and assessing the results.

2. Means of attaining the required accuracy have been under trial in the R.N. A description of the system subsequently recommended is given in Appendix A to this order and the associated plotting grids are illustrated in Appendix B.

3. In view of the short length of tow required, live rocket heads or H.E. bombs must not be used.

4. Navy Order 427 of 1957 is hereby cancelled.

APPENDIX A.

General Description.—A splash target is towed at a short, fixed tow length. A flank marker keeps station within rigid limits. Both ships are provided with wide-angle graduated binoculars and both guard a common voice frequency with the aircraft. Special plotting grids are required in the towing ship so that a quick indication of fall of shot is available, as well as an accurate record for analysis.

2. *Length of Tow.*—The splash target is to be towed at 600 yards; the distance should be checked by rangefinder so that errors due to the bight of towing wire may be eliminated. This length of tow is the minimum consistent with safety which also permits accuracy of marking. The flank marker should be informed of any substantial variation.

3. *Station Keeping.*—The accuracy of the whole system is largely dependent upon the accuracy of station keeping. The flank marker's correct position is 135° on the quarter of the towing ship, relative to the point of tow, and on the beam of the target at a distance from it equal to the length of tow. Steady course and speed are required of the towing ship. Should the bearing of either the target or the point of tow differ by more than two degrees from that intended, the firing is to be suspended until station is regained.

Equipment.

4. *Binoculars.*—Binoculars, pattern G.372(M), are to be used for spotting; they have horizontal graticules calibrated in half degrees and are provided with gimbal mountings. Two will be supplied to H.M.A.S. MELBOURNE. One will be for use by towing ship and one for loan to the flank marker: they are to be sited in appropriate positions by the ship's staff. In addition a pool of two will be held for loan to other ships as required.

5. *Assessing Gear.*—The following grids will be required in the towing ship and are to be made up from local resources; they are illustrated in Appendix B, not to scale:—

(*a*) *Plotting Board.*—A grid represents the intersection of bearings up to 10° either side of the lines joining each ship with the target; it may be inscribed either on ivorine or on paper covered by transparent film.

(*b*) *First Overlay.*—A sheet of perspex is inscribed with a spider-web grid which allows fall of shot to be measured in radial error and clock code.

(*c*) *Second Overlay.*—A sheet of perspex is inscribed with a square grid which allows fall of shot to be read as range and deflection errors.

6. *Communications.*—A common voice frequency is to be employed by at least the aircraft and both spotting stations. Other positions, such as the bridge of the flank marker and "Flyco" in carriers, will probably require to keep loud-speaker watch.

7. *Procedure.*—Aircraft should attack at intervals of not less than 30 seconds, transmitting their call signs on entering the dive; adherence to the briefed line of attack aids accurate assessment. Observations of fall of shot must be made as rapidly as possible in order to minimize the effect of the splash drifting down wind and astern. The flank marker passes angular observations by voice to the towing ship where both bearings are combined and the pilot promptly informed of the result of his shot.

8. *Plotting.*—Both plotter and recorder must be stationed alongside the spotter in the towing ship. On receipt of both observations the fall of shot is marked on the plotting board (or, if preferred, on tracing paper fixed over it). The first overlay is then superimposed so that radial error in feet and direction in clock code can be passed to the aircraft. Range and deflection errors are obtained by substituting the second overlay for the first. Both overlays should be orientated on the assumption that the actual line of attack flown was as briefed.

9. *Recording.*—Data should be recorded in the towing ship under the following headings:—

Fall of Shot number.	Call-sign.	Time	Observations.		Radial Error.	Clock Code.	Range Error.	Deflection Error.
			Flank Marker.	Towing Ship.				

The flank marker should keep records under the first four headings and pass them to the towing ship on completion of the exercise.

10. Use of this method of marking should be noted on Forms S.419

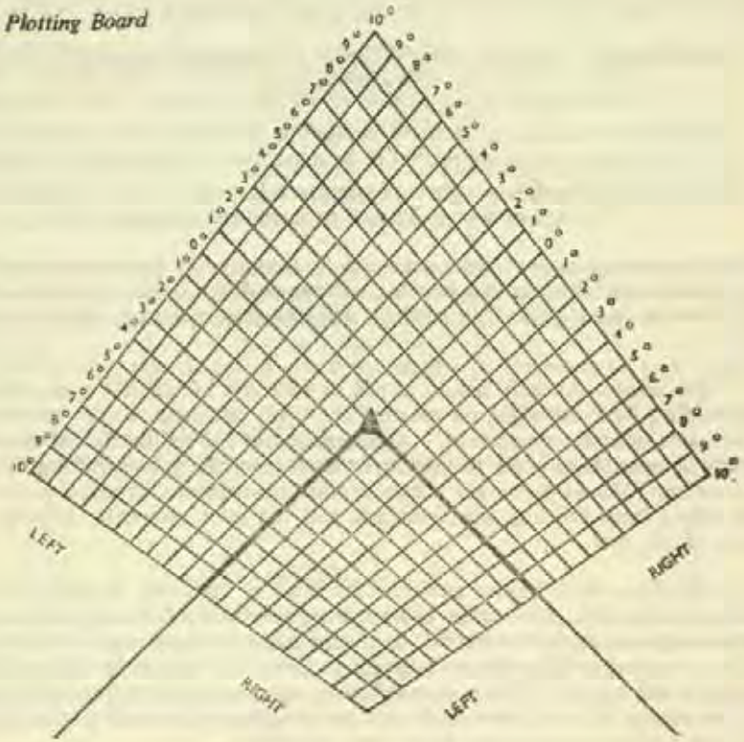
APPENDIX B.

INSTRUCTIONS FOR RECORDING AIR WEAPON PRACTICES AGAINST TOWED TARGETS.

Illustrations of Assessing Equipment.

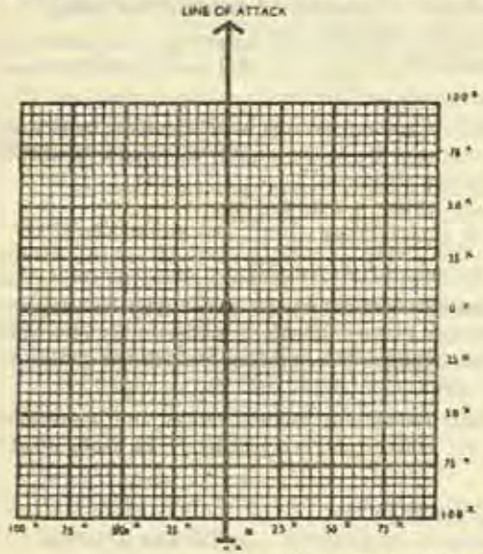
N.B.—The full-sized board (A) would be marked with ¼" divisions and the full-sized grid would have 5-yard divisions.

(A) *Plotting Board*



(B) *Spider Web Grid for Clock Code Reporting*

(C) *Square Grid for Line and Range Error Measurements.*



N.B.—This grid is true for a tow length of 600 yards only; for tow length and distance of flank marker on beam of target of 650 yards, add one yard in twelve, for tow length and distance of flank marker on beam of target of 550 yards deduct one yard in twelve.

(D.A.W.O.T. 3386/21/9.)

(*Navy Order* 427 *of* 1957.)

UNCLASSIFIED.

385.—Aviation—Pressure Testing of Aircraft Cockpits—Safety Precautions.

(*A.F.O.* 586/1959.)

When an aircraft cockpit is being pressure tested it may be necessary for it to be occupied. If this is so the occupant will be exposed to an increased pressure of about 3½-lb. per sq. in. and the safely precautions detailed below should be observed.

2. All those who undertake this duty are to be medically examined to ensure that the condition of the ears, nose and throat conforms to the standards required for Divers (B.R. 1750A(50), paragraph 99). They are to be taught how to clear their eustachian tubes as the pressure rises.

3. Officers in charge of these tests are to ensure that those who are detailed to work inside the aircraft—

(*a*) have been found medically fit for such duties;
(*b*) have received adequate instruction on, and are fully conversant with, the aircraft pressure system and the cockpit hood operating mechanism.

4. A safety rating is to be stationed outside the aircraft during the period of the test in a position from which he can watch the occupant of the cockpit and institute rescue operations if required.

5. The dangers arising from explosive decompression at the ordinary working pressure (i.e., about 3½-lb. per sq. in.) are negligible. If the pressure rises rapidly through failure of any part of the valve system, the effects of explosive decompression could be very dangerous.

(D.A.M.R. 3054/1/152.)

UNCLASSIFIED.

386.—Cables—Electric Cables—Corrosion of Steel Armouring.

It is again desired to stress the likelihood of corrosion occurring to the armouring of ring main and control cables protected from spray by steel plating and remaining undetected.

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

2 coats red oxide zinc chromate primer, S.A.A. Int. 5A.

1 coat undercoat for enamel, S.A.A. Int. 226.

1 coat enamel marine exterior black, S.A.A. Int. 227.

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

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

5. Navy Order 939 of 1957 is hereby cancelled.

(D.E.E. 4518/91/75.)

(*Navy Order* 939 *of* 1957.)

UNCLASSIFIED.

387.—Emergency Supply Cables—Identification.

As a result of recent trials on the method of marking emergency supply cables the use of fibre tube in lieu of metal tallies has been approved.

2. The fibre tube tallies which are to be slipped over the cable before the spade terminal and cable end is fitted are to be of such diameter that they form a snug fit on the sizes of cable for which they are intended. They are to be fitted at each end of the cable approximately 1 foot from the cable end and secured by whipping the cable with Seine twine varnished on completion.

3. The fibre tube is to be engraved in letters not less than $\frac{3}{16}$ in. high and filled with white paint.

4. It is not intended that the fitting of fibre tube tallies be made retrospective; however, metal tallies are to be replaced by fibre tube tallies when cables are renewed under normal defect procedure.

5. Separate action is being taken for new construction vessels.

(D.E.E. 4518/91/42.)

UNCLASSIFIED.

388.—Half-yearly Electrical and Radio Reports.

Half-yearly electrical reports are no longer required.

2. Navy Orders 133 of 1955 and 162 of 1958 are hereby cancelled.

(D.E.E. 3325/3/469).

(*Navy Orders* 133 *of* 1955 *and* 162 *of* 1958.)

UNCLASSIFIED.

389.—Ammunition—Fuzes N96, Mark 2—Incorrect Positioning of Fuze Setting Indicator Line.

(*A.F.O.* 424/1959.)

It has been discovered that the fuze setting indicator line on Fuze N96, Mark 2, has been engraved out of position in lots 1 to 19 inclusive. The fuzes have, however, been correctly assembled.

2. This defect does not affect safety, effectiveness or fuze setting processes.

3. When setting by F.S.M., the dome of the fuze is rotated through the angle appropriate to the setting ordered. When setting by Key N9, the dome is rotated, until the index mark *on the key* is opposite the required fuze number. The fuze will, however, have the following " apparent " discrepancies:—

(*a*) On receipt, although actually set to SAFE, the Indicator Line will be 1-2 fuze numbers to the left of the SAFE mark.

(*b*) Fuzes set to a fuze number will appear to be under-set by 1-2 fuze numbers.

(D.O.U.W. 4445/4/41.)

UNCLASSIFIED.

390.—Ammunition—Propellant—Landing—Destruction—Report.

(*A.F.O.* 643/1959.)

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing them are to be returned to the nearest N.A. 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 to Navy Office for instructions.

Propellant Lot or Sub-lot No.	*Propellent Nature and Size.*	*Nature of Gun Ammunition, &c., which may be involved.*
RNC 743 ..	SC 061 ..	B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in. (F.A.); Q.F. 12-pdr. 12-cwt.
RNC 1006XC ..		
RNC 739 ..	SC 109 ..	B.L. 6-in.; Q.F. 4.7-in.
RNC 746 ..		
RNC 738 ..	SC 122 ..	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4.5-in.
RNC 881XB ..	SC 140 ..	B.L. 6-in.; Q.F. 5.25-in.; Impulse torpedo.
RNC 745 ..	SC 150 ..	B.L. 6-in.; Impulse torpedo.
RNC 4766XH ..	HSCK/T 134-055	Q.F. 12-pdr.; Q.F. 3-pdr.; Q.F. 2-pdr.; D.C.T.; Squid; A/S Mortar.
RNC 4780XH ..		
RNC 4810XH ..		
RNP 700XH ..		
RNP 705XH ..		
RNP 719XH ..		

2. Attention is drawn to Article 211 of *Naval Magazine and Explosive Regulations* 1956, B.R.862 and 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.

(D.O.U.W. 4445/6/153.)

RESTRICTED.

391.—A/S Weapons—A/S Mortar, Mark 10, CH 043 Contact—Modification.

(*A.F.O.* 592/1959.)

Weapon	A/S Mortar, Mark 10.
Part affected	CH 043 Contact.
Drawing	U.C.W. 6466/10.
Nature of modification	CH 655 Diaphragm and CH 671 Rings are to be replaced by a CH 733 Diaphragm, which consists of two rings to which a Diaphragm is bonded. CH 557 Springs are to be replaced by CH 596 Springs. Modified contacts will be known as CH 095 Contacts.
Purpose	To eliminate varying operating pressures caused by the effort applied by different personnel when tightening down.
By whom to be done	R.A.N. armament depots.
When to be done	Contacts in store are to be modified before issue. A/S Mortars in service are to be fitted with CH 095 Contacts at first convenient opportunity.
Distribution of new items	CH 733 Diaphragms, CH 596 Springs and CH 095 Contacts will be issued to ships to replace, pro rata, CH 655 Diaphragms and CH 596 Springs in CJ 016 Chests, and CH 043 Contacts in CJ 042 Chests. Supply will be made without demand by the nearest R.A.N. Armament Depot when supplies are available.

2. Admiralty has advised that the Proportion Book of Naval Armament Stores will be amended.

(D.O.U.W. 4427/131/162.)

UNCLASSIFIED.

392.—Alteration and Addition Item—Battle Class Destroyers.

The following alteration and addition item is approved for Battle Class Destroyers:—

Class List Item No. 132. *Classification A.*

Item: To remove existing ventilation from Sick Bay and fit a separate ventilation system in accordance with G.I. Drg. No. 129/54 (Navy Office Drg. No. 198/1140).

References: (*a*) Navy Order letter 4276/4/534 (18497) of 20th August, 1958.
(*b*) F.O.I.C.E.A. memorandum 6/28/365 of 31st December, 1958.
(*c*) Navy Office letter 4276/4/534 (55734) of 5th March, 1959.

(D.C.C. 4276/4/534.)

UNCLASSIFIED.

393.—Dangers of using Test Lamps in Ships with 440 Volt A.C. Main Supply Systems—Tester, Neon, Admiralty Pattern F1C/32206—Revised Allowances.

(*A.F.O.* 38/1959.)

Navy Order 1023 of 1958, title as above, is to be amended as follows:—

Paragraph 6—Insert the following allowances:—

" H.M.A.S. MELBOURNE	3
C.S.T. F.N.D.	18 "

(D.N.A.S. 4519/71/1.)

(*Navy Order* 1023 *of* 1958.)

UNCLASSIFIED.

394.—Naval Stores (General) (Class E, Group 12)—Unstitched Carton Blanks—Adoption of British Joint Service Catalogue Numbers.

(*A.F.O.'s* 1587 *and* 2628/1958.)

British Joint Service Catalogue numbers are being adopted for the stores detailed in the appendix to this order. The Central Cataloguing Authority description and numbers are shown in the appendix and these should be quoted in future demands and correspondence.

2. Records should be amended accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with Navy Order 1107 of 1958 (Storekeeping Manual).

3. Admiralty has advised that the relevant publications will be amended.

APPENDIX.

BOXES, CARTON BOARD, TYPE "D" BLANKS.

Present Pattern Number.	*Description.*	*Joint Service Catalogue Number.*
	Boxes, carton board, Type "D" blanks (C.C. Class 8115) Dimensions of Box when made up. (Overall length, width and depth in that order)	
4713B	1-in. × 1½-in. × 1-in.	9422822
4702B	1½-in. × 1½-in. × ¾-in.	9422823
4714B	2-in. × 1¼-in. × 1⅛-in.	9422824
4705B	2-in. × 1½-in. × 1-in.	9422825
4715B	2-in. × 2-in. × 1-in.	9422826
4716B	2-in. × 2-in. × 2-in.	9422827
4692B	2½-in. × 2-in. × 1⅛-in.	9422828
4696B	2½-in. × 2-in. × 2½-in.	9422829
4717B	2½-in. × 2½-in. × ¾-in.	9422830
4718B	2½-in. × 2½-in. × 1½-in.	9422831
4719B	2¾-in. × 2¾-in. × 2⅜-in.	9422832
4721B	2⅞-in. × 2⅞-in. × 2⅛-in.	9422833
4720B	2⅞-in. × 2⅞-in. × 3⅛-in.	9422834
4722B	3-in. × 2-in. × ¾-in.	9422835
4723B	3½-in. × 3½-in. × 1-in.	9422836
4724B	3⅝-in. × 3⅝-in. × 3⅜-in.	9422837
4725B	3¾-in. × 3¾-in. × 1 7/16-in.	9422838
4711B	4-in. × 4-in. × 3-in.	9422839
4726B	4-in. × 4-in. × 3½-in.	9422840
4695B	4½-in. × 2½-in. × 1⅛-in.	9422841
4694B	4½-in. × 2½-in. × 2½-in.	9422842
4693B	4½-in. × 2½-in. × 3¾-in.	9422843
4706B	5-in. × 1-in. × 1-in.	9422844
4691B	5-in. × 2-in. × 1⅛-in.	9422845
4690B	5-in. × 2-in. × 2½-in.	9422846
4689B	5-in. × 4½-in. × 1⅛-in.	9422847

APPENDIX—*continued.*

BOXES, CARTON BOARD, TYPE "D" BLANKS—*continued.*

Present Pattern Number.	*Description.*	*Joint Service Catalogue Number.*	*Present Pattern Number.*	*Description.*	*Joint Service Catalogue Number.*
4688B	5-in. × 4½-in. × 2½-in.	9422848	4709B	10-in. × 6-in. × 4-in. . .	9422875
4687B	5-in. × 4½-in. × 3¼-in.	9422849	4746B	10-in. × 10-in. × 4-in.	9422876
4727B	5¼-in. × 5¼-in. × 1¾-in.	9422850	4747B	10-in. × 10-in. × 6-in.	9422877
4728B	5¼-in. × 5¼-in. × 2¾-in.	9422851	4703B	11-in. × 2-in. × 1-in. .	9422878
4729B	5½-in. × 5½-in. × 1-in.	9422852	4686B	11-in. × 2½-in. × 1⅛-in.	9422879
4733B	5½-in. × 5½-in. × 5½-in.	9422853	4685B	11-in. × 2½-in. × 2¾-in.	9422880
4734B	5¾-in. × 5¾-in. × 2-in.	9422854	4684B	11-in. × 5-in. × 1¾-in.	9422881
4712B	6-in. × 4-in. × 3-in. . .	9422855	4683B	11-in. × 5-in. × 2¾-in.	9422882
4735B	6-in. × 5½-in. × 5¼-in.	9422856	4682B	11-in. × 5-in. × 4¼-in.	9422883
4710B	6-in. × 6-in. × 4-in. . .	9422857	4704B	11-in. × 6-in. × 4½-in.	9422884
4736B	6¼-in. × 6¼-in. × 2½-in.	9422858	4681B	11-in. × 7-in. × 4½-in.	9422886
4737B	6¼-in. × 6¼-in. × 3½-in.	9422859	4748B	11½-in. × 5½-in. × 3½-in.	9422887
4738B	6½-in. × 6½-in. × 1¾-in.	9422860	4749B	11½-in. × 6½-in. × 6½-in.	9422888
4739B	7-in. × 7-in. × 3½-in. . .	9422861	4751B	11½-in. × 5-in. × 2⅝-in.	9422889
4701B	7½-in. × 2-in. × 1⅛-in.	9422862	4750B	11¾-in. × 5-in. × 2¾-in.	9422890
4700B	7½-in. × 2-in. × 2½-in.	9422863	4752B	12-in. × 2-in. × 3-in. . .	9422891
4699B	7½-in. × 4½-in. × 1⅛-in.	9422864	4753B	12¼-in. × 8¼-in. × 4¼-in.	9422892
4698B	7½-in. × 4½-in. × 2½-in.	9422865	4754B	12¼-in. × 12¼-in. × 2½-in.	9422893
4697B	7½-in. × 4½-in. × 3½-in.	9422866	4755B	14¼-in. × 2¾-in. × 2¼-in.	9422894
4740B	7½-in. × 5½-in. × 2¾-in.	9422867	4756B	14¼-in. × 7½-in. × 3⅜-in.	9422895
4707B	8-in. × 1-in. × 1-in. . .	9422868	4761B	15-in. × 10-in. × 4-in.	9422896
4741B	8-in. × 4-in. × 3 3/16-in.	9422869	4762B	15-in. × 10-in. × 6-in.	9422897
4742B	8-in. × 6¾-in. × 5¼-in.	9422870	4763B	15¾-in. × 15¾-in. × 2¼in.	9422898
4743B	8¼-in. × 8¼-in. × 3¼-in.	9422871	4765B	17½-in. × 3¼-in. × 3¼-in.	9422899
4744B	8¾-in. × 8¾-in. × 5¼-in.	9422872	4766B	18¼-in. × 18¼-in. × 3¼-in.	9422900
4745B	9¾-in. × 5¼-in. × 2½-in.	9422873	4767B	19-in. × 5-in. × 3-in. . .	9422901
4708B	10-in. × 1-in. × 1-in. . .	9422874	4768B	31¾-in. × 6¼-in. × 4¼-in.	9422902

(D.N.A.S. 4514/21/431.)

UNCLASSIFIED.

395.—Naval Stores (General) (Class F, Group 1C, Part 5 and Class E, Group 11)—Rationalization of Kent Clear View Screens.

(*A.F.O.* 492/1959.)

As the associated motors for Kent Clear View Screens are already patternized and stocked as separate items it has been decided to discontinue carrying stocks of Kent Clear View Screens *complete* with motors and to account for and stock the screens (minus motors) as separate items. New pattern numbers have accordingly been allocated to the standard screens and these items, together with the existing patternized range of glass discs and driving belts, at present under Class F, Group 1C, Part 5, will in future be stocked and accounted for under Class E, Group 11. The motors will continue to be held under Class F, Group 1C, Part 5.

2. Action is to be taken to have motors removed from existing stocks of Kent Clear View Screens by Dockyard labour and for the components (*i.e.*, screen and motor) to be taken on charge under their separate pattern numbers and Class/Groups as detailed below:—

Existing Pattern Nos. of screen with motor.	*New Pattern No. allocated to screen.*	*Pattern No. of Motor.*
F1C/33076	E11/33122	F1C/33113
F1C/33077		F1C/33112
F1C/33078	E11/33123	F1C/33113
F1C/33079		F1C/33112
F1C/24589	E11/33121	F1C/24600
F1C/24591		F1C/24593
F1C/33080	E11/33124	F1C/24600
F1C/33081		F1C/24600
F1C/33082		F1C/24593
F1C/33083		F1C/24593
F1C/33084	E11/33125	F1C/24600
F1C/33085		F1C/24593

3. Motors are also to be removed from non-pattern screens. The motors are to be accounted for under F1C, Part 5 and the screens under E11 as for the above-mentioned items.

4. The description of accessories for Kent Clear View Screens has been amended to incorporate the new pattern numbers of screens and a revised list of all accessories is given in the Appendix to this Order. Transfer of stocks to the appropriate Class/Group should be arranged and store ledgers amended accordingly. Ships' N.S. Accounts should be adjusted in accordance with paragraph 8 (*b*) of Navy Order 1107 of 1958.

5. Admiralty has advised that the relevant publications will be amended.

APPENDIX.

Pattern No.	Description.	Denom.	Ships' Accounting Classification for Spares.
	Clear View Screens—		
E11/33121	For air look-out sights A.G. 6004 and A.G. 6005 excluding motor	No.	No spares allowed
E11/33122	Marine Light Type 13-in. dia. Mark 12—½-in. thick glass for mounting in glass panel, excluding motor	No.	
E11/33123	Marine Light Type 13-in. dia. Mark 12—½-in. thick glass circular frame for mounting on metal plate, excluding motor	No.	
E11/33124	Destroyer Standard 9½-in. dia. glass ½-in. thick mounted on metal plate of standard dimensions, excluding motor	No.	
E11/33125	9-in. Mark 16—¾-in. thick glass, mounted on glass panel ½-in. to 5/16-in. thick, excluding motor	No.	

APPENDIX—*continued.*

Pattern No.	Description.	Denom.	Ships' Accounting Classification for Spares.
	Glass discs—		
E11/33086	13½-in. dia. overall, ½-in. thick with gun-metal bezel for Patterns 33122 and 32123	No.	No spares allowed
E11/33087	9½-in. dia. overall, ½-in. thick with gun-metal bezel for Pattern 33124	No.	
E11/33088	9½-in. dia. overall, ⅜-in. thick with copper bezel, Part No. C.W.Q. 4102 for Pattern 33125	No.	
E11/24908	8½-in. dia., complete with bezel for Pattern 33121	No.	
	Belts, driving—		
E11/24597	No. 5 for Pattern 33121	No.	Consumable
E11/24910	No. 8 for Patterns 33124 and 33125 ..	No.	Consumable
E11/33089	No. 10 for Patterns 33122 and 33123 ..	No.	Consumable
	Motors, electric—		
F1C/24600	With lead, 220-volts, D.C. for Patterns 33121, 33124 and 33125	No.	Permanent
F1C/24593	115-volts, A.C. 60-cycles, single phase for Patterns 33121, 33124 and 33125	No.	Permanent
F1C/33112	115-volts, A.C. single phase for Patterns 33122 and 33123	No.	Permanent
F1C/33113	220-volts, D.C. for Patterns 33122 and 33123	No.	Permanent

(D.N.A.S. 4518/17/369.)

(*Navy Order* 1107 *of* 1958.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

396.—Stocks of Repayment Clothing.

New repayment clothing is frequently returned to H.M.A. Victualling Yards by ships and establishments in a condition unsuitable for further issue. It is apparent in most cases that deterioration has been caused by prolonged storage or improper stowage, and attention is drawn to Consolidated Orders and Regulations, Articles 479 and 500, regarding the regulation of stocks and action to be taken in respect of articles liable to deterioration which remain unissued after a reasonable period.

2. It is particularly important that demands on Victualling Yards be regulated to ensure that stocks of garments are not allowed to become unbalanced as regards sizes, and that stocks of the less popular sizes are not held in a ship or establishment

for too long a period. To assist Supply Officers in this regard, standard size ranges and clothing demand tables are being reviewed and will be promulgated as soon as possible. These will list the approximate requirement of the more important items expressed as a percentage of each size.

(D.V. 4532/1/305.)

UNCLASSIFIED.

397.—Supplies of Fresh Provisions at Okinawa.

H.M.A. ships visiting Okinawa for exercises on the Far-East Station may purchase small requirements of fresh provisions there. In order to prevent avoidable dollar expenditure, however, such purchases are to be restricted to items and occasions in respect of which other provisioning arrangements are not possible.

2. Details of purchases are to be reported to Navy Office.

(D.V. 4803/142/12.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

398.—B.R.67(2) Seamanship Manual—Reprint of 1951 Edition—Issue.

A reprint of the 1951 edition, incorporating amendments numbers 1 and 2, of B.R.67(2) Seamanship Manual—Volume II. is now available for issue on repayment. Navy Order 779 of 1957 refers.

2. Navy Order 200 of 1959 is hereby cancelled.

(D.N.A.S. 4139/13/2990.)

(*Navy Orders* 779 *of* 1957 *and* 200 *of* 1959.)

UNCLASSIFIED.

399.—Form A.S.79B—Clothing Issued Free to New Entries—Abolition.

Form A.S.79B will be abolished on exhaustion of existing stocks.

2. Demands will then be met by issue of form A.S.79A, *Clothing Issued Free to New Entries R.A.N. Class II.*, which should be suitably adapted for use in lieu of Form A.S.79B.

(D.N.A.S. 3526/12/2350.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.
3606/59.—J

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O's. 400-426/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
27th May, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

RESTRICTED.

3863/59.

CONTENTS.

CONTENTS—*continued.*

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

400.—Message of Congratulation to His Excellency the Governor-General.

On the occasion of the conferring of the Honor of Knight of the Garter on His Excellency The Governor-General, Field-Marshal Sir William Slim, G.C.B. G.C.M.G., G.C.V.O., G.B.E., D.S.O., M.C., this message was sent to His Excellency—

"The Minister for the Navy, the Naval Board and the Royal Australian Navy with humble duty congratulate their Commander-in-Chief on the great honour conferred on him by Her Majesty the Queen."

2. The following reply has been received:—

"Minister for the Navy, Parliament House, Canberra. Please accept yourself and convey to Members of the Naval Board and to all officers and men of the Royal Australian Navy my warm thanks for congratulations sent on the Honour Her Majesty The Queen has recently bestowed on me. I am indeed proud to be your Commander-in-Chief.

W. J. Slim."

(H.N.B. 4222/4/42.)

UNCLASSIFIED.

401.—Australian Institute of Navigation.

The Royal Australian Navy was elected a corporate member of the Australian Institute of Navigation in 1956. The Headquarters of the institute are located in Sydney and the R.A.N. representative on the council of the institute is the staff officer (Navigation) to F.O.I.C.E.A.

2. Broadly, the objectives of the institute are—

(*a*) to unite in one scientific society those interested in navigation;

(*b*) to advance the science and practice of navigation and promote knowledge in navigation and its associated sciences.

3. Arrangements have been made for copies of institute papers pertaining to air and sea navigation to be forwarded by F.O.I.C.E.A., to—

F.O.C.A.F.
R.A.N. Air Station, Nowra.
H.M.A.S. WATSON.
Flinders Naval Depot.
Navy Office.

4. Approximately seven lectures per year are delivered to members of the institute and these may be attended by members of the R.A.N.

5. Details of forthcoming meetings will be promulgated by F.O.I.C.E.A.

(D.T.S.R. 3131/99/20.)

UNCLASSIFIED.

402.—H.M.A. Ships—Fuel Consumption and Economical Speed.

Navy Order 263 of 1959, title as above, is to be amended as follows:—

Delete paragraph 7, insert in lieu—

"7. In the following circumstances Frigates (River) and Frigates (Sloop) when employed on surveying or oceanographic duties may operate at 135 and 210 revolutions respectively, both on passage and on the surveying ground:—

(*a*) When long passages are involved and increased speed results in additional time gained on the surveying ground.

(*b*) When increased speed on the surveying ground results in definite gain in output of ship sounding and in greater operational freedom in the surveying area to service boats, camps and detached parties.

(D.O.D. 3531/4/64.)

(*Navy Order* 263 *of* 1959.)

UNCLASSIFIED.

403.—Saluting Stations—Commonwealth and Foreign Ports in the Pacific and Indian Ocean Areas.

(A.F.O. 513/1959.)

The following list of saluting stations in the Pacific and Indian Ocean areas at:—

(*a*) ports of countries of the Commonwealth; and

(*b*) foreign ports at which salutes to the National Flag may be expected to be returned;

are promulgated for information and guidance. Information given in these lists is, however, not to be regarded as in any way relieving senior officers of the requirements of Q.R. & A.I., Article 1370.

2. Any alterations or additions to this list are to be reported as soon as definite information is obtained.

3. Navy Orders 303 of 1957, 394 of 1958, 514 of 1958 and 774 of 1958 are hereby cancelled.

COMMONWEALTH PORTS.

Aden	Port of Aden ..	Shore battery on Ras Morbut.
Aden Protectorate	Mukalla	—
Australia ..	Darwin	Military Barracks.
	Fremantle	Artillery Barracks.
	Melbourne ..	Queenscliff Fort.
	Sydney	George's Heights.
	Port Moresby (New Guinea)	Murray Barracks.
Canada	Esquimalt, Victoria, B.C.	West Point Barracks.

Ceylon ..	Colombo ..	Galle Face Green. (*Note.*—On the occasions of arrivals and departures of important personages, salutes are fired from the Breakwater near Battenburg Battery. If the monsoon is too severe, Battenburg Battery is to be used in lieu of the Breakwater.)
Fiji ..	Suva ..	—
Kong Kong ..	Kowloon ..	(1) National Battery—Signal Hill, Kowloon Peninsula, close to Observatory (Military). (2) Naval Saluting Battery — H.M.S. "Tamar"—by the landing steps of the Tamar boat pool.
India ..	Bombay ..	Naval Battery on ramparts of the Castle in the immediate vicinity of the flagstaff in position 18° 55′ 48″ North, 72° 50′ 20″ East.
	Calcutta ..	Shore Battery on the outer wall of Fort William facing river.
	Madras ..	Coast Battery, Madras Harbour, East Mole.
Malaya, Federation of	Trengganu	Two mobile saluting guns at Kuala, Trengganu, maintained by Police Department.
Maldive Islands..	Male ..	—
Mauritius ..	Port Louis	Fort George.
New Zealand ..	Auckland ..	North Head.
	Wellington	Point Jerningham (Western Slope).
North Borneo ..	Jesselton ..	If a salute is to be fired two mobile saluting guns will be sited on the shore 400 yards south of the wharf. Flag to be saluted would be flown at Customs House flagstaff.
Pakistan ..	Karachi ..	Shore Battery at Manora (P.N.S. "Quasim").
Singapore ..	Singapore Road	Military Battery. Mount Serapong, Pulau Blakang Mati (military battery) in position latitude 1° 15′ North, longitude 103° 50′ East. Naval Battery. Beaulieu House—in position latitude 1° 27′ North, longitude 103° 50′ East. The flag of Commander-in-Chief, Far East Station, flies in the Naval Base.
South Africa ..	Cape Town	Lion Battery on Lion's Rump.
	Simontown	In the event of a saluting ship not being available in the Base, salutes will be returned from Scala Battery. The position of this battery is latitude 34° 10′ 24″ South and longitude 18° 25′ 3″ East.

Tonga ..	Nukualofa	Tongan ensign is flown from national flagstaff just westward of the pier. Saluting battery of four Hotchkiss 3-pdr. guns is mounted near the flagstaff. Royal Standard may fly from palace (which is about 200 yards westward of national flagstaff).
Zanzibar Island	Zanzibar ..	H.M.A. ships should fire a salute of 21 guns to the Zanzibar flag on arival.

FOREIGN PORTS.

Cambodia ..	Phnom Penh	Battery opposite Royal Palace.
Chile ..	Punta Arenas	Muelle Stubenrauch.
	Valparaiso	Fort Almirante Silva Palma, Playa Ancha. The salutes to be outside "Breakwater".
China ..	.. ..	There are no forts or batteries capable of firing salutes. Foreign men-of-war may fire salutes at any port in China where Chinese men-of-war able to return salutes are at anchor.
France (Colonies, &c.)—		
Madagascar ..	Diego Suarez	Military battery at mouth of harbour. (*Note.*—Previous notice required.)
New Caledonia	Noumea ..	Battery at residence of Director du Parc d'Artillerie.
Tahiti ..	Papeete ..	Battery at Naval base of Fare-Ute.
Japan ..	.. ..	No saluting stations exist at present on the Japanese coasts, but an M.S.D.F. frigate can be anchored in Tokyo Bay to reply to the salute of an H.M.A. ship making an official visit.
Mexico ..	Acapulco ..	San Diego Fort.
Peru ..	Callao ..	Escuela Naval, La Punta.
Philippines ..	Manila ..	In special cases and only by arrangement
Portugal (Colonies)—		
Macao (China)	.. ..	Fortaleza da Guia e Monte.
Mozambique ..	Lourenco Marques	Bataria.
Portuguese India	Marivel ..	Cabo Peninsular.
South Vietnam ..	Saigon ..	Battery on river front at end of Rue Catinat.
Soviet Union ..	Vladivostock	Shore batteries.
Thailand ..	Paknam (Bangkok)	Fort Chula Chomklao at the mouth of the Menam Chao Phya (Chao Phya River).

United States:—		
Pacific Coast ..	San Diego, California	U.S. Naval Air Station.
	San Francisco, California	Fort Winfield Scott.
	San Pedro California (Port of Los Angeles)	U.S. Naval Station, Long Beach, California.
	Seattle, Washington	U.S. Naval Receiving Station.
Alaska ..	Adak	U.S. Naval Station.
	Kodiak	U.S. Naval Station.
Marianas Island	Guam	U.S. Naval Base, Marianas.
Hawaii ..	Pearl Harbour ..	U.S. Naval Base.
Panama Canal Zone	Pacific entrance to Canal	Fort Amador. (Salutes should be fired when incoming vessels are opposite the barracks of Fort Amador).

(D.O.D. 3244/3/72.)

(*Navy Orders* 303 *of* 1957, 394 *of* 1958, 514 *of* 1958 *and* 774 *of* 1958.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

404.—Assisted Leave Travel—Members Serving in New Guinea—Leave Travel to Wau Leave Centre and Goroka.

The Territorial Public Service has made the Leave Centre at Wau available to Service personnel serving in the Papua/New Guinea area under similar conditions to those applied to civilian personnel to enable officers and men and their wives and families to take leave of two weeks' duration in the New Guinea Highlands.

2. The centre comprises six weatherboard cottages each provided with tank and running water and sewerage facilities. The cottages contain a lounge-dining room, two bedrooms, kitchen, laundry, &c., with essential furniture equipment, linen, cutlery, blankets, &c. Six natives (one to each house) are available for washing, cleaning and other domestic duties. The cottages will be let as self-contained units for periods of 14 days, the rental being £9 10s. per fortnight inclusive of charges for electricity.

3. Under Article 205 of Interim Pay Instructions, the Department will partly meet the fares of officers and men and their wives and families in accordance with the following procedure:—

(*a*) The member pays the contribution required by instruction 205 of Interim Pay Instruction either by charge against pay account or in cash (through cash account).

(*b*) A departmental leave concession warrant for the journey will be issued, such warrant being endorsed " special leave travel to Wau—£ (amount) recovered in pay account for fortnight ended..... or paid through cash account TARANGAU (Month and Year) Dr. Voucher..... O.R.....

(*c*) The same conditions will apply to a member who proceeds to Wau whilst on sick leave, or to the wife and family of a member if they travel unaccompanied to Wau and a medical certificate is furnished to the effect that a holiday in a cooler climate is necessary for health reasons.

(*d*) No allowance for excess baggage will be made in any case.

4. The provisions for assisted leave travel to Wau will not affect the provisions already existing for free or assisted leave travel from Papua/New Guinea to the mainland. However, leave at Wau should be taken as far as practicable midway between periods of mainland leave and may be availed of on only one occasion in each two years.

5. Members desiring to spend a period of recreation leave at the Wau Leave Centre should forward their applications through the Naval Officer-in-Charge, New Guinea, not less than three weeks before the proposed date of departure to the Public Service Commissioner, Port Moresby, for allocation of accommodation.

6. Further details including the facilities available at Wau and the furniture and fittings in the cottages may be obtained on application to the Naval Officer-in-Charge, New Guinea.

7. The concession relating to leave and free and assisted leave travel for members serving at Manus has been extended to permit both members and their families to travel to Goroka, if desired.

8. Navy Order 627 of 1955 is hereby cancelled.

(H.P.B. 4022/1/270.)

(*Navy Order* 627 *of* 1955.)

UNCLASSIFIED.

405.—Certificate of Service as Master in the Mercantile Marine.

Information regarding the award to officers of (U.K.) Ministry of Transport and Civil Aviation Certificates of Service under Section 99 of the (U.K.) Merchant Shipping Act is contained in the appendix to the (R.N.) Navy List.

2. Applications for these certificates by officers of the R.A.N. are to be made on form Exn. 18 (obtainable from any Mercantile Marine Office) and sent through the normal Service channels to the Naval Board accompanied by the sum of £2 10s. 2d. in Australian currency, being the required fee of £Stg.2.

3. If a certificate is awarded, it will be sent to the Naval Board in duplicate. Both copies will be sent to the officer for signature and return of the duplicate copy to the Naval Board for despatch to the Ministry. If a certificate is not awarded, the fee will be refunded.

4. C.O.R. article 135 is suspended. This order will be incorporated in the new Consolidated Orders and Regulations.

5. Navy Order 340 of 1956 is hereby cancelled.

(H.N.B. 3712/51/19.)

(*Navy Order* 340 *of* 1956.)

UNCLASSIFIED.

406.—Communication Branch—Introduction of the Australian Communication Training Manual—A.B.R. 5009.

The Australian Communication Training Manual, Interim Edition (A.B.R. 5009) is now in course of distribution and is effective on receipt, except that the new passing percentages for Part I. and II. examinations for the Able rate as laid down in Tables 5A and 5B, and A.B.R. 10, Articles 1318 and 1320 will not become effective until 1st June, 1959. Until this date the passing percentages laid down in the relevant sections of Navy Order 943 of 1958 are to remain applicable. Paragraph 4 of Navy Order 1149 of 1958 refers.

2. This new manual (short title ACTM) is a RESTRICTED NON-REGISTERED publication and covers all forms of communication training in the R.A.N. It replaces the R.N. Signal Training Manual (B.R. 1792) which is to be returned to (S)N.S.O.'s, copies being retained only by Flag Officers and C.S.T.F.N.D.

3. The ACTM reflects the Naval Board policy to integrate more closely the instruction and work of Tactical and Radio Communication rates in view of the ever increasing importance and use of automatic telegraphy in naval communications. Although the ACTM is largely based on changes recently adopted in the Royal Navy it nevertheless incorporates several further changes to cater for existing and new R.A.N. doctrine.

4. With a view to standardizing the writing of training manuals the ACTM will in due course be reprinted to form Part 6 (under separate cover) of the R.A.N. Training Manual, which is at present being compiled.

5. The following Navy Orders have been embodied in the ACTM and are hereby cancelled:—1194 of 1957, 200, 286 and 558 of 1958.

(D.S.D. 4139/13/2571.)

(*Navy Orders* 1194 *of* 1957, 200, 286, 558, 943 *and* 1149 of 1958.)

UNCLASSIFIED.

407.—Ratings—Communication Branch—Professional Qualifications.

As a result of experience gained at recent Fleet Board Examinations for the professional qualification for the Leading rate in the Communication Branch it has been decided to vary the present rule, which allows candidates who fail only in A.B.C.D. and/or Automatic Telegraphy to be re-examined in those subjects at the next Fleet Board, by permitting ratings whose combined failure in Sections 2 and 3 of the examination is limited to *any two* subjects to be re-examined in the failed subjects at the next Fleet Board.

2. Ratings successful at re-examination will have a basic date of passing as date of re-examination. Ratings who are not successful in re-examination will be failed in the examination as a whole and will not be eligible to be recommended to take the examination afresh for at least three months from the actual date of failure.

3. A.B.R. 10, Article 1328 (14) to (17) inclusive will be amended.

4. Further it is evident that communication branch ratings are experiencing difficulty in achieving the new keyboard speeds and standards of accuracy necessary to qualify at the Part 2 final professional examination for the Able rate or at Section I. of the Fleet Board examination for the Leading rate. Therefore, as a temporary measure only, until ratings have had the opportunity to reach the new practical standards laid down in the Australian Communication Training Manual (*see* Navy Order 406 of 1959) the rules in the succeeding paragraphs will apply.

5. Provided ratings obtain a percentage of 94 at 30 words per minute in teletyping, tape perforating and basic keyboard operating and, having regard to the instructions at paragraph 1 as applicable to Leading rates examination, obtain pass marks as laid down in the remaining subjects of the appropriate examination (including morse keyboard reception) a provisional pass at the professional examination is to be awarded. The qualification is to be reported on Form A.S. 161A.

6. Ratings who qualify provisionally will be required to qualify at the higher standards laid down before being recognized as fully professionally qualified for advancement to the Able or Leading rate as appropriate—*see* paragraph 7. Candidates for the Leading rate will not be eligible for inclusion on Form A.S. 507 until fully qualified professionally. The basic date of passing professionally for the Leading rate for which a rating is otherwise eligible will not be affected in any way by the award of a provisional pass.

7. The further examination in these subjects may be carried out at any time under the supervision of a Communication Officer. Ratings who obtain the required standards at the examination are to have the provisional notation removed from their professional qualification. This action is to be reported on Form A.S. 161A. Ratings who fail to obtain the higher standard laid down are to continue to be re-examined at intervals until fully qualified.

8. Ordinary rates who fail to obtain at least a percentage of 94 at 30 words per minute in one or more of the three specified subjects in the Part 2 final examination for the Able rate are to be failed and will be required subsequently to undergo the examination as a whole as in normal circumstances. Similarly Able rates who fail to obtain a percentage of 94 at 30 words per minute in one or more of the three specified subjects in Section 1. of the Fleet Board examination for the Leading rate are to be failed and will be ineligible to proceed to Sections 2 and 3 of the examination.

9. The provisions of this Navy Order are applicable to ratings being examined subsequent to 7th May, 1959.

10. A.C.N.B. message 071F of 7th May, 1959, is hereby cancelled.

(D.S.D. 4139/13/2571.)

(*Navy Order* 406 *of* 1959.)

UNCLASSIFIED.

408.—Courses—Training in Instructional Technique.

In view of the continuing need for economy and effectiveness in training, it is essential that officers and ratings engaged in, or about to be engaged in, training duties should take a course in Instructional Technique if they have not already done so. Experience has shown that sound training is possible only with good instruction.

2. The administration of Instructional Technique courses is the responsibility of the Director, Naval Education Service. The Director of Training and Staff Requirements co-ordinates requirements for these courses and deals with them as far as training policy is concerned.

3. In all training establishments the Senior Instructor Officer is responsible to the Captain for maintaining the standard of Instructional Technique of both officers and ratings. He will advise as necessary on the problem of instructor assessment.

Aim of the Course.

4. The primary object of courses in Instructional Technique is to establish and maintain a high standard of instruction throughout the Navy by—

(*a*) developing the teaching skill of individual instructors of all branches; and

(*b*) ensuring that officers and senior ratings who supervise the work of instructors are conversant with modern teaching techniques.

In addition, training in Instructional Technique develops self-confidence and inspires clarity of self-expression and is therefore of value to all senior ratings and junior officers, whether or not they are to be employed as instructors. For this reason training in Instructional Technique is included as an integral part of the Petty Officers' Leadership Course and in certain courses for junior officers.

Details of Courses.

5. Instructional Technique courses, of one or two weeks' duration, are held at Flinders Naval Depot and in H.M.A.S. WATSON.

6. The two-week course is planned as a basic course for leading rates who are recommended as potential instructors but have not previously attended an Instructional Technique course.

7. The one-week course is planned to meet the requirements of—

(*a*) ratings who have previously passed an Instructional Technique course and who are to be employed on instructional duties following a period of at least two years in which they have not been so employed;

(*b*) ratings currently employed on instructional duties who have not previously passed an Instructional Technique course;

(*c*) officers appointed to supervise naval training; and

(*d*) selected W.R.A.N.S. personnel.

8. The courses cover the basic principles of good teaching, including the correct use of visual aids and modern technique, and the qualities and standard of performance of a good instructor are studied. The courses also give opportunity for practice and critical self-analysis.

9. In general it has been found that more effective results are obtained if officer and rating courses are kept separate. There is, however, no objection to Training-Officers and other officers attending courses as observers to see what is taught to, and the standard of instruction expected from, instructors in the various Naval Schools.

Administrative Arrangements.

10. It is the responsibility of the Captain of the establishment in which the officer or rating is to undertake instructional duties to see that he undergoes an Instructional Technique course, and make the necessary arrangements with the Captain of the establishment where the I.T. School is situated. In these cases, officers or ratings are to be lent to CERBERUS or WATSON for the duration of the course. All applications for courses should be made at least three weeks before the date the particular course is to commence.

11. All courses commence on a Monday and candidates should join on the previous day. Ratings lent for courses are to take full kits, except for bed and bedding, which will be provided.

Documentation.

12. On completion of the Instructional Technique course, whether taken separately or as a part of the Petty Officers' Leadership course, each rating is to be graded by the Instructional Technique Officer using one of the following terms which is to be interpreted in accordance with the definition given here:—

V.G.—Obtained a very good result on the I.T. course and should make an exceptionally good instructor.

Good—Obtained a good result on the I.T. course and should make a good instructor.

Fair—Obtained moderate results on the I.T. course but should improve with more practice.

Fail—Failed on the I.T. course and is unlikely to become a satisfactory instructor.

13. The grading awarded to each rating in accordance with the foregoing is to be recorded in the History Sheet by a notation in the form "I.T. course—date—grading".

14. Copies of the I.T. Officer's reports are to be disposed of as follows:—

Original—to be forwarded to ship or establishment for inclusion with rating's Service Certificate.

Duplicate—to be forwarded to Navy Office.

Triplicate—to be filed by I.T. Officer.

15. Notations regarding ratings who have attended an I.T. course should be taken into consideration when completing column 14 of the conduct sheets (Form A.S. 239) and when rendering the annual return of ratings recommended for instructional duties vide Navy Order 397 of 1957.

General.

16. Ratings who are graded "Fair" or "Failed" at the end of a first I.T. course may be given an opportunity to attend a further course to improve their assessments if it is considered desirable in the interests of the Service.

17. It must be recognized that very few ratings can be made into really good instructors in the space of a short course and their subsequent success as instructors will depend on their obtaining practice in applying the basic principles taught during the course. Every effort should be made by officers concerned with training to ensure that instructors are helped and encouraged to improve and perfect their techniques and to develop, by practice, the full potential revealed by their I.T. grading.

18. All officers and ratings employed on instructional duties, who have not attended an Instructional Technique course are to attend a course at the earliest opportunity.

Further Action.

19. When required, arrangements can be made for the Instructional Technique team, Instructor Officer and P.O. Instructor, from the appropriate Instructional Technique School, to visit a training establishment either for basic training,

refresher courses, follow-up, or investigation into any technical training course where a high failure rate persists. Such visits are to be encouraged to the fullest extent practicable and should be arranged through the Senior Instructor Officer, Flinders Naval Depot, or the Base Instructor Officer, H.M.A.S. WATSON.

20. Navy Order 802 of 1957 is hereby cancelled.

(D.N.E.S. 4007/31/91.)

(*Navy Orders* 397 *and* 802 *of* 1957.)

UNCLASSIFIED.

409.—Rail Travel—Queensland and South Australia.

Arrangements have been made with the Department of the Army for all rail travel requirements from Brisbane and Adelaide to be handled by the local Army Transport Offices in each of these cities as from 1st May, 1959.

Initial Applications.

2. Requests for rail bookings are to be forwarded by mail as soon as the requirements are known to the following addresses. Signals and telegrams are to be used in urgent cases only.

ADELAIDE.
Central Command Movement Control Detachment,
R.T.O. Office, Adelaide Railway Station.
Signal and telegraphic address—
ARMY MOVEMENTS, ADELAIDE.

BRISBANE.
Northern Command Movement Control Detachment,
Victoria Barracks, Brisbane.
Signal and telegraphic address—
ARMY MOVEMENTS, BRISBANE.

Details.

3. Requests for bookings are to be accompanied by detailed lists showing Name, Initials, Rank or Rating, Official Number, Class of accommodation, and date travel is required.

Amendments.

4. Amendments to initial requests are to be notified immediately they become known.

Ticketing.

5. (*a*) *Forward Travel commencing in South Australia or Queensland.*—Warrants are to be forwarded to the appropriate Army Movement authorities in Adelaide or Brisbane to arrive at least 48 hours before date of travel. Personnel are to report to the Army R.T.O. office at Adelaide or South Brisbane Railway Stations at least one hour before train is due to depart to collect tickets.

(*b*) *Forward Travel commencing in other States.*—Personnel, who are proceeding to South Australia or Queensland from other States, and for whom return bookings from Adelaide or Brisbane are required, are to obtain tickets for both forward and return journeys in the usual manner at point of departure. Railway vouchers covering reserved seats, and where applicable sleeping berths, for return journey are to be obtained at the same time as tickets for forward journey. A similar procedure is to be followed for onward travel from Adelaide and Brisbane intrastate.

Reporting Instructions.

6. Immediately on arrival in Adelaide or Brisbane, personnel are to report to Army R.T.O.'s office at Adelaide or South Brisbane Railway Stations with return rail ticket and reserved seats and/or sleeping berth vouchers, for instructions concerning return or onward travel.

Ratings are to produce leave passes if on leave, or route orders if travelling on duty. These documents will be rubber stamped by Army R.T.O. with details of travel instructions.

Issue of Travel Warrants in South Australia or Queensland.

7. Army R.T.O.'s will not hold Naval Warrant Books, and, if issue of a travel warrant becomes necessary, e.g., loss of ticket, application is to be made to H.M.A.S. TORRENS or H.M.A.S. MORETON.

(H.P.B. 4677/22/67.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

410.—A.L.O. Sights Type T.274 and T.274 Mod. Fitting of Portable Cover Over Footrest.

The following modification is approved:—

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted, Gunnery Equipment Depots.
(*b*) *Type of equipment* ..	A.L.O. Sights Type T.274 and T.274 Mod.
(*c*) *Purpose of modification* ..	To protect lookout from weather.
(*d*) *Nature of modification* ..	To fit a portable cover.
(*e*) *Drawings*	D.O.U.W. A/51202 supplied to dockyards.
(*f*) *By whom to be done* ..	Dockyards.
(*g*) *When to be done* ..	At the earliest convenient opportunity.
(*h*) *How to be treated* ..	As a defect.

(D.O.U.W. 4430/6/80.)

UNCLASSIFIED.

411.—Mortars M.L. 2-in. Mks. 7** and 8*—Modification to Breech Piece.

(A.F.O. 754/1958.)

The following modification is approved:—

Weapon	CQ 732 Mortar M.L. 2-in. Mks. 7** and 8*.
Part affected	CQ 708 Piece, Breech.
Purpose	To obviate loosening of barrel catch stud.
Nature of modification ..	Replacing defective studs with new pattern stud when necessary.
Drawing	P3/16656/I.P./357.
New parts required	CQ 908 Stud, barrel catch.
By whom to be done ..	R.A.N. Armament Depots.
When to be done	When existing CQ 869 studs require replacement.

2. Schedule of Modifications, Part 1.
Mortar M.L. 2-in. Mks. 7** and 8* and accessories.
Add Serial No. 7.

3. Admiralty has advised that the publications affected will be amended in due course.

(D.O.U.W. 4428/31/35.)

UNCLASSIFIED.

412.—Small Arms—Miscellaneous Weapons—Revised Store References.

(A.F.O. 2996/1958.)

The following Naval Armament miscellaneous weapons have been assigned new store references as shown:—

FQ.095	Gun, shot, 12 bore, double-barrelled—assembly ..	FR.095
FQ.693	Knife, fighting	FR.693.
FQ.022	Scabbard, pattern 1889, naval sword—assembly ..	FR.022.
FQ.035	Scabbard, pattern 1900, naval sword—assembly ..	FR.035.
FQ.271	Sheath, fighting knife	FR.271.
FQ.115	Sword, naval, pattern 1889—assembly	FR.115.
FQ.128	Sword, naval, pattern 1900—assembly	FR.128.

2. Admiralty has advised that the Naval Proportion Book, and Vocabulary of Naval Armament Stores, will be amended in due course.

3. H.M.A. ships warrants and ledgers are to be amended, where necessary, quoting this order as authority.

4. *R.A.N. Armament Depots only*—G.C.L. 602 gives the necessary instructions regarding transfer of stocks and re-stamping where necessary.

(D.O.U.W. 4428/71/80.)

UNCLASSIFIED.

413.—Vocabulary of N.A. Stores—Introduction of A.B. Section—Revised Store References.

(*A.F.O.* 172/1959.)

B.R. 1837, Parts 1 and 2, *Vocabulary of Naval Armament Stores* (*Gunwharf*), are being reprinted, and will include a new Section AB. The following items will be renumbered in the new AB Series, and are promulgated for advance information:—

O.Q.F. 4.5" Mk. 5—

Old Number and Item.		*New Number.*
BP 293.	Ring, Joint air blast pipes	AB 670
BP 306.	Ring, Joint air blast pipes	AB 657
BP 364.	Washer, spring oil cup bracket fixing screw	AB 623
BP 390.	Washer, spring, rammer interlock tripper bracket locking plate bolt	AB 649
BP 472.	Packing, air blast control bracket screwed body bush gland; and	
	Packing, air blast control bracket body gland ..	AB 292
BP 600.	Cup, oil, breech block top and bottom wiper ..	AB 768
	Ordnance Common Items.	
AA 164.	Ring, joint, air blast valve plug seat (AP 1510) ..	AB 696
AA 174.	Packing, jacket sealing collar (feet)	AB 149
AA 338.	Washer, shakeproof, type 12	AB 467

O.Q.F. 4" Mks. 16* and 21—

AA 174.	Packing, jacket sealing collar (feet)	AB 149

2. The Naval Proportion Book and Ships Warrants will be amended in due course.

(D.O.U.W. 4428/101/330.)

UNCLASSIFIED.

414.—40-mm. Twin R.P. 50 Mk. 5 and 5* Mountings.

Certain 40-mm. mk. 5 and 5* mountings have the junction box and stowage box for the aimer's communications fitted on opposite sides of the access door, causing the lead to cross the door when the headset is in the stowed position.

2. Where so fitted the stowage box is to be repositioned above the firing pedal on the inside of the front screen and is to be recorded as modification A.N. 2.

3. Ships and establishments are to raise a defect list item for the work to be carried out by Naval dockyards, quoting this order as the authority.

4. Gunnery Equipment Depots are to arrange for the modification to be carried out prior to issue of mountings held in store.

(D.O.U.W. 4429/41/314.)

RESTRICTED.

415.—A/S Mortar, Mark 10—Check to Ensure that Toe of Breech Lever Grip is Positively Engaged.

(*A.F.O.* 791/1959.)

A recent misfire of an A/S Mortar mark 10 in the R.N. was proved to be due to the toe on the lower side of the breech mechanism lever grip failing to engage positively in the retaining slot in the slide, despite the fact that the breech had been adjusted in accordance with B.R. 1709 (1), Chapter VI.

2. Pending investigation and possible redesign of Jig Setting CJ 512, care is necessary to ensure that the toe of the breech mechanism lever grip is manually depressed so that it positively engages its retaining slot.

(D.O.U.W. 4428/33/84.)

RESTRICTED.

416.—Torpedo Control—Torpedo Pedestal Sight, Mark 2—Mod. O (A.G. 1548) Modification No. 2.

(*A.F.O.* 593/1959.)

The following modification is approved:—

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments fitted with sight.
(*b*) *Unit concerned*	Torpedo Pedestal Sight, Mark 2.
(*c*) *Purpose of modification* ..	To remove plug and socket connexion to motor unit, M.U. mark 4.
(*d*) *Nature of modification* ..	Remove plug and socket, connect wiring through existing terminal blocks.
(*e*) *Navy Order Diagram* ..	Navy Order Diagram Issue 5/59.
(*f*) *Drawings affected* ..	D.N.O. 7354 Wiring Diagram.
(*g*) *By whom to be done* ..	Ship's staff.
(*h*) *When to be done* ..	Whenever plug and socket become defective.
(*i*) *How to be treated* ..	As a defect.
(*j*) *Procedure*	Rewire in accordance with Navy Order Diagram Issue 5/59.

(D.O.U.W. 4430/51/29.)

UNCLASSIFIED.

417.—Torpedoes, 18-in., Mark 30-RJ400 Disc, Closing, Practice Head—Introduction.

(*A.F.O.* 176/1959.)

The following store is hereby introduced into naval service:—

RJ 400 Disc, Closing, Practice Head.

2. The disc is designed to prevent the ingress of dirt and dust into the torpedo mid-body and is to be fitted to the practice head when the torpedo is stored on board with the practice head fitted. The allowance is eight discs per ship.

3. RJ 400 discs should be demanded from the R.A.N. Torpedo Establishment.

4. Warrant of Naval Armament Stores will be amended.

(D.O.U.W. 4431/12/618.)

UNCLASSIFIED.

418.—Alteration and Addition Item—H.M.A.S. MELBOURNE.

The following alteration and addition item is approved for H.M.A.S. MELBOURNE:—

Class List Item No. 93. *Classification* "*A*".

Item: To fit two ice-making machines of approved type. One on main deck forward, crews dining hall and one main deck aft in the vicinity of the wardroom and remove ice tank and coils.

References: Navy Office letter 73070 dated 12th August, 1957.

F.O.I.C.E.A. memorandum 159/25/399 (11981) dated 19th December, 1957.

(D.C.C. 4276/4/498.)

UNCLASSIFIED.

419.—Naval Stores (Air)—R.A.F. Vocab. Section 4G—Can, Fluid Replenishing Pressurized, Mark 2 and Trolley—Introduction.

(A.F.O. 235/1959.)

The following items of ground equipment have been introduced to meet requirements for the replenishment, under pressure, of aircraft fluid systems and to ensure the dispensing of clean fluids into the systems of all current and future types of Naval aircraft:—

Can, Fluid Replenishing, Pressurized Mk. 2 ..	Ref. 4G/5358.
Trolley (for transporting 4G/5358)	Ref. 4G/5371.

2. Supply will be effected, without demand on the following scale, by the S.N.S.O., Sydney, in due course:—

Allowances.	*N.A.S., Nowra.*	*H.M.A.S. MELBOURNE*
Reference 4G/5358	2 No. ..	2 No.
Reference 4G/5371	2 No. ..	2 No.

3. Any labels required for the identification of liquids which may be dispensed from these cans should be manufactured in accordance with R.A.N.A.M.O./General/W20 using local resources.

4. Admiralty has advised that the relevant publication will be amended.

(D.N.A.S. 4403/4/589.)

UNCLASSIFIED.

420.—Naval Stores (General) (Class F, Group 5)—Pattern F5/8777 Camera, Aim Recording, Mark 1—Patternization of Magazine.

(*A.F.O.* 722/1959.)

Magazine R.A.F. ref. 14A/4008, which was a component of G.G.S. Recorder Cameras Mark 2 Ref. 14A/3629, has been declared obsolete by the Air Ministry.

2. This magazine is still used in Naval Service, being a component of pattern F5/8777 Camera, Aim Recording, mark 1 and it has therefore been allotted the following:—

Pattern Number.	*Description.*	*Ship's Accounting Classification.*
F5/162044	Magazine for Pattern F5/8777 Camera	P

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4518/51/65.)

UNCLASSIFIED

421.—Naval Stores (General) (Class E, Group 10)—Binding Silk, Patterns 100 and 102—Obsolescence.

(*A.F.O.* 667/1959.)

It has been decided that it is sufficient, and cheaper, for woollen table cloths provided for dining and mess tables to be finished by hemming and that a binding is not essential.

2. Binding silk, blue, pattern E.10/100, and crimson, pattern E.10/102, will, therefore, be deleted from the Rate Book and Authorized List of Naval Stores. Existing stocks should be utilized until exhausted, but no further purchases will be made.

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4514/1/190.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

422.—Stockings, Nylon, Stretch—Introduction.

Stretch nylon stockings are being adopted in the R.A.N. for issue on repayment as optional items of tropical dress.

2. These stockings will be available in two colours, blue and white, and because of their nature will be stocked in one size only.

3. Supplies of nylon stockings will shortly be available for issue by H.M.A. Victualling Yards and will be accounted for in Clothing Group II., under the following headings:—

Stockings, Nylon, Stretch, Blue.
Stockings, Nylon, Stretch, White.

4. The issuing price will be 5/8 per pair.

(D.V. 4532/65/108.)

UNCLASSIFIED.

423.—Supplies of Provisions for H.M.A. Ships Abroad.

Instances have come to notice where the price or quality of provisions supplied to H.M.A. ships at overseas ports have been unsatisfactory. In all cases the provisions were not obtained through an R.N. Victualling Yard although this course could have been followed.

2. The instructions contained in Consolidated Orders and Regulations, Article 504, regarding the replenishment of victualling stores through Royal Navy Victualling Yards are to be strictly observed and where items are not procurable from such Yards, Supply Officers are if possible to consult with the (S) Victualling Store Officer regarding the best local source of supply.

3. Navy Order 1140 of 1955 is hereby cancelled.

(D.V. 4528/1/368.)

(*Navy Order* 1140 *of* 1955.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

424.—B.R. 1864—Rules for the Operation of Voice Communication Systems—Revised Distribution.

The following is the revised distribution of B.R. 1864:—

Rules for the Operation of Voice Communication Systems—

	No.
F.N.D.—	
Gunnery School	1
Signal School	1
A.B.C.D. School	1
H.M.A.S. WATSON—	
T.A.S. School	1
N.D. School	1
H.M.A.S. PENGUIN—	
A.B.C.D. School	1
H.M.A.S. LEEUWIN—	
A.B.C.D. School	1
H.M.A.S. KUTTABUL—	
S.T.C., Sydney	1
H.M.A.S. MELBOURNE—	2
Destroyers and Frigates in Commission (including SWAN but excluding WARREGO)	1 each.

2. Navy Order 1001 of 1958 is hereby cancelled.

(D.N.A.S. 4139/112/434.)

(*Navy Order* 1001 *of* 1958.)

UNCLASSIFIED.

425.—Manual of the Audit Act (Treasury Regulations) Amendment to Allowances.

The following is the allowance of the Manual of the Audit Act (Treasury Regulations), referred to in Navy Order 488 of 1958:—

	Copies.	
F.O.C.A.F.	1	
F.O.I.C.E.A.	1	
H.M.A.S. MELBOURNE	2	
H.M.A.S. VOYAGER	1	
H.M.A.S. VENDETTA	1	
H.M.A.S. TOBRUK	1	
H.M.A.S. ANZAC	1	
H.M.A.S. WARRAMUNGA	1	*Copy to be transferred to H.M.A.S. BARCOO in due course.*
H.M.A.S. QUEENBOROUGH	1	
H.M.A.S. QUICKMATCH	1	
H.M.A.S. QUIBERON	1	
H.M.A.S. SWAN	1	
H.M.A.S. GASCOYNE	1	*Copy to be transferred from H.M.A.S. COOTAMUNDRA.*
H.M.A.S. DIAMANTINA	1	*Copy to be transferred from H.M.A.S. FREMANTLE.*
H.M.A.S. WAGGA	1	
H.M.A.S. PALUMA	1	
H.M.A.S. WARREGO	1	
H.M.A.S. KIMBLA	1	
H.M.A.S. WOOMERA	1	
H.M.A.S. EMU	1	
H.M.A.S. ALBATROSS	2	
H.M.A.S. HARMAN	1	
H.M.A.S. HUON	1	*(For Naval Staff.)*
H.M.A.S. KUTTABUL	2	*(1 copy for C.S.O. & B.S.O.)*
H.M.A.S. LEEUWIN	1	*(For Naval Staff.)*
H.M.A.S. LONSDALE	1	*(For Naval Staff.)*
H.M.A.S. MELVILLE	1	*(For Naval Staff.)*
H.M.A.S. MORETON	1	*(For Naval Staff.)*
H.M.A.S. NIRIMBA	1	
H.M.A.S. PENGUIN	1	
H.M.A.S. TARANGAU	1	
H.M.A.S. CERBERUS	2	
H.M.A.S. TORRENS	1	*(For Naval Staff.)*
H.M.A.S. RUSHCUTTER	1	*(For Naval Staff.)*
H.M.A.S. WATSON	2	
HYDROGRAPHER R.A.N.	1	
A.N.A. WASHINGTON	1	
R.A.N.L.O. LONDON	1	

2. Copies held in excess of the above allowance should be returned to S.N.S.O., Sydney, on whom demands are to be placed as necessary to complete "to" the allowance.

3. Separate provision has been made for civilian authorities.

(D.N.A.S. 4139/52/105.)

(*Navy Order* 488 *of* 1958.)

Section 7.

CANCELLED LIST.

426.—Cancellation of Navy Orders.

All Navy Orders and Confidential Navy Orders of 1955 and earlier years will be obsolete as from 1st June, 1959, and may then be destroyed in accordance with the current instructions for the disposal of Confidential waste.

(H.N.B. 3712/20/41.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
25th May, 1959.

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

By direction of the Naval Board.

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

427.—Naval Stores (General) (Class B, Group 11)—Adoption of Joint Service Catalogue Numbers and Designations—Revised Constitution in B.R. 810.

(*A.F.O.* 456/1959.)

Joint Service Catalogue numbers and designations have been adopted for certain categories of tools included in Class B, Group 11, and some revision of the layout of this Group in B.R. 810 (1956), the *Rate Book and Authorized List of Naval Stores*, has been necessary. The new arrangement of Contents, which is effective from the date of this order, is as follows:—

Part.	*Contents.*	*Remarks.*
A	Tools, screwcutting	Unchanged.
B	Drills, sockets and tube expanders	Unchanged.
C	Tools, general A to E.. ..	Previously A to F.
D	Tools, general F to O.. ..	Previously G to P.
E	Tools, general P to R.. ..	Previously P to Sp.
F	Tools, general S to Z (except spanners).	Previously Sq. to Z plus specialist tools (now transferred to new part H).
G	Spanners	New part.
H	Medical, dental, pneumatic and spray painting tools and equipment.	New part, comprising all items in B.11.F. Rate Book (1956 issue) from Pattern 4001 on page 545 to Pattern 12646 on page 546; and from Pattern 13242 on page 548 to the end; plus Patterns 5970 and 5971 formerly under B.11.D.

2. To facilitate the identification of patterns in the new layout of B.R. 810, items formerly in the old Parts C to F, and now comprising new Parts C to G are listed in pattern number order under their old Parts in the appendix to this order. Changes in pattern number, Part of B.11, or noun description are shown; where the column is left blank there is no change. Items in new Parts A, B and H are not listed as the only changes to take place affect the order in which they appear in the Parts of the Rate Book. All spanners have been collected into new Part G.

3. Stocks and records at Dockyards and Store Depots should be adjusted accordingly.

4. H.M.A ships and establishments should comply with paragraph 8 (*g*) of Navy Order 1107 of 1958 except that in order to minimize the clerical work involved, the authority for the change need not be noted on the ledger pages affected. A manuscript certificate should, instead, be inserted at the front of ledgers and permanent loan lists to the effect that this order has been complied with. Stocks need not be re-stowed, but care should be taken to amend the Key List/Stocktaking Record and bin cards.

5. Admiralty has advised that B.R. 810 is being reprinted to accord with the new arrangement and other publications concerned will be amended.

APPENDIX.

Class B.11.C.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*	*Old Pattern No.*	*New Pattern No.*	*New Part of B.11.*	*New Description.*
H2	910–4034			140A			
H5	910–4291			140B			
H8	910–4294			H141	910–4329		
H13	910–4298			H143			Bar, Crow
13		D		H146	910–4334		
H22	910–4039			H154	154		
H25	910–4040			H155	910–4453		
H27	910–4041			H156	910–4454		
H29	910–4042			H157	910–4455	E	Protractor
H30	910–4043			H159	910–4352		
H32	910–4044			H163	910–4356		
H33	910–4045			H165	910–4358		
H41	41			H166	910–4359		
H42	42			H169	910–4360		
H43	43			H181	910–4536		
H44	44			H196	910–4079		
H45	45			H197	910–4081		Bit, Brace
H46	46			H198	910–4082		Bit, Brace
H47	47			H199	910–4083		Bit, Brace
H48	910–4052			H200	910–4084		Bit, Brace
H49	910–4053			H201	910–4085		Bit, Brace
H50	910–4054			H202	910–4086		Bit, Brace
H51	910–4055			H203	910–4087		Bit, Brace
H52	910–4056			H204	910–4088		Bit, Brace
H53	910–4057			H205	910–4089		Bit, Brace
H54	910–4058			H206	910–4090		Bit, Brace
H55	910–4059			H207	910–4091		Bit, Brace
H56	910–4061			H208	910–4092		Bit, Brace
H57	910–4062			H209	910–4093		Bit, Brace
H58	910–4063			H210	910–4094		Bit, Brace
H59	910–4064			H211	910–4095		Bit, Brace
H60	910–4065			H213	910–4096		Bit, Brace
H73	910–4324			H216	910–4099		Bit, Brace
H76	76			H217	910–4100		Bit, Brace
H78	78			H218	910–4101		Bit, Brace
H79	79			H219	910–4102		Bit, Brace
H82	910–4305			H220	910–4103		Bit, Brace
H84	910–4306			H221	910–4104		Bit, Brace
H86	910–4307			H222	910–4105		Bit, Brace
H97	910–4067			H223	910–4106		Bit, Brace
H99	910–4486			H224	910–4107		Bit, Brace
H101	910–4069			H225	910–4108		Bit, Brace
H120	910–4474			H226	910–4109		Bit, Brace
H123	123			H228	910–4113		Bit, Brace
H125	125			H229	910–4110		Bit, Brace
H133	910–4343			H231	910–4114		Bit, Brace
H137	910–4346			H234	910–4117		Bit, Brace
140				H235	910–4118		Bit, Brace

Class B.11.C—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*
H236	910-4119		Bit, Brace
H237	910-4120		Bit, Brace
H238	910-4121		Bit, Brace
H246	910-4129		Bit, Brace
H250	910-4131		
H251	910-4132		
H254	910-4135		
H255	910-4134		
H260	910-4138	E	Pillar
H268	910-4146		
H269	910-4147		
H270	910-4148		
H271	910-4149		
H272	910-4150		
H273	910-4151		
H274	910-4152		
H275	910-4153		
H276	910-4154		
H277	910-4155		
H278	910-4156		
H279	910-4157		
H281	910-4159		
H283	910-4161		
H330	910-4465		
H332	910-4467		
H333	910-4468		
H335	910-4470		
H336	910-4459		
H338	910-4461		
H339	910-4462		
H340	910-4471		
H341	910-4463		
H342	910-4464		
H347	347		
H349	910-6406		
H356	910-4179		
H357	910-4180		
H358	910-4181		
H359	910-4182		
H360	910-4183		
H366	910-4188		
H367	910-4189		
H369	910-4191		
H370	910-4192		
H373	910-4195		
H380	910-4202		
H381	910-4204		
H383	910-4206		
H384	910-4207		
H385	910-4208		
H392	910-4214		
H393	910-4215		
H401	910-4216		
H403	910-4218		
H404	910-4219		
H405	910-4220		
H406	910-4221		
H407	910-4222		
H408	910-4223		
H409	910-4224		
H410	910-4225		
H411	910-4226		
H412	910-4227		
H413	910-4228		
H423	910-4238		
H424	910-4239		
H425	910-4240		
H426	910-4241		
H427	910-4242		
H428	910-4243		
H429	910-4244		
H430	910-4245		
H431	910-4246		
H432	910-4247		
H433	910-4248		
H434	910-4249		
H435	910-4250		
H437	910-4251		
H438	910-4252		
H439	910-4253		
H440	910-4254		
H441	910-4255		
H442	910-4256		
H443	910-4257		
H444	910-4258		
H460	910-4537		
H461A	910-4389		
H464	910-4480		
H465	910-4481		
H466	910-4483		
H475	910-4538		
H476	910-4539		
H480	910-4543		
H482	910-4544		
H483	910-4545		
H485	910-4400		
H487	910-4402		
H489	910-4404		

Class B.11.C—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*
H491	910-4406		
H495	910-4395		
H497	910-4397		
H499	910-4399		
H503	910-4410		
H504	910-4411		
H516			
H517			
H518			
H524			
H525			
H526			
H532			
H533			
H534			
H536	910-4260		
H537	910-4261		
H538	910-4262		
H539	910-4263		
H550	910-5896		
H551	910-5897		
H552	910-5898		
H554	910-5894		
H555	910-5899		
H557	910-4276		
H558	910-4277		
H573			
H574	910-4476		
H576	576		
H578	910-7739		
H579	910-7740		
H580	910-7741		
H581	910-7742		
H582	910-7743		
H584	910-7745		
H586	910-7747		
H588	910-7749		
H590	910-4547		
H590B	910-4549		
H591	910-4550		Cutter
H591B	910-4552		Cutter
H607	910-4426		
H609	910-4427		
H626	910-4444		
H627	910-4445		
H629	910-4446		
H631	910-4447		
H633	910-4448		
H647	910-4280		
H648	910-4281		
H696	910-4560		
H697	910-4561		
H698	910-4562		
H699	910-4563		
H720	910-4583		
H721	910-4584		
H722	910-4585		
H723	910-4586		
H724	910-4587		
H725	910-4588		
H726	910-4589		
H727	910-4590		
H728	910-4591		
756	910-4833	D	
757	910-4834	D	
758	910-4835	D	
759	910-4836	D	
763	910-4840	D	
764	910-4841	D	
773	910-4843	D	
774	910-4844	D	
776	910-4846	D	
781	910-4851	D	
782	910-4852	D	
783	910-4853	D	
784	910-4854	D	
786	910-4856	D	
788	910-4858	D	
789	910-4859	D	
791	910-4868	D	
792	910-4869	D	
793	910-4870	D	
794	910-4871	D	
795	910-4872	D	
797	910-4876	D	
798	910-4877	D	
799	910-4878	D	
800	910-4879	D	
801	910-4880	D	
804	910-4883	D	
805	910-4884	D	
806	910-4885	D	
807	910-4886	D	
808	910-4887	D	
809	910-4888	D	
810	910-4889	D	
812	910-4892	D	
813	910-4893	D	

Class B.11.C—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*	*Old Pattern No.*	*New Pattern No.*	*New Part of B.11.*	*New Description.*
814	910-4894	D		920	910-4619	D	
815	910-4895	D		922	910-4621	D	
816	910-4896	D		927	910-4626	D	
818	910-4899	D		928	910-4627	D	
819	910-4900	D		2473		D	
821	910-4902	D		2474		D	
823	910-4904	D		2477		D	
834	910-4912	D		2479		D	
840	910-4918	D		2480		D	
841	910-4919	D		3631			
846	910-4922	D		3881			
847	910-4923	D		4003	910-4979	D	
848	910-4924	D		4044	910-5008	D	
849	910-4925	D		4047	910-5010	D	
850	910-4926	D		4050	910-5012	D	
851	910-4927	D		4053	910-5015	D	
853	910-4930	D		4056	910-5016	D	
854	910-4931	D		4059	910-5018	D	
855	910-4932	D		4092	910-5084	D	
856	910-4933	D		W4114			
860	910-4938	D		4150	910-5112	D	
861	910-4939	D		H5000	910-4036		
862	910-4940	D		H5067	910-4988	D	
863	910-4941	D		H5068	910-4989	D	
864	910-4942	D		H5069	910-4990	D	
867	910-4946	D		H5132	910-7750		
868	910-4947	D		H5133	910-7751		
869	910-4948	D		H5134	910-7752		
870	910-4949	D		H5135	910-7753		
H873	910-4952	D		H5136	910-7754		
874	910-4953	D		H5137	910-7755		
876	910-4954	D		H5138	910-7756		
878	910-4956	D		H5139	910-7757		
881	910-4961	D		H5140	910-7758		
886	910-4966	D		H5141	910-7759		
887	910-4967	D		H5150	910-7768		
888	910-4968	D		H5327	910-4340		Bar, Crow
892	910-4971	D		H5351	910-4495		
894	910-4973	D		H5353	910-4497		
895	910-4974	D		H5355	910-4499		
897	910-4976	D		H5357	910-4501		
898	910-4599	D		H5359	910-4503		
899	910-4600	D		H5361	910-4505		
905	910-4605	D		H5363	910-4507		
908	910-4607	D		H5364	910-4508		
911	910-4610	D		H5365	910-4509		
912	910-4611	D		H5370	910-4203		
914	910-4613	D		5595			
919	910-4618	D		5596			

Class B.11.C—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*	*Old Pattern No.*	*New Pattern No.*	*New Part of B.11.*	*New Description.*
5783				7574			Bit, Brace
6490	910-9232			7575			Bit, Brace
6491	910-9233			7576			Bit, Brace
6492	910-9234			7577			Bit, Brace
6493	910-9235			7579			
6494	910-9236			7586			
6495				8111			
6496	910-9237			8140	910-4989	D	
6497	910-9238			8141	910-4988	D	
6498	910-9239			8142	910-4990	D	
6499	910-9240			10085		D	Gauge, Caliper
6881				10086		D	
6882				13159			Bit, Brace
6883				13249			
6884				13250			
6885				13251			
6886				14424			
6887				14615			
6915			Cutter	14616			
6979				14617			
7571			Bit, Brace	14641			
7572			Bit, Brace	56617			
7573			Bit, Brace	56618			

Class B.11.D.

1				691			
2				697			
3				699			
4				701			
5				702			
6				704			
7				712			
8				715			
9				716			
10				718			
23				719			
26				720			
27				751			
31				752			
33				753			
160				754			
164				755			
166				756			
167				757			
184				758			
391				759			
392				760			
399				761			

Class B.11.D—continued.

Old Pattern No.	New Pattern No.	New Part of B.11.	New Description.
762			
763			
764			
765			
766			
767			
768			
769			
770			
770B			
771			
772			
773			
774			
775			
776			
777			
778			
779			
780			
H929	910–5199		
H1050	910–5190		
H1051	910–5191		
H1052	910–5192		
H1053	910–5193		
H1054	910–5194		
H1057	910–5200		
H1058	910–5196		
H1059	910–5197		
H1061	910–5202		
H1062	910–5203		
H1073	910–5205		
H1074	910–5206		
H1075	910–5207		
H1078	910–5210		
H1079	910–5211		
H1080	1080		
H1087	910–5216		
H1090	910–5221		
H1091	910–5218		
H1092	910–5220		
H1093	910–5222		
H1094	910–5224	F	Spindle
H1096	910–5226	F	Spindle
H1097	910–5223		
H1098	910–5227	F	Spindle
H1099	910–5229	F	Spindle
H1101	910–5232		
H1102	910–5233		
H1106	910–5119		
H1108	910–5120		
1110		E	
H1110	910–5121		
1111		E	
1112		E	
H1112	910–5122		
1113X		E	
H1113	910–5123		
H1115	910–5124		
H1116	910–5125		
H1117	910–5126		
H1118	910–5127		
H1119	910–5128		
H1120	910–5129		
H1121	910–5130		
H1130	910–5132		
H1131	910–5133		
H1132	910–5134		
H1133	910–5135		
H1134	910–5136		
H1135	910–5137		
H1136	910–5138		
H1137	910–5139		
H1138	910–5140		
H1139	1139		
H1140	910–5141		
H1141	910–5142		
H1142	910–5143		
H1143	910–5144		
H1144	910–5145		
H1145	910–5146		
H1146	910–5147		
H1147	910–5148		
H1148	910–5149		
H1149	910–5150		
H1150	910–5151		
H1151	910–5152		
H1152	910–5153		
H1153	910–5154		
H1154	910–5155		
H1155	910–5156		
H1156	910–5157		
H1157	910–5158		
H1158	910–5159		
H1159	910–5160		
H1161	910–5162		
H1162	910–5163		
H1180	910–4628		

Class B.11.D—continued.

Old Pattern No.	New Pattern No.	New Part of B.11.	New Description.
H1181	910–4629		
H1184	910–4631		
H1187	910–4671		
H1190	910–4632		
H1191	1191		
H1194	910–4639		
H1195	910–4640		
H1197	910–4641		
H1199	910–4648		
H1201	910–4650		
H1203	910–4652		
H1204	910–4653		
H1207	910–4655		
H1208	910–4656		
H1214	910–4662		
H1214A	910–4666		
H1223	910–4675		
H1226	910–4678		
H1227	910–4679		
1237			
H1238	910–4722		
1239			
1240			
H1244	910–4689		
H1247	910–4692		
H1254	910–4699		
H1255	910–4700		
H1256	910–4701		
H1258	910–4702		
H1261	910–4705		
H1265	910–4706		
H1267	910–4708		
H1270	910–4711		
H1272	910–4713		
H1275	910–4716		
H1276	910–4717		
H1280	910–4721		
H1369	910–4761		
H1371	910–5188		
H1376			
H1378			
H1379			
H1380			
H1381			
H1382			
H1384	910–4772		
1385		F	Soldering Iron
H1385			
H1386			
H1387	910–4775		
H1413	910–4778	C	Caulking Iron
H1414	910–4779	C	Caulking Iron
H1415	910–4780	C	Caulking Iron
H1416	910–4781	C	Caulking Iron
H1417	910–4782	C	Caulking Iron
H1418	910–4783	C	Caulking Iron
H1419	910–4784	C	Caulking Iron
H1420	910–4785	C	Caulking Iron
H1421	910–4786	C	Caulking Iron
H1422	910–4787	C	Caulking Iron
H1423	910–4788	C	Caulking Iron
H1424	910–4789	C	Caulking Iron
H1425	910–4790	C	Caulking Iron
H1427	910–4792	C	Caulking Iron
H1428	910–4793	C	Caulking Iron
H1429	910–4794	C	Caulking Iron
H1430	910–4795	C	Caulking Iron
H1439	910–4804	C	Caulking Iron
H1442	910–4805	C	Caulking Iron
H1444	910–4806	C	Caulking Iron
H1445	910–4807	C	Caulking Iron
H1447	910–4810	C	Caulking Iron
H1448	910–4808	C	Caulking Iron
H1449	910–4809	C	Caulking Iron
H1450	910–4811	C	Caulking Iron
H1451	910–4812	C	Caulking Iron
H1452	910–4813	C	Caulking Iron
H1453	910–4814	C	Caulking Iron
H1455	910–4815	C	Caulking Iron
H1456	910–4816	C	Caulking Iron
H1457	910–4817	C	Caulking Iron
H1458	910–4818	C	Creasing Iron
H1464A	1464A	F	Soldering Iron
H1464B	1464B	F	Soldering Iron
H1464C	1464C	F	Soldering Iron
H1464D	1464D	F	Soldering Iron
H1464E	1464E	F	Soldering Iron
H1467	910–5261	F	Soldering Iron
H1471	910–5268	F	Soldering Iron
H1473	910–5270	F	Soldering Iron
H1475	910–5272	F	Soldering Iron
1493			
H1511	910–5281		
H1513	910–5282		
H1514	910–5283		
H1516A	910–5285		
H1518	910–5287		
H1519	910–5294		

Class B.11.D—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*	*Old Pattern No.*	*New Pattern No.*	*New Part of B.11.*	*New Description.*
H1525	910-5406			H1766	910-5369	E	Plane Iron
H1526	910-5407			H1767	910-5370	E	Plane Iron
H1527	910-5408			H1768	910-5371	E	Plane Iron
H1528	910-5291			H1769	910-5372	E	Plane Iron
H1529	910-5292			H1770	910-5375	E	
H1530	910-5293			H1772	910-5377	E	
H1531	1531			H1774	910-5379	E	Plane Iron
H1561	910-5419			H1776	910-5381	E	Plane Iron
H1562	910-5421			H1790	910-5395	E	
H1563	910-5422			H1791	910-5396	E	Plane Iron
H1615				H1792	910-5397	E	Plane Iron
H1616				H1794	910-5399	E	
H1617	910-5444			H1795	910-5400	E	Plane Iron
H1618	910-5445			H1796	910-5401	E	Plane Iron
H1620	910-5447			H1804	910-7808	E	
H1625	910-5448			H1806	910-7810	E	
H1627	910-5449			H1809	910-7813	E	
H1630	910-5453			H1811	910-7815	E	
H1632	910-4698		Hammer	H1813	910-7817	E	
H1633	910-5454			H1814	910-7818	E	
H1634	910-5455			H1815	910-7819	E	
H1651	910-5463			H1817	910-5497	E	
H1652	910-5295			H1820	910-5500	E	
H1657	910-5300			H1825	910-5503	E	
H1658	910-5301			H1828	910-5507	E	
H1660	910-5303			H1829	910-5511	E	
H1682	910-5473	E		H1832	1832	E	
H1683	910-5474	E		H1833	910-5513	E	
H1691	910-5479	E		H1835	910-5514	E	
H1692	910-5480	E		H1837	910-5516	E	
H1694	910-5482	E		H1841	910-5517	E	
1701		E		H1842	910-5518	E	
1702		E		H1844	910-5520	E	
1703		E		H1846	910-5522	E	
H1705	910-5312	E		H1848	910-5523	E	
H1706	910-5313	E	Plane Iron	H1850	910-5526	E	
H1712	910-5339	E		H1851	910-5527	E	
H1713	910-5340	E	Plane Iron	H1851B	910-5529	E	
H1714	910-5373	E		H1853	910-5532	E	
H1715	910-5374	E	Plane Iron	H1854	910-5533	E	
H1716	910-5319	E		H1855	910-5534	E	
H1751	910-5341	E		H1858	910-5536	E	
H1752	910-5342	E	Plane Iron	H1859	910-5537	E	
H1753	910-5343	E	Plane Iron	H1860	910-5486	E	Pincers
H1761	910-5364	E		H1862	910-5539	E	
H1762	910-5365	E	Plane Iron	1864		E	
H1763	910-5366	E	Plane Iron	H1866	910-5543	E	
H1764	910-5367	E	Plane Iron	H1868	910-5544	E	
H1765	910-5368	E	Plane Iron	H1870	910-5546	E	

Class B.11.D—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*	*Old Pattern No.*	*New Pattern No.*	*New Part of B.11.*	*New Description.*
H1871	910-5547	E		7588		E	
2391		E		7589		E	
2392		E		8061			
2393				8090		E	
2394				8115			
2395				8119			
3630A				8120			
3872				8121			
3873				8127		E	
3876				8128		E	
4019				8129		E	
4130				10087			
4131				10088			
4266				10089			
4267				10090			
4268				10091			
4573		E		10092			
4594				10093			
4658				10094			
4694				10095			
4721			Flexible Lead	10096			
4722			Flexible Lead	10100			
4927				10101			
4928				10102			
4930				10103			
5020				10106		E	
5020A				10198			
5078				12938		E	
5079		G	Spanner	12939		E	
H5321	910-4676			12940		E	
5621				12941		E	
5622				12942		E	
5972		E		12943		E	
6330				14349			
6331				14362			
6332				14534			
6333				14535			
6334				14618			
6335				14619			
6336				14620			
6337				14625			
6338				14638			
6339				14639			
6340				21075		E	
6341				21076		E	
6342				100086	910-0086		
6343				100087	910-0087		
6344				100088	910-0088		
7587				100089	910-0089		
				100090	910-0090		

Class B.11.E.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*	*Old Pattern No.*	*New Pattern No.*	*New Part of B.11.*	*New Description.*
X28		G		H1955	910-5598		
32		G		H1956	910-5599		
38		G		H1960	910-5606		
X73		G		H1961	910-5607		
X89		G		H1971	910-5613		
X91		G		H1972	910-5614		
142A		G		H1977	1977		
143		G		H1979	1979		
144		G		H1981	1981		
161		G		H1983	1983		
164		G		H1985	1985		
A924		G		H1987	1987		
1103				H1989	1989		
1104				H1990	1990		
A1717B		G		H1991	1991		
A1765		G		H1992	1992		
H1873	910-5548			H1993	1993		
H1877	1877			H1994	910-5617		
H1880A	1880A			H1994A	910-5627	C	Die
H1881	1881			H1996	910-5619		
H1882	1882			H1996A	910-5629	C	Die
H1893	910-5564			H1998	910-5621		
H1912	910-5551			H1998A	910-5631	C	Die
H1913	910-5577			H1999	910-5622		
H1914	910-5578			H1999A	910-5632	C	Die
H1915	910-5579			H2001	910-5624		
H1916	910-5580			H2001A	910-5634	C	Die
H1917	910-5581			H2003	910-5626		
H1918	910-5582			H2003A	910-5636	C	Die
H1919	1919			H2017	910-5654		
H1926	1926			H2019	910-5656		
H1927	1927			H2020	910-5657		
H1928	1928			H2027	910-5666		
H1929	1929			H2028	910-5667		
H1930	1930			H2030	910-5669		
H1931	1931			H2031	910-5670		
H1932	910-5583			H2032	910-5671		
H1934	910-5585			H2034	910-5673		
H1935	1935			H2035	910-5675		
H1937	910-5587			H2036	910-5677		
H1938	1938			H2037	910-5678		
H1940	910-5589			H2038	910-5679		
H1943	1943			2089		G	
H1944	910-5592			H2102	910-5695		
H1945	910-5593			H2106	910-5699		
H1946	910-5594			H2107	910-5700		
H1947	1947			A2108		G	
H1953	910-5596			H2108	910-5701		
H1954	910-5597			H2109	910-5702		

Class B.11.E—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*	*Old Pattern No.*	*New Pattern No.*	*New Part of B.11.*	*New Description.*
H2111	910-5706			H2224	910-5824	F	
H2122	2122			H2226	910-5826	F	
H2124	910-5718			H2227	910-5827	F	
H2126	910-5720			H2228	910-5828	F	
H2128	910-5721			A2229		G	
H2129	910-5722			H2229	910-5829	F	
H2131	910-5723			A2230		G	
A2132		G		H2230A	910-5831	F	
H2132	910-5725			A2231		G	
H2133	910-5726			H2231	910-5832	F	
H2134	910-5727			H2233	910-5835	F	
H2137	910-5729			H2249	910-5837	F	
A2148		G		H2250	910-5838	F	
A2150		G		H2251	910-5839	F	
H2163	910-5735	F		H2252	910-5840	F	
H2164	910-5736	F		H2254	910-5842	F	
H2167	910-5739	F		H2256	910-5844	F	
A2168		G		2257		G	
H2170	910-5744	F	Saw Frame	H2257	910-5845	F	
H2172	910-5745	F	Saw Blade	H2259	2259	F	
H2173	910-5746	F	Saw Frame	H2260	2260	F	
H2186	910-5780	F		H2262	2262	F	
H2187	910-5781	F		H2263	2263	F	
H2189	2189	F		H2265	2265	F	
2191		F	Saw Blade	H2269	910-5848	F	
H2192	910-5782	F		H2270	910-5849	F	
H2194	910-5785	F	Saw Blade	H2271	910-5850	F	
H2195	910-5786	F	Saw Blade	H2272	910-5851	F	
H2196	910-5787	F	Saw Blade	H2273	910-5852	F	
2197		F		H2277	910-5855	F	
H2198	910-5789	F		H2278	910-5857	F	
2200		G		H2279	910-5858	F	
H2200	910-5792	F		H2281	910-5860	F	
2201		G		H2282	910-5861	F	
H2201	910-5794	F	Saw Blade	H2284	910-5863	F	
2202		G		H2287	910-5868	F	
2203		G		H2293	2293	F	
H2203	910-5796	F	Saw Blade	H2294	2294	F	
H2206	910-5798	F		H2296	2296	F	
H2208	910-5800	F	Saw Blade	H2297	2297	F	
H2309	910-5889	D	Knife	2308		G	
H2211	910-5802	F		H2308	910-5887	F	
H2214	910-5805	F		2309		G	
H2215	910-5806	F		H2310	910-5890	D	Knife
H2218	910-5818	F		H2311	910-5891	F	
H2219	910-5819	F		2312		G	
H2220	910-5820	F		H2315	2315	F	
H2222	910-5822	F		H2316	910-5893	F	
H2223	910-5823	F		H2318	910-5906	F	

Class B.11.E—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*	*Old Pattern No.*	*New Pattern No.*	*New Part of B.11.*	*New Description.*
A2319		G		H2418	910-5954	G	
H2319	910-5907	F		H2419	910-5955	G	
A2320		G		H2420	910-5956	G	
A2321		G		H2421	910-5957	G	
H2321	910-5911	F		H2433	2433	G	
H2324	910-5915	F		H2435	2435	G	
H2328	910-5916	F		H2437	2437	G	
H2334	2334	F		H2438	2438	G	
2339		G		H2439	910-6175	G	
H2339	910-5920	F	Scissors	H2440	910-6176	G	
H2341	910-5922	F	Snips	H2455	2455	G	
H2345	910-5928	F	Snips	H2456	2456	G	
H2349	910-5932	F	Snips	H2457	2457	G	
H2349B	910-5926	F	Trimmers	H2458	2458	G	
H2353	910-5934	F		H2459	2459	G	
H2355	910-5937	F		H2460	2460	G	
H2357	910-5938	F		A2460		G	
H2360	910-5940	F		H2461	2461	G	
H2361	910-5941	F		A2478		G	
H2364	910-5946	F		H2470	2470	G	
H2365	910-7867	F		H2472	2472	G	
H2366	910-7868	F		H2474	2474	G	
H2367	910-7869	F		A2477		G	
H2368	910-7870	F		H2477	2477	G	
H2369	910-7871	F		H2478	2478	G	
H2370	910-7872	F		H2481A	2481A	G	
H2371	910-7873	F		H2501	2501	G	
H2372	910-7874	F		H2502	2502	G	
H2373	910-7875	F		A2636		G	
H2374	910-7876	F		A2695		G	
H2375	910-7877	F		A2696		G	
H2376	910-7832	F		2714		G	
H2377	910-7833	F		2715		G	
H2378	910-7834	F		2802		G	
H2379	910-7835	F		2809		G	
H2380	910-7836	F		2813		G	
H2381	910-7837	F		2815		G	
H2382	910-7838	F		3219		G	
H2383	910-7839	F		3221		G	
H2384	910-7840	F		3408		G	
H2385	910-7841	F		A3604		G	
H2386	910-7842	F		3634		F	
A2390		G		3744		G	
A2391		G		3745		G	
H2405	2405	F		3746		G	
H2407	2407	F		3747		G	
H2410	2410	F		H4157	910-5864	F	
A2410		G		H4158	910-5865	F	
H2411	910-5949	F		H4300	4300	G	

Class B.11.E—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*	*Old Pattern No.*	*New Pattern No.*	*New Part of B.11.*	*New Description.*
H4301	4301	G		H4512	910-6384	G	
H4302	4302	G		H4513	910-6385	G	
H4303	4303	G		H4522A	910-6386	G	
H4304	4304	G		H4523A	910-6387	G	
H4305	4305	G		H4524A	910-6388	G	
4335		F	Saw Blade	H4525A	910-6389	G	
4338		F	Saw Blade	H4526	910-6391	G	
4339		F	Saw Blade	H4526A	910-6390	G	
H4390	910-6302	G		H4528	910-6393	G	
H4415	910-6315	G		H4529	910-6394	G	
H4416	910-6316	G		H4531	910-6396	G	
H4417	910-6317	G		H4532	910-6397	G	
H4419	910-6318	G		H4533	910-6398	G	
H4421	910-6320	G		H4539	910-6399	G	
H4422	910-6321	G		H4540	910-6400	G	
H4424	910-6323	G		H4541	910-6401	G	
H4425	910-6324	G		H4542	910-6403	G	
H4426	910-6325	G		H4551	910-6312	G	
H4429	910-6329	G		H4552	910-6313	G	
H4430	910-6330	G		H4554	910-6327	G	
H4431	910-6331	G		H4555	910-6328	G	
H4432	910-6333	G		H4557	910-6336	G	
H4433	910-6334	G		H4559	910-6340	G	
H4434	910-6335	G		H4560	910-4267	G	
H4435	910-6337	G		H4562	910-4269	G	
H4436	910-6338	G		H4563	910-4270	G	
H4437	910-6339	G		H4564	910-4271	G	
H4438	910-6341	G		H4566	910-4273	G	
H4439	910-6342	G		4676		G	
H4440	910-6343	G		4677		G	
H4453	910-6354	G		4678		G	
H4454	910-6355	G		4679		G	
H4455	910-6356	G		4840			
H4456	910-6357	G		4842			
H4457	910-6358	G		4843			
H4458	910-6359	G		4844			
H4476	910-6362	G		4845			
H4477	910-6363	G		4846			
H4479	910-6364	G		4847			
H4480	910-6365	G		4849			
H4481	910-6366	G		4851			
H4483	910-6368	G		4852			
H4502	910-6374	G		4853			
H4503	910-6375	G		4854			
H4505	910-6377	G		4855			
H4506	910-6378	G		4856			
H4508	910-6380	G		4857			
H4509	910-6381	G		4858			
H4511	910-6383	G		4859			

Class B.11.E—continued.

Old Pattern No.	New Pattern No.	New Part of B.11.	New Description.	Old Pattern No.	New Pattern No.	New Part of B.11.	New Description.
4860				H5208	910-5970	G	
4861				H5210	910-5972	G	
4862				H5212	910-5974	G	
4863				H5213	910-5975	G	
4864				H5214	910-5976	G	
4865				H5216	910-5978	G	
4866				H5217	910-5979	G	
4867				H5218	910-5980	G	
4883				H5219	910-5981	G	
4884				H5220	910-5982	G	
4885				H5221	910-5983	G	
4886				H5223	910-5985	G	
4887				H5224	910-5986	G	
4888				H5225	910-5987	G	
4889				H5226	910-5988	G	
H5001	910-5747	F	Saw Frame	H5227	910-5989	G	
H5002	910-5748	F	Saw Blade	H5232	910-5996	G	
H5030	910-6177	G		H5235	910-5999	G	
H5031	910-6178	G		H5236	910-6000	G	
H5032	910-6179	G		H5237	910-6001	G	
H5033	910-6180	G		H5238	910-6002	G	
H5034	910-6181	G		H5239	910-6003	G	
H5035	910-6182	G		H5241	910-6005	G	
H5093	910-5750	F	Saw Blade	H5243	910-6007	G	
H5094	910-5751	F	Saw Blade	H5244	910-6008	G	
H5095	910-5752	F	Saw Blade	H5245	910-6009	G	
H5096	910-5753	F	Saw Blade	H5246	910-6010	G	
H5097	910-5754	F	Saw Blade	H5247	910-6011	G	
H5098	910-5755	F	Saw Blade	H5248	910-6012	G	
H5100	910-5757	F	Saw Blade	H5249	910-6013	G	
H5101	910-5758	F	Saw Blade	H5250	910-6014	G	
H5102	910-5759	F	Saw Blade	H5251	910-6015	G	
5149		G		H5253	910-6017	G	
H5151	910-7878	F		H5254	910-6018	G	
H5152	910-7879	F		H5255	910-6019	G	
H5153	910-7880	F		H5257	910-6041	G	
H5154	910-7881	F		H5259	910-6043	G	
H5155	910-7882	F		H5261	910-6045	G	
H5156	910-7883	F		H5263	910-6047	G	
H5157	910-7884	F		H5264	910-6048	G	
H5158	910-7885	F		H5265	910-6049	G	
H5159	910-7886	F		H5267	910-6051	G	
H5160	910-7887	F		H5269	910-6053	G	
H5188	910-5870	F		H5271	910-6055	G	
H5194	910-5876	F		H5272	910-6056	G	
H5196	910-5878	F		H5273	910-6184	G	
H5202	910-5884	F		H5274	910-6185	G	
H5206	910-5968	G		H5275	910-6186	G	
H5207	910-5969	G		H5276	910-6187	G	

Class B.11.E—continued.

Old Pattern No.	New Pattern No.	New Part of B.11.	New Description.	Old Pattern No.	New Pattern No.	New Part of B.11.	New Description.
H5277	910-6188	G		H5454	910-6022	G	
H5278	910-6189	G		H5455	910-6023	G	
H5279	910-6190	G		H5457	910-6025	G	
H5281	910-6210	G		H5458	910-6026	G	
H5282	910-6211	G		H5459	910-6027	G	
H5283	910-6212	G		H5460	910-6028	G	
H5284	910-6213	G		H5474	910-6169	G	
H5285	910-6214	G		H5475	910-6170	G	
H5286	910-6215	G		H5476	910-6171	G	
H5287	910-6216	G		H5477	910-6172	G	
H5291	910-6228	G		H5478	910-6173	G	
H5292	910-6229	G		H5479	910-6174	G	
H5293	910-6230	G		H5489	910-6221	G	
H5294	910-6231	G		H5491	910-6223	G	
H5295	910-6232	G		H5493	910-6225	G	
H5296	910-6233	G		H5494	910-6226	G	
H5298	910-6235	G		H5495	910-6227	G	
H5299	910-6236	G		H5512	910-6402	G	
H5300	910-6237	G		H5513	910-6404	G	
H5301	910-6238	G		H5514	910-6405	G	
H5302	910-6239	G		H5540		F	Saw Blade
H5303	910-6240	G		H5541		F	Saw Blade
H5311	910-6264	G		H5542		F	Saw Blade
H5312	910-6265	G		W5839		F	
H5313	910-6266	G		W5840		F	
H5314	910-6267	G		5870		F	
H5315	910-6268	G		5887		F	
H5316	910-6269	G		6031		G	
H5317	910-6270	G		6032		G	
H5319	910-6272	G		6071		G	
H5401	910-5651			6408D		G	
H5402	910-5652			6424		G	
H5403	910-5653			6477		G	
H5404	910-7954	G		6550		G	
H5405	910-7955	G		6551		G	
H5406	910-7956	G		6654A		G	
H5408	910-7957	G		6476		G	
H5409	910-7958	G		6654		G	
H5411	910-7959	G		6908		F	
H5412	910-7960	G		6909		F	
H5414	910-7961	G		6910		F	
H5415	910-7962	G		6911		F	
H5416	910-7963	G		6912		F	
H5417	910-7964	G		7132		G	
H5418	910-7965	G		7371		G	
H5427	910-7966	G		7385		G	
H5428	910-7967	G		7413		G	
H5429	910-7968	G		7414		G	
H5453	910-6021	G		7471		G	

Class B.11.E—continued.

Old Pattern No.	New Pattern No.	New Part of B.11.	New Description.	Old Pattern No.	New Pattern No.	New Part of B.11.	New Description.
7590				10110	910-9952		
7597		G		10111	910-9953		
7598		G		10112	910-9954		
7608		G		10113	910-9955		
7609		G		10114	910-9956		
7675		G		10115	910-9957		
7732		G		10116	910-9958		
7733		G		10117	910-9959		
7734		G		10118	910-9960		
7735		G		10119	910-9961		
8026		G		10120	910-9962		
8066		G		10121	910-9963		
8085		F		10122	910-9964		
9396				10123	910-9965		
9397				10124	910-9966		
9398				10125	910-9967		
9399				10126	910-9968		
9400				10127	910-9969		
9401				10128	910-9970		
9402				10129	910-9971		
9403				10130			
9404				10131	910-9972		
9405				10132	910-9973		
9406				10133	910-9974		
9407				10134	910-9975		
9408				10135	910-9976		
9409				10136	910-9977		
9410				10137	910-9978		
9411				10138	910-9979		
9412				10139			
9413				10140	910-9980		
9414				10141			
9415				10142	910-9981		
9416				10143			
9417				10144	910-9982		
9418				10145	942-0318		
9419				10157	942-0332		
9420				10158			
9421				10159			
9422				12247		G	
9423				12248		G	
9424				12249			
9425				12250			
9426		F	Saw Blade	12251			
9427		F	Saw Blade	12252			
9428		F	Saw Blade	12360		G	
10107	910-9949			12361		G	
10108	910-9950			12362		G	
10109	910-9951			12363		G	

Class B.11.E—continued.

Old Pattern No.	New Pattern No.	New Part of B.11.	New Description.	Old Pattern No.	New Pattern No.	New Part of B.11.	New Description.
12364		G		13523		F	
12365		G		13524		F	
12611		G		14536		G	
12619		G		14544		G	
12621		G		14545		G	
12629		G		14578		G	
12630		G		14579		G	
12637		G		14580		G	
12912		G		14687		G	
13196				14688		G	
13197				14621		F	
13198				14622		F	Saw Blade
13199				14623		F	Saw Blade
13200				14686		F	
13201				21074		F	
13202				22232		G	
13203				22245		F	Tommy Bar
13204				22246		F	Tommy Bar
13205				22546		G	
13206				23943		G	
13207				26923		G	
13208				26924		G	
13209				26925		G	
13210				53380		G	
13211				53381		G	
13212				53382		G	
13213				53383		G	
13214				53385		G	
13215				53386		G	
13261		F		53388		F	
13520		F		56559		G	
13521		F		56672		G	
13522		F		65458		G	

Class B.11.F.

103		D	Lathe Tool	594		G	Spanner
104		D	Lathe Tool	595		G	Spanner
105	942-3046	D	Lathe Tool	W1119			
106		D	Lathe Tool	W1478		C	Assembly Tool
107		D	Lathe Tool	H2532	910-6409		
108		D	Lathe Tool	H2533	910-6410		
156			Wrench	H2535	910-6413		
171				H2536	910-6414		
199			Wrench	H2537	910-6415		
543				H2542	910-6420		
544				H2545	910-6421		
592		G	Spanner	H2545A	910-6422		
593		G	Spanner	H2546	910-6423		

Class B.11.F—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*
H2549	910–6426		
H2550	910–6427		
H2555			
H2556			
H2558			
H2559	910–6433		
H2561	910–6435		
H2563			
H2566	910–6440		
H2599	910–6465		
H2600	910–6466		
H2601	910–6467		
H2603	910–6468		
H2605	910–6470		
H2606	910–6471		
H2607	910–6472		
H2609	910–6473		
H2611	2611		
H2612	2612		
H2613	2613		
H2615	2615		
H2617	2617		
H2618	2618		
H2619	2619		
H2621	2621		
H2623	2623		
H2624	910–6476		
H2625	910–6477		
H2627	910–6478		
H2632	910–6480		
H2633	910–6481		
H2634	910–6482		
H2636	910–6483		
H2661	910–6493		
H2662	910–6494		
H2663	910–6495		
H2665	910–6496		
H2668	910–6498		
H2669	910–6499		
H2670	910–6500		
H2671	910–6501		
H2672	910–6502		
H2673	910–6503		
H2674	910–6504		
H2675	910–6505		
H2676	910–6506		
H2688	910–6507		
H2689	910–6508		
H2690	910–6509		
H2691	910–6510		
H2692	910–6511		
H2693	910–6512		
H2694	910–6513		
H2695	910–6514		
H2696	910–6515		
H2697	910–6516		
H2698	910–6517		
H2709	2709		
H2752	910–6527		
H2753	910–6528		
H2753A	910–6529		
H2754	910–6530		
H2754A	910–6531		
H2755	910–6532		
H2757	910–6534		
H2762	2762		
H2763	2763		
H2764	2764		
H2765	2765		
H2766A	2766A		
H2767A	2767A		
H2768A	2768A		
H2769A	2769A		
H2770	2770		
H2773	910–6543		
H2774	910–6544		
H2775	910–6545		
H2776	910–6546		
H2777	910–6547		
H2778	910–6548		
H2784	910–6554		
H2786	910–6556		
H2787	910–6557		
H2788	910–6558		
H2789	910–6559		
H2790	910–6560		
H2791	910–6561		
H2792	910–6562		
H2793	910–6563		
H2794	910–6564		
H2795	910–6565		
H2796	910–6566		
H2797	910–6567		
H2798	910–6568		
H2799	910–6569		
H2800	910–6570		
H2801	910–6571		

Class B.11.F—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*
H2802	2802	C	Boiler-Cleaning Tool
H2803	2803	C	Boiler Cleaning Tool
H2808	2808	C	Boiler Cleaning Tool
H2809	2809	C	Boiler Cleaning Tool
H2812	2812	C	Boiler Cleaning Tool
H2813	2813	C	Boiler Cleaning Tool
H2814	2814	C	Cable Stripping Tool
H2817	910–7769	C	Driver
H2821	910–7952	D	Knife
H2826	910–7796	D	Knurl
H2828	910–7800	D	Knurl
H2828A	910–7801	D	Knurl
H2828B	910–7802	D	Knurl
H2832	910–7707	C	Bead
H2833	910–7708	C	Bead
H2834	910–7709	C	Bead
H2835	910–7710	C	Bead
H2836	910–7711	C	Bead
H2837	910–7716	C	Boss
H2838	910–7717	C	Boss
H2839	910–7718	C	Boss
H2840	910–7725	C	Cleaner
H2841	910–7726	C	Cleaner
H2842	910–7727	C	Cleaner
H2843	910–7728	C	Cleaner
H2844	910–7729	C	Cleaner
H2848	910–7730	C	Cleaner
H2849	910–7731	C	Cleaner
H2850	910–7732	C	Cleaner
H2851	910–7733	C	Cleaner
H2860	910–7827	E	Rammer
H2861	910–7828	E	Rammer
H2862	910–7829	E	Rammer
H2863	910–7844		
H2865	910–7851		
H2867	910–7856		
H2868	910–7857		
H2872	910–7858		
H2873	910–7859		
2875		E	Plate
2876		C	Die
2877		C	Die
2878		C	Die
H2878	910–7864		
2879		C	Die
H2879	910–7865		
2880		C	Die
H2880	910–7866		
2881		E	Punch
2882		E	Punch
2883		E	Punch
H2883	910–7847		
2884		E	Punch
2885		E	Punch
H2885	910–7849		
2886			Wrench
H2887	910–7938		
H2888	910–7939		
H2889	910–7940		
H2890	910–7941		
H2892	910–7914		Spoon
H2893	910–7915		Spoon
H2894	910–7943		
H2896	910–7712	C	
H2897	910–7713	C	
H2898	910–7714	C	
H2899	2899	E	Packing Tool
H2903	2903	E	Packing Tool
H2904	2904	E	Packing Tool
H2905	2905	E	Packing Tool
H2906	2906	E	Packing Tool
H2907	2907	E	Packing Tool
H2908	910–7821	E	Punch
H2909	910–7822	E	Punch
H2910	910–7823	E	Punch
H2911	910–7824	E	Punch
H2912	910–7825	E	Punch
H2913	910–6573		Trammel
H2917	910–6572		Trammel
H2919	910–6575		
H2921	910–6577		
H2924	910–6580		
H2929	910–6585		
H2930	910–6586		
H2954	910–6589		
H2955	910–6592		
H2956	910–6593		
H2960	910–6596		
H2961	910–6597		
H2962	910–6598		
H2964	910–6599		

Class B.11.F—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*
H2967	910-6602		
H2968	910-6603		
H2969	910-6604		
H2970	910-6605		
H2974	910-6609		
H2982	910-6615		
H2983	910-6616		
H2984	910-6617		
H2985	910-6618		
H2986	910-6619		
H2988	910-6620		
H3001	910-6625		
H3002	910-6626		
H3003	910-6627		
H3015			
H3017			
H3018			
H3020	910-6633		
H3021	910-6634		
H3022	910-6635		
H3023	910-6637		
H3024	910-6638		
H3025	910-6639		
H3026	910-6640		
3028			
3030		D	Lathe Tool
3031		D	Lathe Tool
3032		D	Lathe Tool
H3032	3032		
3033		D	Lathe Tool
3034		D	Lathe Tool
3035		D	Lathe Tool
3036		D	Lathe Tool
3036A		D	Lathe Tool
3037		D	Lathe Tool
3038		D	Lathe Tool
3039		D	Lathe Tool
3040		D	Lathe Tool
4076		C	
4078		C	
4262		D	Knurl
H4264	910-6058		
H4265	910-6059		
H4266	910-6060		
H4268	910-6062		
H4269	910-6063		
H4270	910-6064		
H4271	910-6065		
H4272	910-6066		
H4273	910-6067		
H4274	910-6068		
H4275	910-6069		
H4276	910-6070		
H4276B	910-6072		
4323		D	
4324		D	
4325		D	
H4441	910-6535		
H4442	910-6536		
H4443	910-6537		
H4444	910-6539		
H4445	910-6540		
H4446	910-6541		
H4447	910-6542		
H4581	910-7721	C	Caliper
H4584	910-7773	C	Extractor
H4591	910-5299	D	Nippers
H4593	910-7830		Screwdriver
H4595	910-7934		Stake
H4596	910-7935		Stake
H4598	910-7945		Tweezers
H4599	910-7946		Tweezers
H4600	910-7947		Tweezers
H4604	910-7951		Wrench
4760			
H5040	910-6497		
H5169	910-7916		
H5170	910-7917		
H5171	910-7918		
H5172	910-7919		
H5173	910-7920		
H5174	910-7921		
H5175	910-7922		
H5176	910-7923		
H5177	910-7924		
H5178	910-7925		
5234		C	
5235		D	
5242			
5569		E	Riveting Tool
5818		E	Riveting Nut
5819		E	Riveting Nut
5821		E	Riveting Tool
5823		E	Riveting Tool
5830		E	Riveting Tool
5836		E	Riveting Tool
5850		E	Riveting Tool
5872			

Class B.11.F—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*
5906		E	Riveting Nut
5907		E	Riveting Nut
5927		E	Riveting Tool
5928		E	Riveting Tool
5929		E	Riveting Tool
5934		E	Riveting Tool
5935		E	Riveting Tool
5936		E	Riveting Tool
5937		E	Riveting Tool
5938		E	Riveting Tool
5943		E	Riveting Tool
5944		E	Riveting Tool
5973			
5976		E	Pipe
5977		E	Pipe
6239			Wrench
6447			
6449			
6450			
6451			Wrench
6459			
6596			
7581			
7585	910-6412		
7600		G	Spanner
7601		G	Spanner
7602		G	Spanner
7603			Screwdriver
7604		G	Spanner
7605		G	Spanner
7606		G	Spanner
7607			Screwdriver
7871			
7872			
7873			
7874			
7875			
7876			
7877			
7878			
7879			
8052	H5555	C	Extractor
8054	H5556	C	Extractor
8055	H5557	C	Extractor
8056	H5558	C	Extractor
8057	H5559	C	Extractor
8058	H5560	C	Extractor
8059	H5561	C	Extractor
8060	H5562	C	Extractor
8099		E	Pop Riveting Tool
8100		E	Pop Riveting Tool
8102		E	Pop Riveting Tool
8103		E	Pop Riveting Tool
8104		E	Pop Riveting Tool
8106		E	Pop Riveting Tool
8108		E	Pop Riveting Tool
8109		E	Pop Riveting Tool
8110		E	Pop Riveting Tool
8110A		E	Pop Riveting Tool
8163			
9429		D	Mirror
9430		E	Pliers
9431		C	Adjuster
9432		C	Adjuster
9433		C	Adjuster
9434		C	Adjuster
9435		C	Adjuster
9436		D	Gauge
9437		D	Gauge
9438		D	Gauge
9439		D	Gauge
9440		D	Guide
9441			Tester
9443			
10104			
10105			
10167		E	Riveting Tool
10168	5930	E	Riveting Tool
10169	5931	E	Riveting Tool
10170	6209	E	Riveting Tool
10171	5832	E	Riveting Tool
10172	5834	E	Riveting Tool
10173	5835	E	Riveting Tool
10174	5939	E	Riveting Tool
10175	5940	E	Riveting Tool
10176	5941	E	Riveting Tool
10177		E	Riveting Tool
10178	5563	E	Riveting Tool

Class B.11.F—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*
10179	5844	E	Riveting Tool
10180	5845	E	Riveting Tool
10181	5564	E	Riveting Tool
10182	5846	E	Riveting Tool
10183	5847	E	Riveting Tool
10184	5565	E	Riveting Tool
10185	5848	E	Riveting Tool
10186	5849	E	Riveting Tool
10187	5570	E	Riveting Tool
10188	5852	E	Riveting Tool
10189	5853	E	Riveting Tool
10190	5925	E	Riveting Tool
10191	5926	E	Riveting Tool
10231		C	Die
10232		C	Die
10233		E	Punch
10237			Valve
10238			Sleeve
10239			Sleeve
10240		C	Assembly Tool
10241		C	Assembly Tool
10242		C	Assembly Tool
10243		C	Assembly Tool
10244		C	Assembly Tool
10245		C	Assembly Tool
10248			Sleeve Tool
10303		G	Spanner
10304		G	Spanner
10305		D	Gauge
10306		D	Gauge
10307		D	Gauge
10308		D	Gauge
10309			Tweezers
12162		C	Die
12163		C	Die
12164		C	Die
12165		C	Die
12166		E	Punch
12167		E	Punch
12185		D	Ferrule
12186		D	Metallic Tool
12187		E	Packing Tool
12188			Tube Driver
12189		D	Ferrule
12190		D	Metallic Tool
12191		E	Packing Tool
12192			Tube Driver
12258		D	Lawn Mower
12260		E	Reel
12261		E	Roller
12265			Screwdriver
12266		G	Spanner
12267			Trimming Tool
12268			
13252		G	Spanner
13253		D	Key
13254		G	Spanner
13255		G	Spanner
13256		G	Spanner
13257		G	Spanner
13258		G	Spanner
13259		G	Spanner
13260			Wrench
13295			Wrench
13296		G	Spanner
13297			Trimming
13298			Wrench
13299		D	Hose Clip
13545		E	Riveting Nut
14352			Screwdriver
14353			Screwdriver
14391		C	
14392		C	
14394		D	Nippers
14395		E	Pliers
14396		D	Magnet
14397			Vice
14537			
14538			
14540			Vice
14541			Vice
14556			Stripper
14565		C	Carpenter
14566		C	Box
14567			Tweezers
14568			Set
14569			Screw
14570		D	Gauge
14571		D	Key
14572		D	Gauge
14573		D	Gauge
14574			Tong Spacer
14575			Spacer
14576			Set
14577		D	Gauge
14624			Square

Class B.11.F—continued.

Old Pattern No.	*New Pattern No.*	*New Part of B.11.*	*New Description.*
14689		E	Pop Riveting Tool
14690		E	Pop Riveting Tool
14691		E	Pop Riveting Tool
14692			Tester
14694		E	Riveting Tool
53387			Tweezers
53393		C	Dowel
53394		C	Collar
53395		C	Dowel
53396		C	Dowel
59720		D	
59721		C	Core
67936		C	Extractor
67937		C	Clamping Tool
67938		C	Crimping Tool
67939		D	Gauge
67940		D	Gauge
105249	910–5249	D	Fork
105254	910–5254	D	Hoe
105255	910–5255	D	Hoe
105689	910–5689	E	Rake
105919	910–5919		Shears
106578	910–6578		Trowel
0569019		C	
0569020		C	
0569021		C	
0569022		G	Spanner
0970133		G	Spanner
0970134		D	Spanner
0970137		G	Spanner
0970140		G	Spanner
0970143			
0970203		C	Bed Plate
0970204		C	Bed Plate
0970205		C	Bed Plate
0970206		G	
0970207		G	
0970208		G	

(D.N.A.S. 4506/12/658.)

(*Navy Order* 1107 *of* 1958.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

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C.N.O.'s 428-458/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
29th May, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

RESTRICTED.

3925/59.

CONTENTS.

CONTENTS—*continued.*

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

428.—A.C.N.B.—General Messages.

Navy Order 336 of 1959 is to be amended as follows:—

(*a*) Appendix, paragraph 1, *insert*—

1955—

443 *see* I.P.I.

(*b*) Appendix, paragraph 2, *insert*—

1956—

173 *see* I.P.I.

260 *see* I.P.I.

1957—

297 *see* I.P.I.

(*c*) Appendix, paragraph 4, *amend*—

011 to read 001.

(H.N.B. 4363/11/209.)

(*Navy Order* 336 *of* 1959.)

UNCLASSIFIED.

429.—Commissioned Establishments—Nameships.

In order that jurisdiction for disciplinary purposes could be properly exercised over personnel serving in H.M.A. commissioned estabishments, it has hitherto been necessary for them to be borne on the books of one of H.M.A. ships in commission. Nameships were therefore allocated to each of these establishments.

2. With the coming into force of the U.K. Naval Discipline Act 1957 this practice is no longer necessary and will not be continued in the Royal Australian Navy. Commissioned establishments will, however, continue to bear ships' names.

3. Navy Orders 1191 of 1957 and 513 of 1958 are hereby cancelled.

(D. of P. 3211/1/223.)

(*Navy Orders* 1191 *of* 1957 *and* 513 *of* 1958.)

UNCLASSIFIED.

430.—Naval Shore Organization on the Australia Station.

Navy Order 1146 of 1958 is to be amended as follows:—

Diagram: *transfer* "Jervis Bay Air Strip" and "Beecroft Head Gunnery Range" from "N.O.I.C. Jervis Bay" to "Albatross".

(D. of P. 3031/113/42.)

(*Navy Order* 1146 *of* 1958.)

UNCLASSIFIED.

431.—Publications, Broadcasts and Public Speeches Dealing with Public Policy, Naval Matters, &c.

Prior Naval Board permission must always be obtained before the publication in the press or elsewhere, directly or indirectly, or by broadcasting, televising or public speech, of matter or information relating to the Navy, or anything of a controversial nature affecting other departments of the public service or relating to matters of public policy. No fee may be accepted without the prior approval of the Naval Board.

2. Off the Australia Station, approval for a local broadcast should be obtained from the Naval Board if time permits or, if this is not possible, from the British naval Commander-in-Chief. Approval for the text of the broadcast should be obtained from the Commander-in-Chief.

3. Officers and ratings are not to attempt to prejudice questions under investigation by the publication, anonymously or otherwise, of their opinions, and they are not to attempt to raise a discussion in public about orders, regulations or instructions issued by their superiors.

4. Officers and ratings are at all times to use discretion in speaking or writing privately of naval matters, particularly those of public policy. They will be held responsible for all statements in private correspondence and conversations which may subsequently be published in the press.

5. Permission will not generally be given for the publication of books of memoirs or reminiscences of their naval careers by authors who are still serving. Authors are advised to consult the Naval Board before embarking on the preparation of such accounts with a view to publication.

6. Matter for publication must be submitted to the Naval Board through the usual Service channels in duplicate and typescript. Captains are not to amend drafts of matter for publication nor are they to refuse to forward them for Naval Board consideration. They are to scrutinize drafts and forward any remarks they may wish to make, taking care that attention is invited to any undesirable reference to local events or personalities, the significance of which would not necessarily be apparent to the Naval Board. To avoid delay, Captains may at their discretion forward the draft and their remarks direct to the Naval Board, provided the draft does not appear objectionable or deal with current local matters or with any question with which the administrative authority is likely to be concerned. Copies of articles are not to be sent to prospective publishers before the Naval Board approves publication.

7. C.O.R. article 230 is suspended. This order will be incorporated in the new Consolidated Orders and Regulations.

(H.N.B. 4142/1/101.)

UNCLASSIFIED.

432.—Publicity for the Navy.

In this order "press" is to be read as including newspaper, radio, television, and any other agency of publicity.

2. It is important, if naval matters are to receive their share of favorable publicity and the goodwill of the press is to be preserved, that the Naval Board be informed as soon as possible of any incident or development that might interest the press. If such information is left to follow the usual channels, e.g., in reports of proceedings, it will almost certainly reach the Naval Board too late for exploitation.

3. Announcements and statements to the press are normally made by the Minister for the Navy, but unimportant unclassified items (including photographs) of purely local interest may be released at the discretion of the administrative authority concerned. *See also* Navy Order 433 of 1959, paragraph 6. Photographs which have a wider interest must be sent to the Naval Board at the earliest opportunity for Australia-wide distribution.

4. The Naval Public Relations Section at Navy Office is responsible for keeping the public in touch with the work and achievements of the Navy. The section prepares press statements, issues special articles and photographs, and arranges press representation at important naval events.

5. To supplement and assist this work, the Captain of each ship in commission and establishment is to detail an officer, normally the Intelligence Officer, to carry out the duties of Press Liaison Officer, which are—

(*a*) to guide and assist members of the Press when on board;
(*b*) to warn members against the disclosure of any Classified information which may inadvertently be disclosed to them; and
(*c*) to provide material which could be used by the Naval Public Relations Section for naval publicity.

6. *Embarkation of Members of the Press for Cruises.*—Requests from reputable press organizations for their members to embark for cruises are to be given sympathetic consideration. Approval is to be obtained as follows:—

(*a*) *Short Cruises when Overnight Accommodation is Not Required.*—To be referred to the operational authority for approval.
(*b*) *Cruises on the Australia Station when Overnight Accommodation is Required.*—To be given priority and forwarded through the administrative authority to the Naval Board for approval. This action is necessary to avoid clash with any similar arrangements made by the Naval Public Relations Section.
(*c*) *Cruises Outside the Australia Station.*—Captains of ships outside the Australia Station in company with their operational authority are to obtain approval from that authority, who is to inform the Naval Board. Captains of ships operating outside the Australia Station under the control of the Naval Board are to obtain approval from the Naval Board.

If there is insufficient time to obtain approval in accordance with the foregoing instructions, Captains are to use their discretion, informing the operational authority or the Naval Board, as appropriate, of the action taken.

7. As the early receipt of news is a matter of great importance to press organizations, messages written in H.M.A. ships by press representatives should be authorized and transmitted as soon as possible after they have been submitted for the Captain's approval. Care is to be taken that no classified information, error of fact or harmfully irresponsible statement is passed in a message. As the text of a message should not be altered without the agreement of the author, any such message should be discussed with him and if he refuses to alter it the Captain is authorized to decline to send it. No other message should be rejected even though it may contain information or comment which might be unfavorable to the Navy.

8. Navy Orders 245 of 1950, 809 of 1954 and 4 of 1958 are hereby cancelled. This order will be incorporated in the new Consolidated Orders and Regulations.

(H.N.B. 4142/1/101.)

(*Navy Orders* 245 *of* 1950, 809 *of* 1954, 4 *of* 1958 *and* 433 *of* 1959.)

UNCLASSIFIED.

433.—Reports of Occurrences Liable to Parliamentary or Press Comment.

The Naval Board is to be given the earliest possible official information of any serious accident or important occurrence which involves H.M.A. ships or members of the Navy and which may be liable to form the subject of comment in parliament or in the press (including newspaper, radio, television or any other agency of publicity). It is most important that the Naval Board be in a position to confirm or correct the press reports, to explain the naval action taken, and to ensure as far as possible that the names of any casualties do not appear in the press before official notification has been received by their next of kin.

2. Reports are always to be made of—

(*a*) Considerable damage to or loss of government property.
(*b*) A collision or grounding involving any of H.M.A. ships.
(*c*) Disciplinary matters which are likely to attract public attention.
(*d*) The despatch of any of H.M.A. ships or members of the Navy to render assistance to any civil authority.
(*e*) A disturbance on the high seas in a merchant vessel with a request to H.M.A. ships for assistance.

For instructions for reporting aircraft accidents *see Instructions for the Fleet Air Arm.*

3. The Captain is to make his report by " Priority " signal, classified if necessary addressed to the Naval Board with his administrative authority as an information addressee, quoting this order.

4. When it is impossible for a full account of any occurrence to be rendered before the facts have been thoroughly examined, it is most important that even an incomplete account be signalled at the earliest moment, followed in due course by any detailed report considered necessary.

5. Reports of accidents should state whether or not anyone was injured and, if so, whether the provisions of C.O.R. article 545 apply. On the forwarding of a subsequent detailed report, *see* C.O.R. article 545. Should the accident involve serious injury or death, notification to next-of-kin and the Naval Board should be made as directed in Navy Order 556 of 1958 in addition to the signal reporting the accident.

6. If members of the Press witness or learn of an accident or other unusual occurrence, the Captain may, after consulting his administrative authority if possible, give them sufficient factual details to prevent the publication of incorrect or distorted reports. He should tell them that if they require any other information they should seek it from the Minister for the Navy. In all other cases no information is to be given to the press.

7. Navy Order 451 of 1957 is hereby cancelled. C.O.R. Article 36 is suspended. This order will be incorporated in the new Consolidated Orders and Regulations.

(H.N.B. 4142/1/101.)

(*Navy Orders* 451 *of* 1957 *and* 556 *of* 1958.)

UNCLASSIFIED.

434.—The Defence Administration Committee.

The Defence Administration Committee consisting of the following members has been set up in the Department of Defence:—

Chairman: Secretary, Department of Defence.

Members: Permanent Heads of Service Departments and Department of Supply.

Deputy Chiefs of Staff.

Treasury Representative, when financial matters are being discussed.

Additional representatives from Defence Group of Departments as appropriate.

2. The functions of the Committee are—

(*a*) To review regularly the progress of the Defence programme and to investigate causes of bottlenecks or delays in the execution of the programme.

(*b*) To arrange and determine priorities for investigations in the Defence Group of Departments and the Armed Services of the integration or co-ordination of activities or the allocation of functions to a Department or Service on the major user principle, wherever it is considered that economies may be effected or efficiency enhanced by such measures.

(*c*) To discuss management practices of the Defence Group of Departments with a view to the introduction of more efficient methods and improved organization.

(*d*) Generally, to consider and discuss overall administrative questions of common interest, e.g., the transfer of the Defence Group to Canberra.

3. The Defence Administration Committee will report, as necessary, to the Minister for Defence.

(H.N.B. 3406/13/56.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

435.—Addresses of Members of the Naval Forces—Disclosure of.

The address, service or private, of a member of the Naval Forces may be supplied to Government or semi-Government departments but should not normally be given 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 and details of former service are not to be supplied, except to Government or semi-Government departments.

4. Navy Order 1102 of 1956 is hereby cancelled.

(H.P.B. 3471/1/2.)

(*Navy Order* 1102 *of* 1956.)

UNCLASSIFIED.

436.—Entry of Naval Artificer Apprentices into the Royal Australian Naval College.

Eligible Naval Artificer Apprentices are permitted to apply for selection as Cadet Midshipmen (Matriculation Entry) into the Royal Australian Naval College.

2. Notwithstanding trade training as Apprentices, and own preference, ex-apprentices who enter the R.A.N.C. will be selected for specialization on Naval College recommendation.

3. Should an ex-apprentice fail to meet the necessary standards required by the R.A.N.C. after entry as a Cadet Midshipman, he is, subject to recommendation by the Captain of the R.A.N.C., to be given the option of returning to H.M.A.S. NIRIMBA to continue his apprenticeship or of having his appointment terminated. Should he elect to return to H.M.A.S. NIRIMBA, he will be required to enter into an engagement, on form A.S. 55, for a period of nine years. Parental consent will be required. He will be backclassed one or two terms, dependent upon time away from his apprenticeship.

4. On confirmation as Artificer 4th Class, seniority as Acting Artificer 4th Class will be adjusted by the period of backclassing. No adjustment of rating's pay account is to be made in respect of this period.

(H.P.B. 4005/1/118.)

UNCLASSIFIED.

437.—Fleet Canteen—Jervis Bay.

The Fleet Canteen at Jervis Bay has been closed.

2. Confidential Navy Order 109 of 1958 is to be amended by deleting item 27 (*e*); Navy Order 823 of 1957 is hereby cancelled.

(D.G.S. 3238/5/353.)

(*Confidential Navy Order* 109 *of* 1958 and *Navy Order* 823 *of* 1957.)

RESTRICTED.

438.—Instructional Films and Filmstrips—S.A. 676, "The Oropesa Sweep"—Distribution.

(*A.F.O.* 2089/1958.)

Copies of the Admiralty instructional film strip, Serial No. SA.676, *The Oropesa Sweep* are being obtained and the initial distribution will be made without demand by the S.N.S.O. Sydney, on the following scale:—

H.M.A. Establishments.	*No. of Copies.*
H.M.A.S. HUON	1
H.M.A.S. LONSDALE	1
H.M.A.S. LEEUWIN	1
H.M.A.S. MORETON	1
H.M.A.S. RUSHCUTTER	1
H.M.A.S. TORRENS	1
H.M.A.S. WATSON	1

2. The strip shows the main items of the Oropesa Sweep in close-up and then shows how the sweep is streamed, measured and armed. The method of recovery is then explained, and the additional items of equipment required are shown. The strip consists of 31 frames and is in colour.

3. The strip is classified Restricted.

(D.N.A.S. 4518/62/125.)

UNCLASSIFIED.

439.—Notification of Particulars of Next-of-Kin—Procedure.

It is important that the name, relationship and address of a member's next-of-kin should be readily available in his ship or establishment and at Navy Office.

2. These particulars are to be recorded with the date (in pencil) in ships and establishments on—

(*a*) Form A.S. 224z for officers; and

(*b*) Form A.S. 224z and page 1 of the Certificate of Service for ratings.

3. Changes of particulars of the next-of-kin are to be reported to Navy Office on form A.S. 537.

4. Form A.S. 537 is to be completed on the following occasions:—

(*a*) On first entry, or re-entry into the Service.

(*b*) Whenever any alteration occurs in the particulars of a member's next-of-kin.

(*c*) On the last pay day in May of each year by all officers and ratings borne for pay.

5. When forms A.S. 537 have been prepared, the details on forms A.S. 224z and Certificates of Service should be checked and amended as necessary in pencil. The date of any alteration is also to be inserted in pencil. Forms A.S. 537 are then to be forwarded to the Secretary, Department of the Navy, Melbourne.

6. Tenders or ships not carrying ratings' Certificates of Service are to prepare form A.S. 537 in duplicate and forward one copy to the parent ship. Forms A.S. 537 prepared on the occasions named in paragraph 4 (*a*) and (*b*) should not be retained by the persons concerned until the next pay day, but should be handed to the appropriate authority at the earliest opportunity in order to facilitate their early despatch to Navy Office, and where necessary the parent ship.

7. When forms A.S. 537 prepared on the occasions referred to in paragraph 4 (*c*) are being forwarded to Navy Office, they are to be accompanied by a certificate that all officers and ratings borne have completed the form. The forms are to be arranged alphabetically and despatched in a sealed envelope labelled "Forms A.S. 537".

8. Forms A.S. 537 are to be prepared in duplicate for members of other Commonwealth Naval Forces, the duplicate being sent direct to the headquarters of the Service to which the member belongs.

9. In the event of an officer or rating being absent on the occasion referred to in paragraph 4 (*c*), the particulars are to be inserted on form A.S. 537 from form A.S. 224z. Ratings' Certificates of Service are also to be checked. These particulars are to be verified or corrected as soon as possible by inquiring of the officer or rating concerned. If any change is involved a fresh form is to be rendered.

10. The procedure for W.R.A.N.S. officers and ratings is to be in accordance with the foregoing.

11. When members of the Army or Air Force are serving in, or attached to H.M.A. ships or establishments, they should on arrival be required to complete form A.S. 537 in duplicate, the particulars being noted on form A.S. 224z. One copy of form A.S. 537 is then to be forwarded to Navy Office and the other to the Department of Army or Air as appropriate.

12. For the purposes of this order "next-of-kin" means the wife, other relative or close friend whom a member would wish to be informed in case of his death or serious illness.

13. This order will be reprinted for posting on Notice Boards.

14. Navy Order 328 of 1957 is hereby cancelled.

(H.P.B. 4014/21/73.)

(*Navy Order* 328 *of* 1957.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

440.—Wireless—A.C. Power Supply Outfits D.R.D. and D.T.C.—Control Boards, Patterns W.6434/A/B and 66607/A/B—(Class F, Group 1A, Part 1).

(*A.F.O.* 712/1959.)

The modifications detailed in Navy Order 675 of 1958 apply only to Control Boards, pattern 66607A and not to pattern 66607.

2. In future, Control Boards, pattern 66607/B, are to be demanded for all services requiring replacements for pattern W.6434/A/B.

3. Control Boards, pattern W.6434/A/B, are hereby declared obsolescent and are no longer to be issued except for conversion to pattern 66607.

4. Admiralty has advised that revisions to the relevant " E " lists and installation specification will be issued in due course.

(D.E.E. 4519/11/1784.)

(*Navy Order 675 of* 1958.)

UNCLASSIFIED.

441.—Junction Boxes—A.P. 25008 and 25012—Defects.

(*A.F.O.* 535/1959.)

An R.N. rating replacing the fuse in an A.P. 25012 junction box accidentally short circuited the bus bars with it, thus injuring himself and causing considerable damage.

2. A.P. 25008 junction box is of similar design and it has been decided that a barrier be fitted to all A.Ps. 25008 and 25012 junction boxes at present fitted in H.M.A. ships with a view to preventing a recurrence of this accident. The method of fitting the barriers is shown on drawings D.E.E. 37028 and 37029.

3. The barriers are to be manufactured and fitted by ships' staff, where practicable. Where the work is beyond the capacity of ships' staff it is to be dealt with under defect list procedure.

(D.E.E. 4518/14/195.)

UNCLASSIFIED.

442.—Sperry Minor Gyro Compass Battery.

Pattern 14090 cells, at present fitted in the Sperry Minor Gyro Compass battery are now obsolete and are to be replaced by pattern 5503 cells when the battery becomes defective.

2. As pattern 5503 cells have larger dimensions than those fitted, the existing battery box will require modification when pattern 5503 cells are fitted.

3. When replacement of the battery becomes necessary, ships concerned are to include an item in their main defect list worded as follows:—

" To replace the pattern 14090 cells in the Sperry Minor Compass battery with pattern 5503 cells, also modify the battery box to accommodate the cells and give ready access for S.G. readings.".

(D.E.E. 4280/10/479.)

RESTRICTED.

443.—F.P.S., Marks 2 and 3 G.R.U.S., Mark 2—Effect of Heavy Rolling—Amendments to Drill.

(*A.F.O.* 537/1959.)

From consideration of reports received consequent upon the issue of Navy Order 429 of 1957, it has been decided that the drill at the F.P.S. Marks 2 and 3, under conditions of heavy rolling should be as follows:—

(*a*) Under very severe weather conditions, when the level angle correction exceeds the depression limit of the G.R.U.S., mark 2, the line of sight will be thrown off the target in elevation. The " throw-off " occurs very distinctly in the vicinity of the end of roll position and is easily recognized.

(*b*) When this " throw-off " occurs the Director Layer should continue to keep his trigger pressed and make no attempt to correct the point of aim by Trimmer. He should report " Director on depression limit " and if the guns fire while the sight line is off the target he should report " Bad Shot High ".

(*c*) When the report " Director on depression limit " is received at the T.S., a request should be made to the Command for a change of course to reduce the level angle, if possible.

2. Navy Order 429 of 1957 is hereby cancelled.

(D.T.S.R. 3386/111/23.)

(*Navy Order* 429 *of* 1957.)

UNCLASSIFIED.

444.—Naval Armament Store Accounting—Instructional Course for Accounting Officers.

Accounting for naval armament stores in ships not carrying qualified G. or T.A.S. S.D. List Officers has not been satisfactory. This is considered to be largely due to lack of training in store accounting and where unqualified officers are either keeping these accounts or are to take them over, Commanding Officers are to arrange for the officers concerned to be given instruction in naval armament store accounting by either the Armament Accounts Inspecting Officer, Sydney, or Officer-in-Charge, Gunnery School, Flinders Naval Depot.

(D.O.U.W. 4426/6/127.)

UNCLASSIFIED.

445.—Diving—S.S.B.A. and C.A.B.A.—Demand Valves.

Recent reports indicate that the combined type of full face mask demand valve is generally unsatisfactory and pending redesign of the face mask, the separate mouthpiece demand valve patt. C.A.2-D, as supplied with the C.A.B.A. may if desired, be used in lieu.

2. As the check strap is the safety factor against the loss of the patt. C.A.2-D mouthpiece underwater, especially by an unconscious diver, particular attention must be given to the correct fitting of the strap and the drill given in paragraph 3 is to be observed.

3. Fit the mouthpiece by gripping the rubber teats between the teeth and closing the lips firmly over the flap. When the mouthpiece is comfortable fit the face mask and turn on the air supply. Now pass the check strap around the head and make fast the clip on the right-hand side of the strap. Finally pull the loose end of the strap through the adjusting buckle on the left-hand side, making sure that the strap is sufficiently tautened to prevent the mouthpiece from falling away when the head is moved vigorously with the teeth and lips relaxed.

4. Except in an emergency, the patt. C.A.2–D, demand valve should not be worn with the patt. 3380 swim suit with the C type hood.

(D.O.U.W. 4512/50/570.)

UNCLASSIFIED.

446.—Mine Countermeasures—Preparing Wire Sweeps.

(*A.F.O.* 954/1959.)

An accident occurred recently in a coastal minesweeper in the R.N. when the Otters were being hung over the stern preparatory to sweeping. The sweep wire drum was disconnected with the brake " off " at the time and the Otter entered the water and took charge.

2. The instructions in B.R. 1822, Vol. I., Chapter IV., paragraphs 9–12, should always be followed.

(D.O.U.W. 4431/40/8.)

UNCLASSIFIED.

447.—Aircraft—General—Paint " Rockfast " Bullet-tipping for Target Marking—Introduction—Ink, Lithographic—Withdrawal.

(*A.F.O's.* 1600/1956 *and* 1455/1958.)

Paint " Rockfast ", bullet-tipping, is hereby introduced into the R.A.N. for use in H.M.A.S. MELBOURNE and H.M.A.S. ALBATROSS. This paint is to be applied by the user to the tips of 20 mm. Hispano ball cartridges to be used in air-to-air practice firings against banner or drogue targets. To distinguish the results of the shoots of different aircraft engaged in a practice, the paint will be available in three colours, viz.:—

KY.006 Paint, blue, bullet-tipping.
KY.019 Paint, green, bullet-tipping.
KY.045 Paint, red, bullet-tipping.

2. These paints supersede the following lithographic inks, previously dealt with as Naval Stores (Air) under Section 33c of the R.A.F. Vocabulary:—

Reference.	*Description.*
33C/736	Ink, lithographic, blue.
33C/737	Ink, lithographic, green.
33C/738	Ink, lithographic, red.

When initial supply of the paints has been made without demand by the Superintending Armament Supply Officer, Sydney, any stocks of the above inks held on board should be returned to Air Store Depot for disposal in the normal manner.

3. The paint will be supplied in 1-gallon tins, and has a store life of two years.

4. Allowances will be as follows:—

H.M.A.S. MELBOURNE .. 1 gallon of each colour.
H.M.A.S. ALBATROSS .. 2 gallons of each colour per annum.

5. For the purpose of painting of ammunition, satisfactory results have been obtained by using a wooden masking box to take 60 rounds and spray painting with three coats of bullet-tipping paint from a distance of 6 inches at a temperature of 50° F. (*See* Navy Order Diagram Issue 6/59.) Cartridges pre-painted with this paint remain effective for up to six months after painting.

(D.O.U.W. 4442/25/124.)

UNCLASSIFIED.

448.—Naval Stores (Accounting)—Forms A.S. 156/Y and A.S. 1091/Y—Registration and Bundling.

Under current procedure, forms A.S. 156/Y and A.S. 1091/Y are registered on forms A.S. 155Y and bundled in monthly bundles, forms covering permanent and consumable items being bundled separately.

2. It has been brought to notice that, although the insertion of the bundle date against each voucher in the form A.S. 155/Y is a minor task, the cumulative effort in large ships and establishments is considerable.

3. Where warranted by the number of forms dealt with and at the discretion of the Supply Officer, registration of forms A.S. 156/Y and A.S. 1091/Y on forms A.S. 155Y may be discontinued and the following procedure introduced in lieu:—

(*a*) A manuscript record of books of forms A.S. 156/Y and A.S. 1091/Y on issue is to be maintained by the Supply Officer in the following form:—

Voucher No.	*Department, &c.*	*Book Completed.*
901–1000	T.A.S.	.. (Initials of person carrying out check. *See* (*c*) below.)

(*b*) After posting to the ledgers, copies no. 1 of the forms are to be bundled by types of vouchers, in numerical sequence under departments, irrespective of class and group or whether permanent or consumable.

(*c*) When a new book is issued, the completed bundle of no. 1 copies is to be checked to ensure that all vouchers have been brought to account, any omissions investigated, and the manuscript record (*see* (*a*) above) completed.

(*d*) The completed bundle of no. 1 copies is then to be divided into permanent and consumable, by months and placed in the relevant monthly bundles.

4. Adoption of the foregoing procedure will render "marrying" of vouchers impracticable and similarly it will not be possible to attach vouchers to "Summaries of Issue Vouchers" forms A.S. 156Z. In either of these circumstances the vouchers are to be cross-referenced by the impression of a rubber stamp, as follows:—

NOT FOR LEDGER ACTION	SEE	*A.S.* 156/*Y*..... *A.S.* 1091/*Y*..... *A.S.* 134..... *A.S.* 331..... *A.S.* 156Z.....

after completion of the voucher number particulars in the rubber stamp impression, and initialling by the rating concerned, the vouchers are to be bundled as indicated in 3 (*b*).

(D.N.A.S. 4501/6/106.)

UNCLASSIFIED.

449.—Naval Stores (Air)—R.A.F. Vocabulary Sections 28F and 28W—Introduction of Joint Service Catalogue Numbers.

(*A.F.O.* 961/1959.)

The undermentioned reference numbers under Sections 28F and 28W of the R.A.F. Vocabulary have been replaced by the Joint Service Catalogue Numbers shown.

2. Stocks and records are to be adjusted accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with paragraph 8 of Navy Order 1107 of 1958.

Old Stores Reference.	*New Stores Reference.*
Section 28F.	*Section* 28F.
10146	1000161
Section 28W.	*Section* 28W.
16508	9480983
16509	9480982

(D.N.A.S. 4404/15/1076.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

450.—Naval Stores (General) (Class B, Group 2D)—Nuts, Self-Locking, "Pinnacle" and "Nyloc" Type P—Introduction for Use with Machinery Services.

(*A.F.O.* 1757/1958.)

Admiralty trials have shown that the use of self-locking nuts helps to reduce the maintenance effort required on keeps and fastenings, particularly in positions subject to vibration or to which access is difficult. As no adjustment is required to line up split pin holes they are simpler to use than the conventional castle or slotted nut.

2. The self-locking nuts mainly used in machinery services are the fibre Nyloc or Pinnacle types all manufactured by Messrs. Simmonds Aerocessories Ltd. The fibre and Nyloc types have fibre and nylon inserts respectively in recesses in the tops of the nuts and are interchangeable. The Nyloc is an improvement on and is supplanting the fibre; it is suitable for all applications except those where it would be subject to temperatures over 100° C. The Pinnacle nut has a metal diaphragm incorporated in the top and is suitable for all applications except those where it would be in contact with sea water.

3. There is no objection to the use of Nyloc P or Pinnacle P nuts in new applications subject to the conditions in paragraph 2 and provided the bolt or stud is sufficiently long for at least one thread to protrude through the nylon insert or metal diaphragm. They are not to be used in positions where the slacking back of one nut could result in failure of the equipment concerned.

4. Both types of nuts may be used a number of times before there is any appreciable reduction in their efficiency and should show an appreciable resistance to tightening when the insert or diaphragm comes in contact with the male thread. Any nut that shows signs of heavy usage (i.e., bruising of the corners), tearing of the nylon insert or apparent falling-off of efficiency, should be renewed.

5. Arrangements will be made for Naval Store Depots to provide initial stocks of the nuts detailed in the appendix. Admiralty will add the items to the Rate Book and Authorized List of Naval Stores under Class B, Group 2 (*d*). The accounting classification is consumable.

APPENDIX.

Class B, Group 2D.

Nuts, Stiff, B.S.F. "P" Steel, Hexagonal, Nylon Insert, Standard (Simmonds "Nyloc") as finished.

Joint Service Catalogue Group, Class 5310.

		Dia.
948–2050	.. .. ..	$\frac{1}{4}$-in.
948–2051	.. .. ..	$\frac{5}{16}$-in.
948–2052	.. .. ..	$\frac{3}{8}$-in.
948–2053	.. .. ..	$\frac{7}{16}$-in.
948–2054	.. .. ..	$\frac{1}{2}$-in.
948–2055	.. .. ..	$\frac{5}{8}$-in.
948–2056	.. .. ..	$\frac{3}{4}$-in.
948–2057	.. .. ..	$\frac{7}{8}$-in.
948–2058	.. .. ..	1-in.
948–2059	.. .. ..	$1\frac{1}{8}$-in.
948–2060	.. .. ..	$1\frac{1}{4}$-in.
948–2061	.. .. ..	$1\frac{3}{8}$-in.
948–2062	.. .. ..	$1\frac{1}{2}$-in.

APPENDIX—*continued.*

Nuts, Stiff, B.S.F. "P" Steel, Hexagonal, All Metal, Standard (Simmonds "Pinnacle"), as finished.

Joint Service Catalogue Group, Class 5310.

	Dia.
948–2063	¼-in.
948–2064	5/16-in.
948–2065	⅜-in.
948–2066	7/16-in.
948–2067	½-in.
948–2068	⅝-in.
948–2069	¾-in.
948–2070	⅞-in.
948–2071	1-in.
948–2072	1⅛-in.
948–2073	1¼-in.
948–2074	1⅜-in.
948–2075	1½-in.

Nuts, Stiff, U.N.F.2B. "P" Steel, Hexagonal, Nylon Insert, Standard (Simmonds, "Nyloc"), as finished.

Joint Service Catalogue Group, Class 5310.

	Dia.
941–3198	¼-in.
941–3199	5/16-in.
941–3304	⅜-in.
941–2029	7/16-in.
941–3305	½-in.
941–3306	⅝-in.
941–3307	¾-in.
941–3308	⅞-in.
941–3309	1-in.

Nuts, Stiff, U.N.F.2B. "P" Steel, Hexagonal, All Metal, Standard (Simmonds "Pinnacle"), as finished.

Joint Service Catalogue Group, Class 5310.

	Dia.
941–3194	¼-in.
941–3196	5/16-in.
941–3292	⅜-in.
941–2028	7/16-in.
941–3293	½-in.
941–3294	⅝-in.
941–3295	¾-in.
941–3296	⅞-in.
941–3297	1-in.

(D.N.A.S. 4505/23/117.)

UNCLASSIFIED.

451.—Naval Stores (General) (Class E, Group 2E)—Plastic Plates for Boiler Water Gauge Glass Protectors—Introduction.

(*A.F.O.* 550/1957.)

Accidents have occurred in R.N. ships fitted with boilers working at 400 lb./sq. in. due to the failure of plate protectors on boiler water level gauges when the gauge glass itself has burst.

2. A new plate for protectors has been introduced into the *Rate Book and Authorized List of Naval Stores* under Class E, Group 2E, Pattern 2990, for use on boilers with working pressure at or above 250 lb./sq. in. fitted with tubular gauge glasses and is now available at Storing Yards. The new plate is 12½-in. x 2-in. x ½-in. i.e., identical in size to the existing pattern 3336, but is of fully transparent plastic instead of toughened glass.

3. Protector plates for tubular gauge glasses on boilers with working pressures at or above 250 lb./sq. in. should be replaced by plates of the new pattern. Plates pattern 3336 no longer required should be returned to the nearest (Superintending) Naval Store Officer.

4. The new plates tend to bow slightly in service and should occasionally be reversed in their holders to minimize this effect. Slight pitting, scratching, or deposits on the plates which reduce the visibility of the gauge glasses should be removed by rubbing down with fine emery cloth and finishing with metal polish.

5. Ships drawings of boiler gauge glass mountings should be modified to show the new pattern number for the plates of the protectors.

6. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4512/24/194.)

UNCLASSIFIED.

452.—Naval Stores (General) (Class E, Groups 7B, 12 and 13)—Insecticides.

(*A.F.O.* 1933/1958.)

The various insecticides in use in the R.A.N. have been reviewed and it has been decided to delete from the range, the following patterns which are no longer required:—

Class/Group.	*Pattern.*	*Description.*
E.12	4864	D.D.T. emulsion.
E.7b	4294	Residual spray.
E.12	5873	Space spraying aerosols.
E.13	21	Powder insecticide for bakeries.

No further quantities will be provided but existing stocks should be utilized until expended.

2. Fumite D.D.T. generators, patterns 5867, 5868 and 5869 shown in the Rate Book of Naval Stores under Class E, Group 12, will not be provided in the R.A.N.

3. Provision of the following insecticides only will be made in future:—

Gammexane Emulsion Concentrate Pattern 5872 (*Class E, Group* 7 (*b*)).

4. This emulsion replaces pattern 4864 D.D.T. emulsion and pattern 4294 residual spray.

5. For residual spray purposes, Gammexane Emulsion Concentrate (15 per cent. strength) should be mixed with water in the ratio of one part emulsion to sixty parts water. (Equals 0.25 per cent. strength spray.) Spraying at greater strength is prohibited. One gallon of diluted emulsion is sufficient to spray about 2,000 sq. ft. depending on the nature of the surface. The deposit remains active for approximately two months and frequent application is therefore unnecessary.

6. Spaces are not to be occupied whilst spraying with Gammexane is in progress, or for 30 minutes thereafter. Long continued inhalation of the spray must be avoided by the operator, who should wear protective clothing, i.e., mask and gloves when working in a confined space. All protective articles must be cleansed with a detergent washing solution before being used again.

7. The diluted emulsion must not be sprayed in the vicinity of fires or naked lights. No smoking or consumption of food is to be allowed in the vicinity during the spraying operation.

8. Care should be taken that Gammexane is not allowed to come in contact with foodstuffs and cooking utensils. It can, however, be used in rooms intended for storing food if the spraying is done before the food material is taken in and if duckboards are used to keep the bags, &c., off the ground.

9. Gammexane emulsion contains a highly inflammable solvent. It must, therefore, be stowed in the inflammable store and the preparation of the diluted emulsion carried out in the absence of naked lights and smoking, and under well ventilated conditions, preferably in the open air.

10. Contact with the skin is to be avoided as far as possible and accidental splashes of spray residue should be washed off immediately with plenty of soap. The precautionary measures shown on the contractor's supply containers are to be studied and followed meticulously.

11. *Cockroach Control with Gammexane.*—A solution, prepared and used as follows, has proved completely effective in eradicating the current imago population of galley and pantry infestations of the german cockroach and the newly hatched broods for three months following treatment:—Prepare a solution (one part of the 15 per cent. concentrate to six parts of water). This solution is then painted in bands 2 inches wide, strategically placed, so that the insects must cross a band during emergence from their nesting places, e.g., a 2-in. frame around emergence cracks, or the areas behind stoves, cupboards, &c., which are difficult or impossible to thoroughly clean. An ordinary 2-in. paint brush is suitable. Protective rubber gloves are to be worn during painting. Spraying at this strength is prohibited. Precautions as in paragraph 7 are to be observed strictly. Once thoroughly dry, the paint is little affected by washing as the active principle—gamma isomer of Benzene Hexachloride—is water insoluble. Detergents will affect the insecticidal qualities and it is fat soluble.

12. Symptoms of exposure to spray are irritation of eyes, nose and throat, these disappear rapidly upon removal from further exposure. Contamination by absorption through skin or by ingestion cause dizziness, headache, nausea, tremors and muscular weakness with their associated recognition signs. First aid recommended is to remove patient to fresh air, induce vomiting if any gammexane has been swallowed, and apply artificial respiration with oxygen if respiration is slowed. Take the patient to medical aid as soon as possible.

Anti-mosquito and Anti-fly Spray Pattern 4293 (*Class E, Group* 7*b*).

13. This insecticide which contains not less than 0.3 per cent. D.D.T. and not less than 0.05 per cent. pyrethrum in kerosene, is now re-introduced particularl, for indoor use in malarious and fly troubled areas. It is effective against mosquitoes, flies and other flying insects and has an immediate knock down effect. It has minimal residual value.

14. The same precautions as for Gammexane Emulsion spray pattern 5872 are applicable.

Insect Repellent Lotion—D.M.P.—Di-methyl-phthalate pattern 485/7.

15. In the R.A.N. this item is issued from the Medical Store upon demand and on advice of the Medical Officer concerned. Navy Order 398 of 1958 is relevant. Patterns 7874 and 7875 shown in the Rate Book of Naval Stores under Class E, Group 12, will not be provided in the R.A.N.

Powder Insecticide (*A.L.* 63, *Mark* 3) *containing* 5 *per cent. D.D.T. Pattern* 1752 (*Class E, Group* 13).

16. This powder supplied in 6-oz. and 10-lb. tins is chiefly effective against pediculi. Its use against bugs is limited by the difficulty of getting contact. Where contact can be made, however, rapid eradication is effected and bedding and clothing powdered with A.L. 63 Mark 3 will remain free from infestation for a considerable period. Even where the "hideout" cannot be reached, thorough sprinkling of bedding and of crevices, &c., will ensure control of the infestation and persistence will eventually give complete eradication. A.L. 63 Mark 3, whose only active principle is D.D.T. will give a kill only after several hours.

Insecticidal Lacquer (*Class E, Group* 7*B*).

17. Navy Order 271 of 1959 refers to the introduction of this item for the control of cockroach and other insect infestation.

18. The use of the more powerful and more toxic pesticides, Dieldrin, Aldrin, Chlordane, &c., and the Phosphate esters TEPP, HETP, EPN, OMPA, Parathion, Systox, Metacide, Malathon, &c., are not permitted without prior Naval Board specific instructions and then only under rigidly controlled conditions.

19. Like pattern 12127 Liquid Insecticide Sprayer (Rega Type) (Class B, Group 10D), should be used for directional spraying of anti-mosquito and anti-fly spray pattern 4293 into confined spaces.

20. Navy Order 19 of 1956 is hereby cancelled.

(D.N.A.S. 4512/1/190.)

(*Navy Orders* 19 *of* 1956, 398 *of* 1958 *and* 271 *of* 1959.)

UNCLASSIFIED.

453.—Standards and Distinguishing Flags, Stocks Available and Permanent Allowances.

Navy Order 299 of 1959 is to be amended as follows:—

Appendix 2—

(*a*) State Governors Flag, South Australia *insert* " 1 " under allowances for N.O.I.C.S.A. for 8 Bdths. and 6 Bdths.

(*b*) State Governors Flag, Western Australia *insert* " 1 " under allowances for N.O.I.C.W.A. for 8 Bdths. and 6 Bdths.

(H.N.B. 4510/13/1430)

(*Navy Order* 299 *of* 1959.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

454.—Use of Quick Frozen Vegetables.

The following varieties of quick-frozen vegetables have been approved for use in H.M.A. ships and establishments:—

Peas, Beans, Cauliflower, Brussel Sprouts and Broccoli.

2. Period contracts are arranged for the supply of these items at Melbourne and through Royal Edward Victualling Yard at Sydney.

3. The extent to which quick-frozen vegetables may be used will depend on the cold storage space available. On receipt on board, the vegetables are to be held at normal cold storage temperature and under no circumstances is the period of storage to exceed four weeks.

4. Cool storage is not to be used for the storage of quick-frozen vegetables.

5. Should the vegetables thaw out through any cause, they should be used immediately provided they are in good condition: the refreezing of such vegetables is expressly forbidden.

(D.V. 4528/64/268.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

455.—B.R. 1597 A, B, and C—" Ports and Anchorages ".

B.R.'s 1597 A, B, and C, are now obsolete. Their contents have been embodied in Station Guide Books and other more up-to-date publications.

2. Copies are to be destroyed in accordance with the instructions contained in B.R. 1.

(D.N.A.S. 4139/13/3012.)

UNCLASSIFIED.

456.—Forms A.S. 1093X—Gummed Labels for Naval Store Stowage Boxes—Introduction.

Forms A.S. 1093X have been introduced for use when Naval stores are stowed in cartons. The forms are required mainly in establishments, but there is also a limited requirement in ships for items which cannot be stowed in cabinets.

2. Forms A.S. 1093X, white for consumable and pink for permanent stores, should be demanded from S.N.S.O., Sydney, as required.

(D.N.A.S. 3526/12/2278.)

UNCLASSIFIED.

457.—Form A.S. 3070Z—Cathodic Protection Record.

An error has been made in the printing of the abovementioned form, which should be completed and forwarded in accordance with paragraph 2 of Navy Order 189 of 1959, and not as shown at the foot of page 1 of the form.

2. Stock held by S.N.S.O., Sydney, will be suitably amended, and similar action should be taken in respect of any forms already issued to the Service.

(D.N.A.S. 3526/12/2406.)

(*Navy Order* 189 *of* 1959.)

UNCLASSIFIED.

458.—Revision of Forms.

The following forms have been revised. When stocks of the present form are exhausted, supply of these revised forms will be effected on demand.

A.S. 198.—Report on Candidate for Promotion to the Special Duties List.

A.S. 256.—Balance-sheet and Audit.

A.S. 542.—Route Order and Travelling Expense Claim.

A.S. 1031Y.—Final Payment Sheet.

A.S. 116A (Part III.) (Miscellaneous).—Articles on issue to Galleys, &c., or Clothing on Permanent Loan.

A.S. 116A (Part V.).—Permanent Articles on Issue to Wardrooms.

A.S. 1116A.—Report of Wireless Equipment Fitted.

A.S. 1118E.—Report of Terminal Telegraph Equipment Fitted.

A.S. 1297.—Application for Living Away from Home Allowance.

A.S. 2001Z.—Entertaining Allowance Application for Re-imbursement of Expenses.

N.A. 5.—Schedule for Accounts for Authorization.

(D.N.A.S. 3526/10/122.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
1st June, 1959.

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

By direction of the Naval Board.

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

RESTRICTED.

459.—Plots and Plotting—Revision of Action Information Plots, Totes and Stateboards.

The provision of plotting boards in the Action Information Organization has been under review with a view to standardizing equipment in ships as far as possible.

2. The purposes for which plotting boards will be allowed in future are described in appendix A, the types in appendix B and the layout in appendix C. According to space available stateboards may be pattern 2802 (2-ft. x 3-ft.) or pattern 2801 (15-in. x 32-in.) or two totes/stateboards may have to be combined on one pattern 2802. The type, position and use of the boards will be shown on the ship's drawings and no deviation from the number shown will be allowed without Naval Board approval.

3. Edge-lit perspex stateboards, &c., will be fitted in future in all new construction ships and ships undergoing modernization or conversion, but it is not intended to modify existing arrangements in ships in commission. Provision for the supply of items required for fitting in new construction, &c., ships, will be made at Navy Office. Demands in accordance with approved drawings should be forwarded to the appropriate (S)N.S.O.

4. The boards will be supplied blank and are not to be engraved; the columns are to be drawn in china-graph pencil according to each ship's requirements. Guidance drawings are attached as appendices to this order.

5. As investigations are still proceeding into the most efficient types of air display plots, air totes and aircraft stateboards, revised instructions concerning these items will be issued when the investigations have been completed.

Appendix A ..	.. Purposes for which boards will be provided.
Appendix B ..	.. Types of boards.
Appendix C ..	.. Diagrams 1, 2, 3, 4, 5, 6 and 7.

Appendix A.

Met. Board.—To be fitted in ships capable of controlling fighters and to be visible to the Direction Officer and Intercept Officers. The suggested marking is shown in B.R. 1982A(i), Chapter III., Figure 6.

Fleet Stateboard.—To be fitted in all ships' operations rooms and to be visible to the Command and the L.O.P.O.: also on the bridges of some ships. The suggested marking for Flag Ships and aircraft carriers is shown at appendix C, diagram 1. Other ships should conform, omitting information not required.

Ships' Callsigns and Duties Board.—To be fitted in all ships' operations rooms and to be visible to the signal desk and L.O.P.O. A second one to be fitted in all aircraft direction rooms to be visible to the D.O. and A.R.R.O. The suggested marking is shown at appendix C, diagram 2.

Radio Stateboard.—To be fitted in all ships' operations rooms and to be visible to the L.O.P.O., A/S Aircraft Control Officer and signal desk; the suggested marking is shown at appendix C, diagram 3. A second one visible to the D.O. and Intercept Officers to be fitted in carriers, and pickets for a more detailed display of aircraft communications; the suggested marking is shown at appendix C, diagram 4.

A/S Aircraft Stateboard.—To be fitted in all ships capable of controlling A/S aircraft and to be visible to the A/S Aircraft Control Officer. The suggested marking is shown at appendix C, diagram 5.

Electronic Warfare Stateboard.—To be fitted adjacent to the E.W. position in the operations room in all ships with an electronic warfare capability. The suggested marking is shown at appendix C, diagram 6.

Force Radar Jamming Indicator.—To be fitted in the A.D.R.'s of aircraft carriers; it need not be visible from the upper level. Its purpose is to display the ability of ships in a force to triangulate with bearings of radar jammers. The suggested marking is shown in appendix C, diagram 7. (A.F.O. S.10/58, *Electronic Warfare, Control, Reporting and Plotting Procedures, refers.*)

Appendix B.

Details of Stateboards.

Pattern 2801.—Stateboards 15-in. x 32-in., perspex, edge-lit.

Pattern 2802.—Stateboards 2-ft. x 3-ft., perspex, edge-lit.

Pattern 3027.—Boards, Fleet Disposition.

Pattern 2809.—A.A. Co-ordination Plot and Tote Board, perspex, edge-lit, with " M " Type Motor Pattern 9298.

Pattern 2832.—Plot, 3-ft. square surface, edge-illuminated.

Pattern 2833.—Plot, 4-ft. square surface, edge-illuminated.

Pattern 2834.—Plot, 5-ft. square surface, edge-illuminated.

Notes.

1. Plots pattern 2832, 2833 and 2834 have standard engraved bearing lines and linear range rings without the actual range markings so that they can be chosen to fit the space available and used as required to display any scale. Stocks of these plots are limited, however, and Plots patterns 828, 872 and 873 (in lieu of pattern 2832), patterns 874 and 879 (in lieu of pattern 2833) and patterns 829 and 875 (in lieu of pattern 2834) will continue to be issued where patterns 2832, 2833 and 2834 are not available.

2. Details of grid tapes, lamps and dimmer control units which are required for use with Plots patterns 2832, 2833 and 2834 are as follows:—

(*a*) *Grid Tapes* (*Class F, Group* 3)—

Pattern.	*Description.*
2844	Grid Tape, scale 10 miles to 1-in. length 22-ft. North-South.
2845	—ditto— East-West.
2846	Grid Tape, scale 5 miles to 1-in. length 40 ft., North-South.
2847	—ditto— East-West.

(*b*) *Lamps and Dimmer Control Units*—

Plot.	*Lamps.* (*Class F, Group 2A.*)	*Dimmer Control Units.* (*Class F, Group 2B*).
2832	2 No. 2-ft. 20 watt Fluorescent Lamps I.S. No. X.965325	Pattern 18998 (230V 50 cycles) or Pattern 18636 (115V 60 cycles)
2833	4 No. 18in., 15 watt Fluorescent Lamps I.S. No. X.965328	Pattern 18604 (230V 50 cycles) (2 No.) or Pattern 18642 (115V 60 cycles) (2 No.)
2834	4 No. 2-ft. 20 watt Fluorescent Lamps I.S. No. X.965325	Pattern 18998 (230V 50 cycles) (2 No.) or Pattern 18636 (115V 60 cycles) (2 No.).

APPENDIX C—DIAGRAM 1.

FLEET STATEBOARD

O.C.E.	*C. in C. FE*	OPERATIONAL SPEED	*25*
O.T.C.	*F.O.C.A.F.*	STATIONING SPEED	*18*
P.I.M.	*320/8*	ZIG ZAG NUMBER	
FLYING CO. AND SPEED	*290/15*	ZERO HOUR FOR ZIG ZAG	
SIGNALLED CO. AND SPEED		BASE COURSE	*320*
FORMATION No.	*48R*	SCREEN DIAGRAM	*RING FENCE*
FORMATION AXIS	*290*	SCREEN AXIS	*290*
FORMATION GUIDE		SCREEN COMMANDER	*VENDETTA*
SHIP.	STATION.	ESCORT	STATION
MELBOURNE	*A*	*VENDETTA*	*1*
ALBION	*B*	*VAMPIRE*	*2*
BULWARK	*C*	*VOYAGER*	*3*
ROYALIST	*D*	*ANZAC*	*4*
DISPOSITION No.		*TOBRUK*	*5*
DISPOSITION AXIS		*QUEENBOROUGH*	*6*
DISPOSITION GUIDE		*QUICKMATCH*	*7*
GROUP	STATION	*QUIBERON*	*8*
		PICKET SHIP	STATION
		YARRA	*150/100*
		PARRAMATTA	*210/100*
		AIR DEFENCE SHIP	*MELBOURNE*
		A/S AIR CONTROL SHIP	*BULWARK*
		E.W. CONTROL SHIP	*MELBOURNE*
		RADIO POLICY	*2*
		S.A.R. SHIP	*TOBRUK*
		SUNRISE	*0723H*
		SUNSET	*1745H*

FLYING STATE					
CARRIER	1	2	CB 3	4	ALLOCATED PLANEGUARD
MELBOURNE	√				
ALBION			√		
BULWARK				√	

APPENDIX C—DIAGRAM 2.

CALLSIGNS AND DUTIES

SHIP	CALLSIGN	DUTY	SHIP	CALLSIGN	DUTY
F.O.C.A.F.	*URSULA PIGMY*		*VENDETTA*	*UNIFY TALON*	*SCREEN COR*
ALBION	*NABOB SHIRLEY*	*YE (CH.3)*	*VAMPIRE*	*DETEST SOPRANO*	
MEL-BOURNE	*SOLID CLANCY*	*STANDBY YE*	*VOYAGER*	*OVATE DALTON*	*S.A.R.*
BULWARK	*STALWART TAU-RUS*	*DELTA*			
ROYALIST	*LUSTY DRUID*		*QUEEN-BOROUGH*	*SAPPHO BURLAP*	
NEW-CASTLE	*NOMAD SPOOK*		*QUICK-MATCH*	*ANGUS TADPOLE*	
			QUIBERON	*PUBLIC SQUEEZE*	
YARRA	*ROWDY DERVISH*				
PARRA-MATTA	*TADPOLE VENUS*		*TOBRUK*	*TYRANT TOR-TOISE*	
			ANZAC	*TOAST MOSES*	
C.T.G. 333	*FOXHOLE LILAC*				
C.T.G. 333.1	*OPAL QUINSY*				
C.T.G. 333.2	*BUXOM SENO-RITA*				
T.G. 333.1	*OILSKIN AGONY*				
T.G. 333.2	*MECCA SUBLIME*				

APPENDIX C—DIAGRAM 3.

RADIO STATEBOARD

TITLE	FRE-QUENCY	SHIP	AIR-CRAFT	REMARKS
C.I.P. PRIMARY	280.6	L.O.P.		ALL SHIPS
HELO PRIMARY	116.1	V.C.U. 1	L	
A.S.P. PRIMARY	143.28	V.C.U. 2	J	
DISTRESS	121.5	K.F.G. 1	D	F.V. 11
CARRIER HOMING COMMON	135.54	K.F.G. 2	B	
C.A.P. COMMON 4	105.12	K.F.G. 3	M	
C.A.P. PRIVATE 2	138.96	K.F.G. 4	E	F.V. 11
C.C.A. PRIVATE 4	100.98	K.F.G. 5	N	
C.A.P. PRIVATE 3	152.64	K.F.G. 6	FI	
C.A.P. COMMON 1	117.18	K.F.G. 7	O	JAMMED
C.A.P. COMMON 2	142.74	K.F.G. 8	X	
C.A.P. COMMON 3	102.96	K.F.G. 9	S	
A.S.P. PRIMARY	143.28	K.F.G. 10	J	
86 No. 1		K.F.G. 11		A, B, C, D
86 No. 2		K.F.G. 12		PI, G, L, T
A.S.P. SECONDARY	4763 Kc/s.			MANNED IN B.W.O.
TACTICAL PRIMARY	279.4	V.C.U. 5		
SCREEN PRIMARY	277.0	V.C.U. 6		
INTER CARRIER BRIEFING	130.68	V.C.U. 8		LOUDSPEAKER (LT.CDR.OPS.)

APPENDIX C—DIAGRAM 4.

RADIO STATEBOARD

CHAN-NEL	FRE-QUENCY	SHIP	AIRCRAFT					TITLE	JAMMED
			802	804	814	898	849		
A	141.48	86(1) A	1	1	1	1	1	NAVAL AIRFIELD CONTROL	
B	135.54	K.F.G. 2	1	1	1	1	1	CARRIER HOMING COMMON	
C	132.66	86 (1) C	1	1	1	1	1	FLYING CONTROL	
D	121.5	K.F.G. 1	2	2	2	2	2	DISTRESS	
E	138.96	K.F.G. 4	1	1	1	1	1	PRIVATE { C.A.P. C.C.A. 2	
FI	152.64	K.F.G. 6	1	1	1	1	1	PRIVATE { C.A.P. C.C.A. 3	
G	126.18	86 (2) B	1	1	1	1	1	RECCE PRIMARY	
H	142.02	V.C.U. 3	1	1	1	1	1	STRIKE COMMON	
J	143.28	K.F.G. 10	1	1	1	1	1	A.S.P. PRIMARY	
K	134.64				1			A.S.P. ALTERNATE	
X	142.74	K.F.G. 8	1	1		1	1	C.A.P. COMMON 2	
W	129.78		1	1	1	1	1	N.A.S. G.C.A.	
L	116.1	86 (2) C	2	2	2	2	2	SCENE OF ACTION	
M	105.12	K.F.G. 3	2	2		2		C.A.P. COMMON 4	
N	100.98	K.F.G. 5	2	2	2	2	2	PRIVATE C.C.A. 4	
O	117.18	K.F.G. 7	2	2	2	2	2	C.A.P. COMMON 1	✓
P	122.22				2			ACLANT A.S.P.	
PI	111.06	86 (2) A	2	2		2	2	C.A.P. PRIVATE 1	
Q	118.1		2	2	2	2	2	CIVIL AIRFIELD CONTROL	
R	117.9		2	2	2	2	2	R.A.F. COMMON	
S	102.96	K.F.G. 9	2	2	2	2	2	C.A.P. COMMON 3	
T	102.06	{ 86 (2) D V.C.U. 8	2	2	2	2	2	A.E.W. REPORTING	

APPENDIX C—DIAGRAM 5.

A/S AIRCRAFT STATEBOARD

TYPE OF AIRCRAFT	CALLSIGN	PATROL	ON PATROL	OFF PATROL	FREQUENCY	REMARKS
NEPTUNE	*DOUGHBOY LIMA (WXXM)*	*AREA PATROL*	*1000*	*1400*	*A/S PRI & 2785 Kc/s*	*FROM RICHMOND (MHQs 072015Z)*
GANNET	*ASPRO ALFA*	*7L PORT*	*1100*	*1300*	*A/S PRI*	*SHIRLEY H/F 2785 Kcs.*
GANNET	*ASPRO BRAVO*	*7L STAR*	*1100*	*1300*	*A/S PRI*	
HELICOPTER	*WINDMILL W*	*STATION A*	*1010*	*1055*	*S.A.O. PRI*	*GOBLIN C with ABIGAIL TANGO THWART AUDREY*
HELICOPTER	*WINDMILL T*	*STATION B*	*1010*	*1055*	*HELO PRI*	
HELICOPTER	*WINDMILL Z*	*STATION C*	*1010*	*1055*	*HELO PRI*	*I.F.F. U/S*

APPENDIX C—DIAGRAM 6.

ELECTRONIC WARFARE STATEBOARD

SPOT No.	FREQUENCY	FUNCTION	SHIP	EQUIPMENT
73	*4178*	*(Expected Enemy*	*TOBRUK*	*F.H. 4*
132	*6738*	*Functions of these*	*ANZAC*	*B.40*
157	*9375 ±60*	*Frequencies*	*MELBOURNE*	
275	*S BAND*	*e.g. SUBMARINE RADAR)*	*MELBOURNE*	
275	*S BAND*		*YARRA*	
157	*9375±60*		*QUIBERON*	
181	*X BAND*		*VENDETTA*	

APPENDIX C—DIAGRAM 7.

FORCE RADAR JAMMING INDICATOR

RADAR	GREEN	AMBER	RED	BLUE
METRIC				
MELBOURNE (Mcs.)	√			
ALBION (Mcs.)		√		
BULWARK (Mcs.)		√		
ROYALIST (Mcs.)		√		
YARRA (Mcs.)			√	
PARRAMATTA (Mcs.)				√
CENTIMETRIC				
ETC.				

(D.T.S.R. 4518/38/98.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

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C.N.O.'s 460-473/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
2nd June, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

RESTRICTED.

4107/59.

CONTENTS.

Section 2.

PERSONNEL.

UNCLASSIFIED.

460.—Advancement—Half-yearly Extracts of Advancement Rosters on Completion of Advancements Effective 13th February, 1959.

A supplementary list of ratings advanced on 13th February, 1959, who were not included in Navy Order 308 of 1959 is attached as the appendix to this order.

APPENDIX.

Name.	*O.N.*
Petty Officer—	
Foley, C. P.	R36114
Leading Seaman—	
McKnight, B. T.	R50164
Jacobs, R. P.	R44604
Radio Communication Supervisor—	
Dwyer V. J.	R37608
Harris, N. E.	R37383
Leading Electrical Mechanic (E)—	
Day, R. G.	R52174
Elliott, K. P.	R51153
Chief Radio Electrician—	
Innes-Ker, B.	R35024
Leading Stores Assistant (V)—	
Muller, R. L.	R50010
Leading Cook (S)—	
Smith, B. J.	R50109
Chief Naval Shipwright—	
Armour, W.	R35944
Leading Electrical Mechanic (Air)—	
Watson, R. I.	R51543
Leading Radio Electrical Mechanic (Air)—	
Rosenberg, D. J.	R51658
Howell, G. L.	R50574
Leading Wran Writer (G.D.)—	
Henderson, H. J.	R84635

(D.D.M. 4008/4/267.)

(*Navy Order* 308 *of* 1959.)

UNCLASSIFIED.

461.—Applications by Ratings of the Royal Australian Navy for Permission to Apply for Commissions in Other Armed Services.

Before a rating of the Royal Australian Navy can appear before Cadet or Officer Selection Boards of the other armed services Naval Board approval is required.

2. Agreement at departmental level is necessary before a candidate from one service is permitted to appear before an officer selection board of another service. Accordingly, applications from ratings are to be forwarded to the Naval Board with the Captain's recommendations and any remarks he may consider necessary. The recommendations should normally cover the educational ability of the man to pass an officers course and his potential qualities as an officer.

3. 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 service when he enlisted, he should remain with the one of his selection unless special circumstances arise.

4. If a rating can be released from naval service and is considered suitable his application will be forwarded to the service department concerned which in due course will make its own decision regarding the applicant's suitability for entry as an officer after his appearance before a selection board.

5. Navy Order 1055 of 1956 is hereby cancelled.

6. This order will be reprinted for posting on Notice Boards.

(D.M. 4001/10/58.)

(Navy Order 1055 of 1956.)

UNCLASSIFIED.

462.—Training—Ratings—Course Programme July, 1959 to July, 1960.

The programme of courses for ratings' training during the period July, 1959 to July, 1960 is contained in the appendix to this order.

APPENDIX.

Course.	*Duration (in weeks).*	*Starts.*
A. Seaman Branch—		
Coxswain	7¼	7th September, 1959.
		22nd February, 1960.
R.P.1	20	3rd August, 1959.
		15th February, 1960.
R.P.2	15	31st August, 1959.
		15th February 1960.
		23rd May, 1960.

APPENDIX—*continued.*

Course.	*Duration (in weeks).*	*Starts.*
A. Seaman Branch—continued.		
T.A S.1. (ex U.W.1) ..	23	15th February, 1960.
U.W.1	16	15th February, 1960.
U.W.2	13½	3rd August, 1959.
		15th February, 1960.
U.C.1	16½	17th August, 1959.
		15th February, 1960.
U.C.2	15	3rd August, 1959.
		1st February, 1960.
		14th March, 1960.
T.A.S.O.W.	8	21st March, 1960.
C.D.1	12½	22nd February, 1960.
C.D.2	13	14th September, 1959.
		22nd February, 1960.
C.D.3	20	3rd August, 1959.
		15th February, 1960.
G.1.	28	10th August, 1959.
		15th February, 1960.
F.C.1	12	3rd August, 1959.
		4th April, 1960.
G.A.1	11	17th August, 1959.
		21st September, 1959.
		15th February, 1960.
		4th April, 1960.
Q.A.1	8	10th August, 1959.
		7th March, 1960.
F.C.2	13	3rd August, 1959.
		7th September, 1959.
		15th February, 1960.
		7th March, 1960.
G.A.2	16	3rd August, 1959.
		31st August, 1959.
		15th February, 1960.
		7th March, 1960.
Q.A.2	14	24th August, 1959.
		14th March, 1959.
Recruit Seaman—		
Part I.	8	27th July, 1959.
		24th August, 1959.
		28th September, 1959.
		26th October, 1959.
		24th November, 1959.
		12th January, 1960.
		2nd February, 1960.
		23rd February, 1960.
		29th March, 1960.
		26th April, 1960.
		31st May, 1960.
		28th June, 1960.
		26th July, 1960.

APPENDIX—*continued.*

Course.	*Duration (in weeks).*	*Start.*
Recruit Seaman—continued.		
Part IIA.	3	10th August, 1959.
		24th August, 1959.
		21st September, 1959.
		19th October, 1959.
		23rd November, 1959.
		4th January, 1960.
		8th February, 1960.
		7th March, 1960
		28th March, 1960.
		18th April, 1960.
		23rd May, 1960.
		20th June, 1960.
Part IIB.		
S.G.	8	27th July, 1959.
		31st August, 1959.
		14th September, 1959.
		12th October, 1959.
		9th November, 1959.
		4th January, 1960.
		25th January, 1959.
		29th February, 1959.
		28th March, 1959.
		18th April, 1959.
		9th May, 1959.
		13th June, 1959.
		25th July, 1959.
R.P.3	8	3rd August, 1959.
		7th September, 1959.
		21st September, 1959
		19th October, 1959.
		11th January, 1960.
		1st February, 1960.
		7th March, 1960
		4th April, 1960.
		25th April, 1960.
		16th May, 1960.
		20th June, 1960.
U.W.3	10	3rd August, 1959.
		21st September, 1959.
		1st February, 1960.
		18th April, 1960.
U.C.3	13	3rd August, 1959.
		21st September, 1959.
		11th January, 1960.
		14th March, 1959.
B. Fleet Air Arm Branch—		
A.H.1	9	15th February, 1960.
A.H.2	11	3rd August, 1959.
		15th February, 1960.

APPENDIX—*continued.*

Course.	*Duration (in weeks).*	*Start.*
B. Fleet Air Arm Branch—continued.		
Met. 1	2	3rd August, 1959.
Met. 2	3	15th February, 1960.
Phot. 1	15	3rd August, 1959.
Phot. 2	16	15th February, 1960.
S.E.2	9	3rd August, 1959.
		15th February, 1960.
L.A.M.(E)	9	9th November, 1959.
		14th March, 1960.
L.A.M.(O)	14	9th November, 1959.
L.A.M.(A)	9	14th March, 1960.
P.O.A.F.(A)	26	23rd November, 1959.
P.O.A.F.(E)	26	5th October, 1959.
		15th February, 1960.
P.O.A.F.(O)	26	9th November, 1959.
Nav. Yeo.	3	3rd August, 1959.
		15th February, 1960.
Recruit Part I. (Airmanship)—		
N.A. (NF)	8	17th February, 1960.
		16th March, 1960.
		6th April, 1960.
		27th April, 1960.
		1st June, 1960.
		29th June, 1960.
C. Communications Branch—		
R.C.I.	2	10th August, 1959. *See* Note 1.
	4	7th September, 1959.
	2	22nd February, 1960. *See* Note 1.
T.C.I.	4	7th September, 1959.
	2	16th November, 1959. *See* Note 2.
	2	6th June, 1960. *See* Note 2.
R. (S)I	4	3rd August, 1959.
R.S.	25	3rd August, 1959.
		15th February, 1960.
Comm. Yeo.	15	3rd August, 1959.
		15th February, 1960.
R.S.(S)	17	3rd August, 1959.
R.O.(S)	17	3rd August, 1959.
		15th February, 1960.
D. Regulating—		
M.A.A.	4	15th February, 1960.
R.P.O.	7	3rd August, 1959.
L.P.M.	8	5th October, 1959.
		21st March, 1960.
E. Physical Trainers—		
P.T.1	13	3rd August, 1959.
P.T.2	23	3rd August, 1959.

APPENDIX—*continued.*

Course.	*Duration (in weeks).*	*Start.*
F. Supply and Secretariat Branch—		
Flinders Naval Depot—		
P.O. Ck. (O) & (S) ..	4	3rd August, 1959.
		28th September, 1959.
		23rd November, 1959.
		14th March, 1960.
		9th May, 1960.
Ldg. Ck. (O) & (S) ..	4	31st August, 1959.
		26th October, 1959.
		15th February, 1960.
		11th April, 1960.
H.M.A.S. WATSON—		
P.O. Ck (O) & (S) ..	4	
Ldg. Ck. (O) & (S) ..	4	24th July, 1959.
		28th August, 1959.
		2nd October, 1959.
		6th November, 1959.
G. Shipwright Branch—		3rd August, 1959.
C.N.S.	8	15th February, 1960.
N.S. (Jnr.)	13	27th July, 1959.
H. Ordnance Branch—		
C.O.A.	8	3rd August, 1959.
O.A. (Prelim.) ..	15	3rd August, 1959.
		11th January, 1960.
I. Engine Room Branch—		
C.E.R.A. & Ch. Mech.	20	15th February, 1960.
Mech.	104	3rd August, 1959.
E.R. (W/K)	10	3rd August, 1959.
		15th February, 1960.
E.O. Wtr.	15	3rd August, 1959.
		15th February, 1960.
M.T.C.	18	3rd August, 1959.
		15th February, 1960.
J. General Courses—		
P.O.'s Leadership ..	6	3rd August, 1959.
		31st August, 1959.
		28th September, 1959.
		26th October, 1959.
		11th January, 1960.
		15th February, 1960.
		14th March, 1960.
		11th April, 1960.
		9th May, 1960.
Junior A.B.C.D. (PENGUIN)—		
	1	14th September, 1959.
		26th October, 1959.
		2nd February, 1960.
		29th February, 1960.
		26th April, 1960.
		30th May, 1960.

APPENDIX—*continued.*

Course.	*Duration (in weeks).*	*Start.*
Junior A.B.C.D. (CERBERUS)—		
	1	20th July, 1959.
		24th August, 1959.
		14th September, 1959.
		12th October, 1959.
		30th November, 1959.
		18th January, 1960.
		15th February, 1960.
		21st March, 1960.
		18th April, 1960.
		16th May, 1960.
		20th June, 1960.
Standard D.C.	1	27th July, 1959.
		10th August, 1959.
		12th October, 1959.
		23rd November, 1959.
		30th November, 1959.
		7th December, 1959.
		14th December, 1959.
		25th January, 1960.
		15th February, 1960.
		22nd February, 1960.
		4th April, 1960.
		9th May, 1960.
		16th May, 1960.
		6th June, 1960.
		13th June, 1960.
		20th June, 1960.
		27th June, 1960.
Standard A.B.C.	1	20th July, 1959.
		3rd August, 1959.
		31st August, 1959.
		5th October, 1959.
		16th November, 1959.
		23rd November, 1959.
		30th November, 1959.
		7th December, 1959.
		14th December, 1959.
		18th January, 1960.
		8th February, 1960.
		15th February, 1960.
		28th March, 1960.
		9th May, 1960.
		16th May, 1960.
		6th June, 1960.
		13th June, 1960.
		20th June, 1960.
		27th June, 1960.
A.B.C.D. Staff Instructors ..	5	10th August, 1959. *See* Note 3.
		18th April, 1960. *See* Note 3.

Note 1.—For newly qualified R.S. only.
Note 2.—For newly qualified C.Y. only.
Note 3.—Must be already qualified in Instructional Technique.

(D.T.S.R. 4006/141/47

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

463.—Boilers—Repair of Broken Studs from Studded Tubes—H.M.A. Ships Fitted with Studded Tubes in Water Tube Boilers.

(*A.F.O.* 588/1959.)

Each studded tube in a water tube boiler is joined to the adjacent tubes by welding together of the studs. As these studs are easily broken, great care is to be exercised when replacing the tubes or renewing defective chrome ore lining.

2. Where studs are broken from a tube, repairs should be made as follows:—

(*a*) If the tube wall thickness has not been affected and the stud is not considered essential for retaining the chrome ore lining, no action is required.

(*b*) If replacement is essential, the stud should be oxy-acetylene welded. The joint need be sufficient only for the purpose of retaining the chrome ore lining in place as it is not intended to be a weld designed for full strength.

(*c*) Where the tube wall thickness is reduced by a pit, caused by the stud being torn off, arrangements should be made for the pit to be reinforced carefully by oxy-acetylene welding and if it is essential to replace the stud it should be rewelded as in (*b*).

(*d*) If a tube wall thickness is penetrated by a torn off stud, repair by welding may be effected as a temporary measure to meet operational requirements, but the tube should be renewed at the earliest opportunity.

3. In future designs of boilers for H.M.A. ships, studded tubes will be kept to a minimum and only fitted at positions where no suitable alternative arrangement can be made.

(D.M.E. 3757/12/51.)

UNCLASSIFIED.

464.—Alteration and Addition Item—H.M.A.S. MELBOURNE.

The following alteration and addition item is approved for H.M.A.S. MELBOURNE:—

Class List Item No. 80. *Classification* "*A*".

Item: To fit one 6-slice toaster griller in 4F main dining hall inboard of the lift counter balance well, between 58 and 59 frames, on the port side.

References: H.M.A.S. MELBOURNE's Proposed alteration and addition item, T.D.L. "A.G."
F.O.C.A.F. Memorandum A.F. 1904/34 (1942) dated 28th October, 1958.
Navy Office Letter 50033 dated 2nd January, 1959.
F.O.I.C.E.A. Memorandum 6/59/59 dated 16th February, 1959.

(D.C.C. 4278/2/493.)

UNCLASSIFIED.

465.—Naval Stores (General) (Class B, Group 10, Part E)—Springs, Spare, for Hill Hinges for Deck Scuttles.

(*A.F.O.* 597/1959.)

The spring pattern 612 included in the *Rate Book and Authorized List of Naval Stores* (B.R. 810) under Class B, Group 10, Part E, is suitable only for hinges pattern 610A when fitted to 18-in. or 24-in. deck scuttles. A heavier gauge spring, to which pattern No. 612A has been allocated, will be supplied to meet requirements for replacement of defective springs in this hinge when fitted to 27-in. and 30-in. diameter deck scuttles.

2. The full descriptions of these springs are—

Springs torsion for hinges pattern 610A, width 3¼-in. external diameter 2-in. four coils to fit on ⅜-in. square spindle outer end turned ⅜-in. outwards at 45°, coiled right hand for 100° movement—

Pattern 612 ..	15 gauge steel plate.	For 18-in. and 24-in. diameter deck scuttles.
Pattern 612A ..	13 gauge steel plate.	For 27-in. and 30-in. diameter deck scuttles.

3. The full description of the hinge pattern 610A is *Hinges, spring loaded, Hills, for deck scuttles, Admiralty types* "*A*" *and* "*L*".

4. Admiralty has advised that the *Rate Book and Authorized List of Naval Stores* will be amended.

5. Navy Order 219 of 1959 is hereby cancelled.

(D.N.A.S. 4506/5/120.)

(*Navy Order* 219 *of* 1959.)

UNCLASSIFIED.

466.—Naval Stores (General) (Class E, Group 6)—Allocation of New Pattern Number.

(*A.F.O.* 1030/1959.)

To facilitate accounting by eliminating duplicated pattern numbers, a new number has been assigned to the item under Class E, Group 6, of the *Rate Book and Authorized List of Naval Stores* as shown below—

Old Pattern No.	*Description.*	*New Pattern No.*
2	Red Lead Dry	7983

2. Records are to be amended accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with Navy Order 1107 of 1958.

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4512/60/305.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

467.—Naval Stores (General) (Class E, Group 12)—Packaging Materials—Adoption of Joint Service Catalogue Numbers.

The appendix to Navy Order 298 of 1959 is to be amended as follows:—*Delete* pattern No. 4737 and *insert* pattern No. 4637.

(D.N.A.S. 4514/21/467.)

(*Navy Order* 298 *of* 1959.)

UNCLASSIFIED.

468.—Naval Stores (General)—Re-arrangement of Class B, Group 9.

(*A.F.O.* 896/1959.)

In the forthcoming reprint of B.R. 810, *Rate Book and Authorized List of Naval Stores*, Class B, Group 9 is to be broken into nine parts (B9A–B9I.). These parts will be designated as follows:—

- B9A Miscellaneous Non-ferrous Manufactured Articles.
- B9B Blowlamps, Brazing Apparatus, Lamps and Lanterns.
- B9C Measuring Instruments.
- B9D Hose Fittings.
- B9E Boats' Fittings.
- B9F Cable Clips and Aluminium Alloy Perforated Plating for Carrying Cables.
- B9G Non-ferrous Fastenings.
- B9H Wire.
- B9I Lubricators and Fittings for.

2. Pattern numbers and descriptions will not be affected.

3. On receipt of Section 8 of B.R. 810 dated 1958, Naval Store Depot ledgers, &c., should be amended to conform to the new arrangement. Ships' ledgers are not affected.

(D.N.A.S. 4505/1/533.)

UNCLASSIFIED.

469.—Mess Gear—Use of Short Titles.

A shortened form of the full description of each item of mess gear is shown in heavy type in the Fixed Issuing Price List, operative from the 1st July, 1959. This short title is intended for use, in conjunction with vocabulary numbers, in demands, vouchers, packages, &c., where the full description of an item is not essential. That part of the full description which is not essential for these purposes is shown in the price list in italics.

2. Full descriptions are to be used in documents and correspondence with authorities outside the naval service.

(D.V. 4530/1/231.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

470.—Books—"The Journal of Naval Engineering".

Approval has been given to the gratuitous issue of "The Journal of Naval Engineering" to Shipwright Officers with the object of keeping these officers abreast of technical thought and developments in the naval service.

2. Demands to meet this requirement should be placed with S.N.S.O., Sydney.

(D.N.A.S. 4139/40/534.)

UNCLASSIFIED.

471.—Form A.S. 1246K—Cook Ratings History Sheet—Re-introduction.

Form A.S. 1246K has been re-introduced in revised form and is available on demand from the Superintending Naval and Air Store Officer, Sydney. Use of form A.S. 1246F—Supply and Secretariat Branch Ratings History Sheet—for Cook ratings, is to be discontinued.

2. Initially sufficient copies of form A.S. 1246K are to be demanded to permit one to be placed in the Certificate of Service of each Cook rating borne. Thereafter the form is to be placed in a rating's Certificate of Service on entry at H.M.A.S. CERBERUS.

3. Page 1 of form A.S. 536S—Qualification Sheet for the Able Rate—as appropriate to Cook ratings, has been incorporated on the front page of the History Sheet. In view of this, the practice of placing a copy of form A.S. 536S in the Certificates of Service of Cook ratings on entry is to cease.

4. Space has also been allotted in the History Sheet for recording details of quarterly recommendations for higher rates courses and of the results of examination on completion of the courses.

(H.P.B. 3526/12/2320.)

UNCLASSIFIED.

472.—Form A.S. 2022—Report of Defective Material and Design—Use by H.M.A. Dockyards.

Form A.S. 2022 was introduced by Navy Order 801 of 1958 (Form A.S. 2022—Report of Defective Material and Design—Introduction—Reports) so as to provide a standard method for all ships and establishments to report failures in material and shortcomings in design and to enable early rectifying action to be taken by those concerned.

2. The Naval Board has decided to extend the use of this form to Dockyards so that information as to failure and shortcomings found in equipment by Dockyards may be similarly reported. This order in no way relieves ships' officers from reporting on their own equipments, systems or structures as laid down in Navy Order 801 of 1958.

3. Initial supply of forms A.S. 2022 will be made without demand.

4. Form A.S. 2022 will be given a reference number in the "A.D." series at the next reprint.

(D.N.A.S. 4273/1/114.)

(*Navy Order* 801 *of* 1958.)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED.

473.—Naval Motor Transport—Use for Recreational Purposes and by Civilians at Remote Establishments.

The conditions in regard to the use of service motor transport for recreational journeys for civilians at remote establishments as approved by Treasury are set out hereunder.

2. Use of service vehicles for recreational purposes may be authorized only if all the following conditions are fulfilled:—

(*a*) If a suitable public means of conveyance is not available.

(*b*) Provided that service vehicles can be made available without prejudice to service requirements.

(*c*) If the distance involved is more than 1 mile in a single journey, either to or from a public means of conveyance or any place of recreation.

(*d*) Provided that vehicles used are the most economical available having regard to the number of passengers to be carried. They should be loaded to at least 75 per cent. capacity unless there are any good reasons to the contrary.

(*e*) Provided that vehicles are not loaded in excess of their normal carrying capacity.

(*f*) Provided that vehicles proceed at all times by the most direct route.

3. Service transport may be provided free of cost for the conveyance of—

(*a*) Service college cadets or apprentices—competing teams and officials to sporting events. Cadets who are non-players may also be conveyed free of cost, but only to the extent of the available accommodation in the vehicle provided for the team.

(*b*) Service teams and officials to other service establishments for the purpose of competing against service college cadets or apprentices.

(*c*) Visiting civilian teams and officials invited to compete with service college cadets or apprentices—to be conveyed from, and to the nearest convenient point to public means of transport only.

(*d*) Service teams and officials to inter- and intra-service sports.

(*e*) Service teams and officials to service tattoos and gymkhanas.

(*f*) Hospital patients who are members of units represented at sporting events, tattoos or gymkhanas organized and controlled by service authorities.

(*g*) Service personnel to the nearest public transport when proceeding on recreation leave.

4. Service transport may be provided on a repayment basis for the conveyance of—

(*a*) Service personnel, other than teams and officials, to sporting events organized and controlled by service authorities.

(*b*) Service teams taking part in outside competitions, i.e., sporting events not organized and controlled by service authorities.

(*c*) Parties of service personnel at outlying stations, where there is no suitable means of public conveyance, to participate in forms of recreation as individuals, e.g., swimming parties.

(*d*) Concert parties visiting service establishments—only in special circumstances where the establishment concerned is remote from public transport.

(*e*) Civilians at remote service establishments, subject to observance of the following general principles:—

(i) For education—Official transport may be provided by special vehicle or station routine run to the nearest school or nearest public conveyance, whichever is the shorter distance. The distance between the residence of the school-child and the nearer of these points must exceed one mile.

(ii) For shipping, medical and dental purposes, attending religious services and approved amusements—transport may be provided as follows:—

- In vehicles provided for the transport of school children.
- On routine runs of station vehicles.
- In vehicles specially provided—the distance of the single journey not to exceed 10 miles.

For the purposes of this sub-paragraph "civilians" means the wives and families of officers and ratings and civilian employees of the Department of the Navy and their wives and families.

5. Service transport is not to be provided for conveyance of civilian visitors, other than departmental officers, to functions and ceremonies, such as graduation.

6. The rates to be charged when vehicles are used on repayment are as follows:—

(*a*) When used by civilians at remote establishments a flat rate of one penny per mile for each adult and one half-penny per mile for each child, whether by special vehicle or on routine run.

(*b*) In all other cases the following rates are to apply and the mileage charged for should be the total mileage travelled by the vehicle from and to the garage, fractions of a mile to be counted as a mile.

	s.	d.	
(i) Light vehicles—cars and trucks not exceeding 30-cwt. capacity	0	6	per mile.
(ii) Heavy vehicles, except semi-trailers ..	1	0	per mile.
(iii) Semi-trailers	1	6	per mile.
(iv) Low loaders	2	3	per mile.

7. The foregoing rates are deemed to include an element to cover insurance risks, and where the journey is authorized free of cost the Commonwealth will carry the insurance risks.

8. When service transport is used for recreational purposes, the journeys carried out are to be indicated accordingly on returns N.M.T. 1 or N.M.T. 2, as applicable. When the use of transport is authorized on a repayment basis particulars of the amount received and a reference to the official receipt number are also to be shown on the relevant return.

9. Navy Order 574 of 1957 is hereby cancelled.

(D.N.A.S. 4676/6/136.)

(*Navy Order* 574 *of* 1957.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

FOR OFFICIAL USE ONLY. C.N.O. 474/59

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
11th June, 1959.

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

By direction of the Naval Board.

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

4341/59.

UNCLASSIFIED.

474.—Books—Distribution of Non-accountable Publications during April, 1959.

The non-accountable publications, amendments to A.P.'s, B.R.'s, miscellaneous publications, &c., and A.F.O. " S.C." Series, contained in the appendix to this order, have been distributed to ships and services during April, 1959. Navy Order 983 of 1957 is relevant.

2. Copies of A.F.O. " P " Series amendments and A.P. amendments, referred to in the appendix to this order, are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Navy Order 1063 of 1958.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date or Amendment No.*
Aeroplane	9th January, 1959.
Aeroplane	16th January, 1959.
Aeroplane	23rd January, 1959.
Aeroplane	30th January, 1959.
Aeroplane	6th February, 1959.
Aeroplane	13th February, 1959.
Aeroplane	20th February, 1959.
Aeroplane	27th February, 1959.
Aeroplane	6th March, 1959.
Aircraft	Volume 38, No. 6, March, 1959.
Aircraft	Volume 38, No. 7, April, 1959.
Fibres	Volume 20, No. 2, February, 1959.
Fibres	Volume 20, No. 3, March, 1959.
Flight	2nd January, 1959.
Flight	9th January, 1959.
Flight	16th January, 1959.
Flight	23rd January, 1959.
Flight	30th January, 1959.
Flight	6th February, 1959.
Flight	13th February, 1959.
Flight	20th February, 1959.
Flight	27th February, 1959.
A Guide to Optimum Frequencies	S7/59, May–June–July, 1959.
List of Propellant Lots 1958	Amendment 1 and 2.
Post Office Guide	Supplement 43, January, 1959.
Post Office Guide	Supplement 44, February, 1959.
Post Office Guide	Supplement 45, March, 1959.
Post Office Guide	Mail Schedule, July, 1958.
United Nations Review	Volume 5, No. 8, February, 1959.

AMENDMENTS TO B.R.'S, ETC.

B.R. No.	*Amendment No.*
1	21 and 22.
16	34.
31	Appendix 15 dated 1st January, 1959.
70	December, 1958 Supplement and January, 1959 Supplement.
125	Supplement No. 7 and New Entries No. 7 January, 1959.
125	Supplement No. 8 and New Entries No. 8 February, 1959.
128 (1)	Supplement No. 5.
155C (1)	Amendment No. 5.
209	2.
210/57	2.
275	21.
281	33.
333 (1)	11.
728 (51)	16.
1257	17.
1545	7.
1671 (2)	7.
1699 (3/51)	12.
1730	3.
1768 (1) to (5)	14.
1771 (26)	2.
1791	23.
1800	2.
1834/49	13.
1837 (3), Division S, Section SB	2.
1837 (3), Division S, Section SC	2.
1837 (3), Division S, Section SG	1.
1837 (3), Division S, Section SL	2.
1837 (3), Division S, Section SP	2.
1837 (3), Division S, Section SR	1.
1837 (3), Division S, Section SV	1.
1837 (3), Division S, Section SW	1.
1837 (3), Division S, Section SX	2.
1837 (4), Division T, Section TD	2.
1837 (4), Division T, Section TJ	2.
1837 (7), Division L, Introduction	19.
1837 (7), Division L, Section LA	7.
1837 (7), Division L, Section LB	6.
1837 (7), Division L, Section LC	4.
1837 (7), Division L, Section LD	6.
1837 (7), Division L, Section LG	9.
1837 (7), Division L, Section LH	10.
1837 (7), Division L, Section LL	6.
1837 (7), Division L, Section LM	4.
1837 (7), Division L, Section LP	6.
1909	1.
1917 (1)	A/L 37.
1917 (2)	A/L 39.

AMENDMENTS TO B.R.'s—*continued.*

B.R. No.	*Amendment No.*
1917 (2) A	A/L 26.
1944 (1)	8.
1944 (5)	5.
2001	1.
A.T.P. 10 (B.S. No. 2)	3 and 5.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
113	A.L. 132 and 144.
1086, Book 2, Vol. 1 (2nd Edition)	A.L. 87.
1086, Book 3, Part 1 (2nd Edition)	A.L. 68.
1086, Book 3, Part 2 (2nd Edition)	A.L. 108.
1086, Book 6 (2nd Edition)	A.L. 93 A.L. 93 (Erratum).
1086, Book 8, Part 1 (2nd Edition)	A.L. 52.
1086, Book 10 (2nd Edition)	A.L. 81 (Erratum) A.L. 83.
1086, Book 12 (2nd Edition)	A.L. 144, 145, 146, 147 and 148.
1086, Book 13 (2nd Edition)	A.L. 120.
1086, Book 15 (2nd Edition)	A.L. 128, 131 and 132.
1182A (N), Vol. 1	A.L. 9.
1182B (N), Vol. 1 and Vol. 6	A.L. 10.
1182C, Vol. 1	A.L. 122, 123, 124 and 126.
1182C, Vol. 2	(A.L. 68)–B.21.
1182C (N), Vol. 6	A.L. 2.
1182E, Vol. 1	A.L. 70 and 71.
1182E (N), Vol. 1	A.L. 8 and 9.
1275A, Vol. 1, Section 16	A.L. 15 and 16.
1275A, Vol. 1, Section 17	A.L. 15.
1275A, Vol. 1, Section 18	A.L. 15, 18, 19 and 20.
1275A, Vol. 1, Section 20	A.L. 36, 37 and 38.
1275A, Vol. 1, Section 22	A.L. 13 and 15.
1275A, Vol. 1, Section 24	A.L. 33.
1275A, Vol. 1, Section 25	A.L. 6.
1275A, Vol. 4, Part 6 (N) (Working Copy)	A.L. 11.
1275B, Vol. 1, Section 9	A.L. 6.
1275B, Vol. 1, Section 14	A.L. 7.
1275E, Vol. 1	A.L. 89 and 94.
1275E, Vol. 2	(A.L. 193)–H.61.
1275T, Vol. 1	A.L. 79.
1275T, Vol. 2, Part 1	(A.L. 17)–Z.2.
1355G, Vol. 1	A.L. 15.
1355P, Vol. 1	A.L. 2 and 3.
1374E, Vol. 4, Part 6	A.L. 7.
1455	D.22 (Issue 5).
1464B, Vol. 1	A.L. 168.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1464C, Vol. 2, Part 1	2 (A.L. 21 inc.) 14 (A.L. 2 inc.).
1464D, Vol. 1	A.L. 187.
1464G, Vol. 1	A.L. 157.
1538, Vol. 1	A.L. 50 and 51.
1538L, Vol. 1 and Vol. 6, Part 1	A.L. 58.
1538P, Vol. 6, Parts 2 and 4	A.L. 40.
1641S, Vol. 1, Parts 1 and 3	A.L. 35.
1641S, Vol. 1, Part 2 and Vol. 5	A.L. 23.
1664A, Vol. 2, Part 1	A.93 A.94 A.95 A.97.
1664D, Vol. 1, Part 2 and Vol. 5 (2nd Edition)	A.L. 45.
1803, Vol. 2, Part 1	D.134 (Alt. 1) D.136 (A.L. 1) D.142 (A.L. 1 inc.) E.111 (Alt. 1) E.117.
1803A, Vol. 1	A.L. 60.
1803B, Vol. 1	A.L. 164.
1803B, Vol. 2, Part 3	A.L. 89, 90 and 92.
1803D, Vol. 1, Book 1	A.L. 45, 46, 47, 49 and 50.
1803D, Vol. 1, Book 2	A.L. 51.
1803D, Vol. 1, Book 3	A.L. 106.
1803D, Vol. 1, Book 4	A.L. 73.
1803J, Vol. 2, Part 2	A.L. 24 and 25.
1803J, Vol. 2, Part 3	A.L. 30, 31 and 32.
1803T, Vol. 1	A.L. 61 and 62.
2234E, Vol. 2, Part 1	(A.L. 38)–E.3.
2240A, Vol. 2, Part 1	113 (A.L. 1).
2276F, Vol. 1	A.L. 74 and 75.
2337, Vol. 1, Book 2	A.L. 30 and 31.
2534N, Vol. 3	A.L. 4, 5 and 6.
2538HA, Vol. 2, Part 1	(A.L. 114)–B.33 (Alt. 3 inc.) (A.L. 112)–B.66 (Alt. 1 inc.).
2538Q, Vol. 1 (2nd Edition)	A.L. 16 and 17.
2550B, Vol. 2, Part 1	20 (A.L. 1 inc.).
2552F, Vol. 2	(A.L. 8)–B.7.
2568F, Vol. 3, Parts 3 and 4	A.L. 3.
2656A, Vol. 1	A.L. 81 and 82.
2662B, Vol. 1	A.L. 14, 15, 16, 17, 18 and 19.
2802A, Vol. 1, Parts 1 and 3 (2nd Edition)	A.L. 34 and 35.
2892F, Vol. 1	A.L. 39 and 40.
2892F, Vol. 2	(A.L. 74)–B.65 (A.L. 75)–B.66.
3160, Vols. 1 and 2	A.L. 21.
3322	Correction No. 70 (17.3.59) Correction No. 72 (31.3.59).
4099J—G.H. Notes	A.L. 10.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
4099J, Vol. 2	(A.L. 314)-B.13 (Alt. 1 inc.) (A.L. 313)-D.18.
4099J, Vol. 3, Part 2 (App. " A " 2147)	A.L. 42.
4121C, Vol. 2	(A.L. 93)-F.10.
4257B, Vols. 1 and 2	A.L. 99.
4269C, Vol. 1	A.L. 52 and 60.
4282B, Vol. 1	A.L. 29.
4288 (N), Vol. 1, Parts 1 and 2	A.L. 17, 20, 21 and 22.
4288, Vol. 1	A.L. 32 and 33.
4288, Vol. 1, Part 2 and Vol. 5	A.I.L. 4/58 A.L. 53.
4288, Vol. 2	(A.L. 277)-B.179 (Alt. 1).
4306A	A.L. 36.
4320A, B, C, Vol. 6, Part 4	A.I.L. 1/58.
4320B, Vol. 1	A.L. 36 and 37.
4320B, Vol. 6, Part 1	A.L. 29 and 30.
4320B and C, Vol. 6, Part 3	A.L. 7.
4328A, Vol. 1	A.L. 85.
4338H, Vol. 1 and Vol. 6	A.L. 12.
4340, Vol. 1, Book 1	A.L. 14.
4340, Vol. 1, Book 2	A.L. 20, 24, 25 and 26.
4340, Vol. 6	A.L. 40.
4343, Vol. 1	A.L. 143.
4343A, Vol. 2	(A.L. 52)-C.19 (A.L. 51)-Z.9.
4343B, Vol. 1, Book 2, Sections 7 to 13	A.L. 9.
4343B, Vol. 1, Book 3, Sections 14 to 20	A.L. 6, 7 and 8.
4343B, Vol. 2	(A.L. 115)-G.2 (Canc.) (A.L. 111)-N.1 (Canc.) (A.L. 113)-P.3 (Canc.) (A.L. 105)-P.17 (Canc.) (A.L. 106)-Q.3.
4343D, Vol. 1, Book 1, Sections 1 to 6	A.L. 5.
4343D, Vol. 1, Book 2, Sections 7 to 13	A.L. 11, 12, 13 and 14.
4343D, Vol 1, Book 4	A.L. 11.
4343D, Vol. 2	(A.L. 42)-O.2.
4343D, Vol. 6	A.L. 58, 59, 60, 61, 62, 63, 64 and 65.
4343E, Vol. 1	A.L. 122.
4343E, Vol. 4, Part 6	A.L. 12.
4343M, Vol. 1	A.L. 42.
4343X, Vol. 4, Part 6	A.L. 7.
4360, Vol. 6	A.L. 26.
4360B, Vol. 1	A.I.L. 1/58 A.I.L. 2/58 A.L. 60 and 63.
4360B and D, Vol. 4, Part 3 (N), Issue 2 (Office and Working Copies)	A.L. 8.
4360C, Vol. 1	A.I.L. 1/58 (R.A.N.) A.I.L. 2/58 (R.A.N.).
4361F, Vol. 3, Part 2 (App. " A " 2076)	A.L. (R.A.N.) 5.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
4361G—P.N. (3rd Edition)	A.L. 1.
4361G, Vol. 2	(A.L. 145)-G.13 (Alt. 3 inc.) (A.L. 143)-G.25.
4389A, Vol. 1	A.L. 51.
4389A, Vol. 6, Part 1	A.L. 32.
4401, Vol. 2	B.15 (A.L. 2 inc.) B.20 (A.L. 1) B.24 (A.L. 1) B.25.
4471A, Vol. 1	A.L. 100, 101, 102, 103 and 106.
4483A, Vol. 1	A.L. 40.
4487, Vol. 6, Parts 1 and 2	A.L. 22.
4487A, Vol. 2	B.9 D.15.
4487A, B, D, E, Vol. 5, Part 2 (N), Issue 3	A.L. 2.
4487A and D, Vol. 1	A.L. 79.
4487B, Vol. 2	B.8 D.14.
4487B and E, Vol. 1	A.L. 55.
4488A, Vol. 1 and Vol. 6	A.L. 14.
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A.P. (R.A.N.) 140 (2nd Edition)	A.L. 2.
S.A.L. 383	A.L. 108.
S.A.L. 400 (G.A.)	A.L. 5.
N.A.M.O. Engines	STI/Leonides Major/6 (24.10.58). STI/Propellers/40B (1.10.58) SI/Leonides Major/1 (23.10.58) S.1 (Section 1) (Issue 4) (8.10.58).
N.A.M.O. Miscellaneous	SI/Dragonfly/18B (24.10.58).
N.A.M.O. Sea Vampire	SI/58A (13.10.58).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

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R.A.N.A.M.O. Double Mamba	5 (Issue 3) (April, 1959) 16 (March, 1959) STI/RAN. 7 (April, 1959) SI/RAN. 3 (Issue 2) (March, 1959).
R.A.N.A.M.O. Ejection Seats	8 (April, 1959) 9 (February, 1959) X.3 (February, 1959).
R.A.N.A.M.O. Engines, General ..	E.18 (March, 1959) STI/RAN. 1 (April, 1959).
R.A.N.A.M.O. Gannet	R.3 (March, 1959) STI/RAN. 64 (March, 1959) SI/RAN. 23 (March, 1959).
R.A.N.A.M.O. General	G.19 (Issue 3) (March, 1959) Q.25 (April, 1959).
R.A.N.A.M.O. Ghost	7 (April, 1949).
R.A.N.A.M.O. Goblin	STI/RAN. 8 (April, 1959).
R.A.N.A.M.O. Sea Venom	A.L. 4 A.34 (March, 1959) A.35 (April, 1959) R.5 (March, 1959) STI/RAN. 56 (March, 1959) SI/RAN. 12 (April, 1959) SI/RAN. 17 (Issue 2) (April, 1959) SI/RAN. 19 (March, 1959).
R.A.N.A.M.O. Sycamore	STI/RAN. 35 (April, 1959).
R.A.N.A.M.O. Vampire Trainer ..	SI/RAN. 15 (Issue 2) (April, 1959).
Aeronautical Information Documents ..	Service En Route Chart Sheet 5, Europe West Central.
Air Clues	December, 1958.
Air Pictorial	November, 1958 December, 1958.
Alvis Leonides Operation Maintenance and Overhaul Handbook	A.L. 9 (August, 1958).
Aviation Studies (International) Limited ..	Armament Data Sheets (consisting of cover and 22 No. replacement sheets) Armament Data Sheets (Amendment Pages—14 leaves) Engine Data Sheets—Introduction and 11 Pages (December, 1958).
D.C.A. Air Navigation Orders ,Part 40 ..	A.L. 16.
D.C.A. Aeronautical Information Publications	RAC/2 (A.L. 25).
D.C.A. Airways Operations Instructions, Vol. 2	A.L. 2.
D.C.A. NOTAMS	No. 2/1959 (24.3.59).
D.C.A. Operations Letters	A.T.C. 256 (31.3.59).
De Havilland Ghost Spare Parts Catalogue	A.L. 24 and 27.
I.C.A.O. Bulletins	Vol. XIII., No. 6 (1958) Vol. XIII., No. 7 (1958) Vol. XIII., No. 8 (1958).

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Plessey Service Bulletins	Index, Parts 1, 2, and 3 (October, 1958) No. 126 (October, 1958) No. 127 (October, 1958) No. 128 (October, 1958) No. 129 (October, 1958) No. 130 (October, 1958) No. 131 (October, 1958) No. 132 (October, 1958) No. 133 (October, 1958) No. 134 (December, 1958).
S.B.A.C. Publication	A.L.Z. 10 to Master Index and List of Supplies.
Smiths Aviation Division Modification Leaflets	Serial Nos. 318 and 319 (Amendment) Serial No. 383 (October, 1958) Serial No. 384 (October, 1958) Serial No. 385 (October, 1958) Serial No. 386 (October, 1958) (with Addendum) Serial No. 387 (October, 1958) Serial No. 388 (October, 1958).
Sperry Publications	The Sperry Review—Summer, 1958 Sperryscope—Third Quarter, 1958 Spares Schedule of Artificial Horizon Type H.L. 6, Part No. 16507-0.
A.A.P. No. 2, A.B.C.S.C., Class 5805 ..	Sub A.L. 2 (A.L. 9726).
A.A.P. No. 2, A.B.C.S.C., Class 5945 ..	Sub A.L. 2 (A.L. 9711).
A.A.P. No. 2, Group D, Section 1B (8th Edition)	Sub A.L. 61 (A.L. 9709).
A.A.P. No. 2, Group F, Section 3 (12th Edition)	Sub A.L. 54 (A.L. 9697).
A.A.P. No. 2, Group G, Section 5Q (2nd Edition)	Sub A.L. 15 (A.L. 9671)
A.A.P. No. 2, Group G, Section 5U, Vol. 1 (5th Edition)	Sub A.L. 20 (A.L. 9707).
A.A.P. No. 2, Group G, Section 6A (13th Edition)	Sub A.L. 38 (A.L. 9513) with Errata Sub A.L. 39 (A.L. 9748).
A.A.P. No. 2, Group G, Section 6B (10th Edition)	Sub A.L. 29 (A.L. 9605).
A.A.P. No. 2, Group G, Section 6F (6th Edition)	Sub A.L. 18 (A.L. 9613).
A.A.P. No. 2, Group G, Section 106A (7th Edition)	Sub A.L. 26 (A.L. 9720).
A.A.P. No. 2, Group G, Section 106D (4th Edition)	Sub A.L. 16 (A.L. 9595).
A.A.P. No. 2, Group H, Section 28C (6th Edition)	Sub A.L. 29 (A.L. 9585).
A.A.P. No. 2, Group H, Section 128F, Vol. 3 (3rd Edition)	Sub A.L. 24 (A.L.9683).
A.A.P. No. 2, Group L, Section 15D (2nd Edition)	Sub A.L. 16 (A.L. 9701).

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A.A.P. No. 2, Group J, Section 12A (7th Edition)	Sub A.L. 36 (A.L. 9786).
A.A.P. No. 2, Group K, Section 3 (11th Edition)	Sub A.L. 39 (A.L. 9725).
A.A.P. No. 2, Group K, Section 4 (15th Edition)	Sub A.L. 60 (A.L. 9545).
A.A.P. No. 2, Group W, Section 4C (10th Edition)	Sub A.L. 44 (A.L. 9892).
A.A.P. No. 2, Group Y, Section 10AG (4th Edition)	Sub A.L. 11 (A.L. 9620).
A.A.P. No. 2, Group Y, Section 10AL (5th Edition)	Sub A.L. 11 (A.L. 9493).
A.A.P. No. 2, Group Y, Section 10AQ (4th Edition)	Sub A.L. 8 (A.L. 9899).
A.A.P. No. 2, Group Y, Section 10K (6th Edition)	Sub A.L. 16 (A.L. 9572).
A.A.P. No. 2, Group Y, Section 10P (4th Edition)	Sub A.L. 11 (A.L. 9635).
A.A.P. No. 2, Group Y, Section 10S (9th Edition)	Sub A.L. 19 (A.L. 9705).
A.A.P. No. 2, Group Y, Section 10V (3rd Edition)	Sub A.L. 12 (A.L. 9805).
A.A.P. No. 2, Group Y, Section 10W (5th Edition)	Sub A.L. 11 (A.L. 9714).
A.A.P. No. 2, Group Y, Section 110H (6th Edition)	Sub A.L. 18 (A.L. 9322).
A.A.P. No. 2, Group Y, Section 110K (6th Edition)	Sub A.L. 18 (A.L. 9611).
A.A.P. No. 2, Group Y, Section 110M (3rd Edition)	Sub A.L. 15 (A.L. 9282) (with Errata).
A.A.P. No. 2, Group Y, Section 110SB (6th Edition)	Sub A.L. 19 (A.L. 9398).
A.A.P. No. 2, Group Y, Section 110UB (4th Edition)	Sub A.L. 7 (A.L. 9625).
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A.A.P. 721:79, Vol. 2, Part 1	A.L. 12.
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A.A.P. 742:22, Vol. 3, Part 1 (2nd Edition)	A.L. 5.
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R.A.A.F. Dakota Orders	A.L. 62 and 63.
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R.A.A.F. Summary of Aircraft Accidents ..	October–December, 1958.
R.A.A.F. Summary of Defect Reports ..	Armament Engineering Serial No. 4-58, Quarter ending 31.10.58
	Canberra (Air frame) Serial No. 5, December, 1958
	Electrical Serial No. 2/58
	Engine and Accessory Defects Serial No. 14
	Metropolitan (Airframes) Serial No. 1
	Sabre (Airframe) Serial No. 5
	Winjeel (Airframe) Serial No. 2, December, 1958.
R.A.A.F. Twin Wasp Orders	A.L. 51.
Air Diagrams	A.D. 4488/Issue 6
	A.D. 6107A/MIN., Issue 3
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	A.D. 6107C/MIN., Issue 3
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	S.R. 967/N.B.
	S.R. 970/N.B.
	S.R. 985/N.B.
	S.R. 1050/N.B.
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	S.R. 1096/N.B.
	S.R. 1100/N.B.
	S.R. 1318/N.B., Issue 2.

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Title.	*Date.*
Lloyds Shipping Index	2nd March, 1959.
Lloyds Shipping Index	9th March, 1959.
Lloyds Shipping Index	16th March, 1959.
Lloyds Shipping Index	23rd March, 1959.
Lloyds Shipping Index	31st March, 1959.
Lloyds Shipping Index	6th April, 1959.
Lloyds Shipping Index	13th April, 1959.
Lloyds Shipping Index	20th April, 1959.
Lloyds Shipping Index	27th April, 1959.

Distribution of A.F.O. "S.C." Series.

Publication.	*"S.C." No.*
A.C.P. 131	S.C. 4/59 R.N. Correction No. 2.

(D.N.A.S. 4139/3/177.)

(*Navy Orders* 983 *of* 1957 *and* 1063 *of* 1958.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

C.N.O.'S 475-496/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
12th June, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

4570/59.

CONTENTS.

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

475.—Regulations and Instructions for the Royal Australian Navy.

It has been decided that the Navy, Army and Air Force are to be governed solely by Australian legislation as soon as practicable.

2. So far as the R.A.N. is concerned, the principal effects of this decision will be—

(*a*) A new comprehensive Navy Act incorporating a complete disciplinary code will replace the present Naval Defence Act. The (Imperial) Naval Discipline Act will then no longer apply in the R.A.N.

(*b*) An Australian publication to be known as Regulations and Instructions for the Royal Australian Navy (short title : R.I.) will be introduced and will ultimately replace the whole of Queen's Regulations and Admiralty Instructions in the R.A.N.

3. It is not known when the Bill for the new Navy Act will be submitted to Parliament. In the meantime, R.I. is being prepared and it is hoped that those chapters which are not dependent on the passing and proclamation of the new Act, will be issued during the current year.

4. R.I. will also replace much of Consolidated Orders and Regulations and various Navy Orders. The remainder of C.O.R. will be replaced by R.A.N. editions of various manuals (e.g., Storekeeping, Victualling, &c.).

5. Further details will be promulgated as and when chapters of R.I. are issued.

(H.N.B. 3712/19/147.)

RESTRICTED.

476.—Services Integration Sub-Committee—Reduction of Overlapping Between the Services.

With reference to Navy Order 434 of 1959, the Defence Administration Committee has set up a Services Integration Sub-Committee to undertake studies on the possibility of reducing or avoiding overlapping in the services.

2. The naval representative on the sub-committee is Commander B. S. Murray R.A.N., who will be located in the Naval Staff in Canberra.

3. The sub-committee is at present engaged on studies on the Cadet Colleges and Guided Weapons Indoctrination Training and will, subsequently, undertake a review of the Intelligence branches, and so on.

(H.N.B. 3406/113/57.)

(*Navy Order* 434 *of* 1959.)

UNCLASSIFIED.

477.—Visit of Schoolboys to the Fleet and 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 arrange 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 the school; and

(*b*) provision of a casual meal or light refreshment where practicable.

3. Captains 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 ship and port, or 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*) Dates, including alternatives, on which visit is desired.

4. Provisions issued are to be recorded on form A.S. 77A and entered on form A.S. 71—Ledger Sheet, as "other issues".

5. Navy Order 699 of 1956 is hereby cancelled.

(H.P.B. 3619/1/64.)

(*Navy Order* 699 *of* 1956.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

478.—Herbert Lott Trust Fund.

An annual grant is made by the Admiralty to several administrative commands for efficiency in fighting practices, and the allotment to the Royal Australian Navy for the year ending 31st December, 1958, is £80 sterling.

2. Distribution of the grant is made on the recommendation of the Flag Officer Commanding H.M.A. Fleet. The provisions of the trust instrument require that awards should be made only to individuals, or groups of individuals (e.g., the members of a guncrew) who qualify for them and that any system of distributing awards which benefits all the personnel of a ship or unit without regard to their individual fitness for an award, is not in accordance with the terms of the trust. Where awards are made they should be made directly to the individuals concerned and not, for example, applied to some fund for their benefit.

3. In addition to the foregoing direct grant to the R.A.N. provision is made in the Fund for the grant of £270 sterling to the Far East Station to include awards for Commonwealth ships detached for duty on the station. Any sum so awarded to ships of the R.A.N. will be notified.

4. Navy Order 586 of 1958 and paragraph 26 of Navy Order 761 of 1957 (as promulgated in Navy Order 586 of 1958) are hereby cancelled.

(D.N.A. 4813/4/58.)

(*Navy Orders* 761 *of* 1957 *and* 586 *of* 1958.)

UNCLASSIFIED.

479.—Inventions and Suggestions—Awards—Presentation of.

(*A.F.O.* 691/1959.)

It is the Naval Board's desire that, as a public recognition of the fact that an officer or man who has qualified for an award under Q.R. and A.I., Article 5302 or 5303 has deserved well of the Service, the presentation of such awards should, as far as possible, be made formally and in public, e.g., at Sunday Divisions or Captain's Requestmen.

2. Where the award is particularly large or the invention or suggestion is specially valuable or interesting, Commanding Officers should consider whether it may be possible to arrange for the presentation to be made by a Flag Officer.

(D.T.S.R. 3630/1/17.)

UNCLASSIFIED.

480.—Personnel Proceeding Overseas by Ship—Passengers' Baggage.

With reference to Interim Pay Instructions, Instruction 237/8, the P. and O. and Orient shipping companies advise that passengers' baggage may include such items as linen, blankets, cutlery, kitchen utensils, sewing machines, and other articles of domestic household requirements, and tools of trade, providing they are contained in packages which do not exceed the Company's regulations of size and weight, i.e., 4 feet in length and 2 cwt. per package. These items will be conveyed without charge within the free passenger allowance.

2. Items such as furniture, including pianos, can only be shipped as cargo. The companies prefer that radiograms, washing machines, refrigerators and carpets should also be shipped as cargo, but if at the Agent's discretion these items are accepted on baggage terms, they must be paid for in full at the Excess Baggage rate; these charges may not be offset by any free baggage allowance.

3. Navy Order 836 of 1954 is hereby cancelled.

(D.M.D. 4676/2/42.)

(*Navy Order* 836 *of* 1954.)

UNCLASSIFIED.

481.—Programme for Professional Examinations in the R.A.N.

The dates for the professional examinations for advancement to Petty Officer and Petty Officer Wran in the Supply and Secretariat Branch scheduled to be held on 13th and 14th October, 1959, have been changed to 27th and 28th October, 1959. Accordingly Navy Order 1071 of 1958 is to be amended as follows:—

Delete:

Examination.	*Date of Examination.*	*Return of Candidates Due at Navy Office.*
Petty Officer Writer ..	Tuesday, 13th October .. Wednesday, 14th October	21st September.
Petty Officer Wran Writer (General Duties)	Tuesday, 13th October .. Wednesday, 14th October	21st September.
Petty Officer Wran Writer (Pay)	Tuesday, 13th October .. Wednesday, 14th October	21st September.
Stores Petty Officer (Stores) .	Tuesday, 13th October .. Wednesday, 14th October	21st September.
Stores Petty Officer (Victualling)	Tuesday, 13th October .. Wednesday, 14th October	21st September.
Petty Officer Wran Stores (Naval Stores)	Tuesday, 13th October .. Wednesday, 14th October	21st September.
Petty Officer Wran Stores (Victualling)	Tuesday, 13th October .. Wednesday, 14th October	21st September.
Petty Officer Steward ..	Tuesday, 13th October .. Wednesday, 14th October	21st September.
Petty Officer Wran Steward (General)	Tuesday, 13th October .. Wednesday, 14th October	21st September.

Insert:

Examination.	*Date of Examination.*	*Return of Candidates Due at Navy Office.*
Petty Officer Writer ..	Tuesday, 27th October .. Wednesday, 28th October	5th October
Petty Officer Wran Writer (General Duties)	Tuesday, 27th October .. Wednesday, 28th October	5th October.
Petty Officer Wran Writer (Pay)	Tuesday, 27th October .. Wednesday, 28th October	5th October.
Stores Petty Officer (Stores) ..	Tuesday, 27th October .. Wednesday, 28th October	5th October.
Stores Petty Officer (Victualling)	Tuesday, 27th October .. Wednesday, 28th October	5th October.
Petty Officer Wran Stores (Naval Stores)	Tuesday, 27th October .. Wednesday, 28th October	5th October.
Petty Officer Wran Stores (Victualling)	Tuesday, 27th October .. Wednesday, 28th October	5th October.
Petty Officer Steward ..	Tuesday, 27th October .. Wednesday, 28th October	5th October.
Petty Officer Wran Steward (General)	Tuesday, 27th October .. Wednesday, 28th October	5th October.

(H.P.B. 4007/3/227.)

(*Navy Order* 1071 *of* 1958.)

UNCLASSIFIED.

482.—Ratings—Seaman Branch—Instructions for Part III. Examination of Ordinary Seaman.

Navy Order 123 of 1959 is to be amended as follows:—

Paragraph 1. *Delete* "and COOTAMUNDRA" and "FREMANTLE" and *substitute* "BARCOO AND GASCOYNE" and "DIAMANTINA" respectively.

(D.T.S.R. 4006/141/46.)

(*Navy Order* 123 *of* 1959.)

UNCLASSIFIED.

483.—Tax Free Element of Pensions Payable Under the D.F.R.B. Act.

The Commissioner of Taxation has approved of the issue of the following information regarding the method of application of section 26AA of the Income Tax and Social Services Contributions Act to naval personnel.

2. Section 26AA of the Act provides that, except for such amount of pension as was purchased by the "undeducted purchase price", as defined in the following paragraphs, amounts received as pension constitute portion of a pensioner's assessable income for taxation purposes.

3. Under the provisions of the Act a taxpayer may claim as a deduction from assessable income amounts paid as contributions toward the purchase of a pension or by way of Life Assurance premiums up to a limit of £100 for the year commencing 1st July, 1948, date of inception of D.F.R.B. Scheme, to 30th June, 1949; £150 for year ended 30th June, 1950; £200 for subsequent years of income to 30th June, 1956 and £300 from 1st July, 1956 onwards unless otherwise varied by amendments to the Income Tax Assessment Act.

4. Amounts paid by a taxpayer in excess of those referred to in paragraph 3 could not, therefore, be claimed as a deduction in the particular years of income in which they were paid Such amounts, however, represent portion of the "undeducted purchase price" of pension referred to in section 26AA of the Act. The "undeducted purchase price" of pension consists of the total of these individual amounts in excess of exemptions allowed for pension contributions and Life Assurance premiums on which tax was paid in the various years of income.

5. When a taxpayer, who was required to pay tax on the "undeducted purchase price" of his pension as instanced above, retires from his employment and on retirement becomes eligible for pension, he may request the Commissioner of Taxation to advise him of the amount of such pension which will be exempt from income tax in accordance with the above provisions. Such a request should be made to the Deputy Commissioner of Taxation in the State in which the member lodged his returns of income and must include details of the amounts paid towards pension and assurance premiums in each year in which the total of such payments exceeded the exemptions laid down.

6. The amount of pension which will be free of income tax is ascertained by dividing the total amount of the " undeducted purchase price " by the life expectancy of the pensioner at the age of his retirement. The example quoted was as under:—

" The life expectancy of a man aged 65 years is 14 years. His annual pension is £800 per year and the " undeducted purchase price " of his pension amounted to £1,400. The annual allowance would therefore be—

$$\frac{£1,400}{14} = £100$$

The amount of pension which would then be taxable (not having regard to concessional deductions, &c.) would be £800 − £100 = £700 a year ".

7. The Commissioner of Taxation has advised that the amount of deferred pay paid into the Defence Forces Retirement Benefits Fund by members of the R.A.N. who are contributors for full benefits also represents portion of the " undeducted purchase price " of their pensions.

8. Accordingly, on retirement personnel who become eligible for pension under the D.F.R.B. Act, and who consider that portion of their pension does not represent assessable income in accordance with section 26AA of the Income Tax and Social Services Contributions Act, may request advice from the Director of Navy Accounts of the amounts of their yearly contributions, and if applicable, deferred pay paid to the D.F.R.B. Fund in order that they may make application to the Deputy Commissioner of Taxation. If, in addition, they had paid assurance premiums, details of the payments should be sought from the Company concerned.

9. Navy Orders 390 of 1956 and 195 of 1957 are hereby cancelled.

(H.P.B. 4845/1/25.)

(*Navy Orders* 390 *of* 1956 *and* 195 *of* 1957.)

RESTRICTED.

484.—Training of Personnel in A.B.C. Material and Instruments.

Radioactive Sources.

A number of radioactive sources type D, are held in the A.B.C. Section of the A.B.C.D. School. They are available for training purposes for those ships and establishments issued with Contamination Meter I, Mk. 2.

2. These sources are 5 millicuries in strength and give a dose of 7.8 mr./hr. at a distance of 3 feet. They are of cobalt 60 and are normally used to simulate contaminated areas during exercises at the A.B.C. Section.

3. Provided the instructions given below are strictly observed, radioactive sources issued for training are not harmful to the individual in any way. They are kept and always transported in a lead lined castle and are to be removed, only when actually required for use. When not in use, sources are to be stowed in a secure place (in their containers) at least 20 yards from any place of work, sleep or recreation.

Personnel—Precautions.

4. All personnel participating in training in which radioactive sources are used, are to receive a lecture on safety precautions. To ensure the absolute safety of all personnel engaged in either radioactive exercises and/or the demonstration of associated instruments, a personal dosimeter is to be worn. Personnel continuously engaged in this type of work are to be given a blood count before commencing work and thereafter at three monthly intervals.

5. The extent to which the above rules apply to personnel who come into occasional contact with radioactive material must be left largely to the discretion of the responsible officer.

Instruments.

6. Contamination Meter I, Mk. 2, which is on issue to the R.A.N. is an excellent instrument and its uses are readily demonstrated using the radioactive sources listed in paragraph 1 above. The essential use of this instrument is to detect the presence of radioactivity on the person.

General.

7. Ships visiting Sydney should make application to the Captain, H.M.A.S. PENGUIN, for the use and demonstration of radioactive sources. On receipt of applications, sources will be delivered to ships by qualified instructors and demonstrations will be given as required.

8. Ships may take sources, if desired, in order to progress instruction in the use of instruments whilst away from Sydney. All relevant precautions must be observed whilst holding this material.

9. Every assistance in this important phase of training will be given by the A.B.C.D. School.

10. Confidential Navy Order 45 of 1957 is hereby cancelled. Query: ass to correct CNO.

(D.T.S.R. 5113/70/12.)

(*Confidential Navy Order* 45 *of* 1957.)

UNCLASSIFIED.

485.—Ratings—Seaman Branch—Recommendation for 2nd and 1st Class Specialist Qualifications.

It has been decided that in future no rating is to be recommended for a higher specialist qualification course unless, in addition to his being assessed as having a reasonable chance of passing, he has had experience in his present class of S.Q. held.

2. As from the date of this order " passed professionally for Petty Officer " will no longer be a requirement before Leading Seamen are eligible to be recommended for a 1st Class Specialist Qualification.

3. Although ratings will continue to be placed on course rosters for their appropriate higher S.Q. course in accordance with the provisions of A.B.R. 10, Article 1126, clauses (5) and (6), in future preference will be given to ratings passed professionally for Leading Seaman or Petty Officer when appropriations for 2nd Class or 1st Class S.Q. courses are being authorized.

4. When a rating receives a special recommendation under the provisions of A.B.R. 10, Article 1126, clause (3), the recommendation is to be reported initially on a supplementary form A.S. 1303 in lieu of by letter, and subsequently on the quarterly form A.S. 1303 with an appropriate notation in the remarks column.

5. Whilst ability to take charge is not stipulated as a requirement before a rating is eligible for recommendation for a 2nd or 1st Class Specialist Qualification development of ability to take charge will be an integral part of all such courses. Similarly development of ability to instruct will be an integral part of all 1st Class Specialist Qualification courses.

6. A.B.R. 10, Chapter Eleven, will be amended.

(H.P.B. 4002/82/49.)

UNCLASSIFIED.

486.—Transport of Civilians in H.M.A. Ships or Aircraft.

Before civilians are carried in H.M.A. ships or aircraft they are, before going on board, to sign an agreement exempting the Commonwealth from any liability.

2. The form of this agreement is laid down in the appendix to this order; Part I. is required for adults, Part II. for minors.

3. Indemnities are not required from employees of the Department of Navy travelling on duty, or in special cases as directed by the Naval Board.

APPENDIX.

FORMS OF AGREEMENT OR INDEMNITY.

These forms are to be prepared locally as required. Completed forms are to be retained for two years.

PART I.

Form for adult taking passage in one of H.M.A. ships or a naval aircraft.

DEPARTMENT OF THE NAVY.

Indemnity.

I.....(*a*) of.....(*b*) in the State of.....(*c*) IN CONSIDERATION of the Commonwealth of Australia (hereinafter referred to as " the Commonwealth " which expression shall when the context admits or requires be deemed to include its officers servants and agents) at my request agreeing to give passage to me in a Commonwealth ship / aircraft the Commonwealth reserving the right to withdraw its permission at any time without compensation for the withdrawal HEREBY AGREE as follows:—

1. I HEREBY RELEASE AND FOREVER DISCHARGE the Commonwealth from all actions proceedings suits costs claims and demands which I might have or but for the signing of this agreement might have had against the Commonwealth for any loss damage or injury (including death) of whatsoever nature and howsoever arising in connexion with or arising out of my presence in a Commonwealth ship / aircraft whether caused by the negligence default or misconduct of the Commonwealth or otherwise howsoever.

2. I HEREBY INDEMNIFY AND AGREE TO KEEP INDEMNIFIED the Commonwealth from and against all actions proceedings suits costs claims and demands and the costs reasonably incurred in defending or resisting the same which may hereafter be made by any person or persons in respect of any such loss damage or injury (including death) as aforesaid.

DATED the day of 19 .

(Signature of Witness.) (Signature.)

Instructions: (*a*) Full name.
(*b*) Address.
(*c*) State.

PART II.

Form for minor taking passage in one of H.M.A. ships or a naval aircraft.

DEPARTMENT OF THE NAVY.

Indemnity.

We.....(*a*) of.....(*b*) in the State of.....(*c*) an infant and.....(*d*) of.....(*e*) in the said State the parent or guardian of the infant IN CONSIDERATION of the Commonwealth of Australia (hereinafter referred to as " the Commonwealth " which expression shall where the context admits or requires be deemed to include its officers servants and agents) at our request agreeing to give passage to the infant in a Commonwealth ship / aircraft the Commonwealth reserving the right to withdraw its permission at any time without compensation for the withdrawal HEREBY AGREE as follows:—

1. WE HEREBY JOINTLY AND SEVERALLY RELEASE AND FOREVER DISCHARGE the Commonwealth from all actions proceedings suits costs claims and demands which we or either of us might have or but for the signing of this agreement might have had against the Commonwealth for any loss damage or injury (including death) of whatsoever nature and howsoever arising in connexion with or arising out of the presence of the infant a Commonwealth ship / aircraft whether caused by the negligence default or misconduct of the Commonwealth or otherwise howsoever.

2. WE HEREBY JOINTLY AND SEVERALLY INDEMNIFY AND AGREE TO KEEP INDEMNIFIED the Commonwealth from and against all actions proceedings suits costs claims and demands and the costs reasonably incurred in defending or resisting the same which may hereafter be made by any person or persons in respect of any such loss damage or injury (including death) as aforesaid.

DATED the ..... day of ..... 19 .

....
(Signature of Witness.) (Signature of Infant.)

....
(Signature of Witness.) (Signature of Parent or Guardian.)

Instructions: (*a*) Infant's full name.
(b) Address.
(*c*) State.
(*d*) Full name of parent or guardian.
(*e*) Address.

(H.N.B. 4833/1/29.)

Section 3.
HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

487.—Boilers—Melesco Superheater Headers—Tube Hole Joint Refacing Equipment.

Occasional refacing by cutting and grinding the joint seatings of the headers for Melesco superheater elements is found to be necessary when making good tube end joint leakage.

2. Equipment has been provided to the ships concerned to enable this work to be carried out, but an appreciable saving in the time taken and the man-hours involved in effecting a satisfactory joint by refacing, may be made by using modified equipment as shown in Navy Order Diagram issue No. 7/59.

3. The modified equipment enables the operator to change Aloxite cloth or withdraw the cutter for inspection of progress with the refacing of the joint, without dismantling the equipment. This arrangement avoids delay in re-setting the gear and ensures correct alignment without further adjustment.

4. Ships concerned are to include an item in the Defect List for the onboard sets of refacing equipment for header joints of Melesco superheater elements, to be modified as shown in Navy Order Diagram Issue No. 7/59. Where the necessary capacity and facilities exist, the work should be done on board with dockyard assistance.

(D.M.E. 3757/21/113.)

UNCLASSIFIED.

488.—Accounting for Gunnery Equipment and Underwater Weapon Stores Spare Gear in H.M.A. Ships and Commissioned Establishments.

Navy Order 58 of 1959 is to be amended as follows:—

Paragraph 3, line 2—

Delete: " column 3 ".

Insert: " column 6 ".

(D.O.U.W. 4426/6/105.)

(*Navy Order* 58 *of* 1959.)

UNCLASSIFIED.

489.—Gun Mountings—S.T.A.A.G., Mk. 3, Mod. 1—Restrictions on the Continuous Operation of the Firing Circuit.

(*A.F.O.* 714/1959.)

The intermittent rating of the A.C. firing solenoid fitted to S.T.A.A.G., mark 3 mod. 1, mountings has given rise to a number of reports being received from the R.N. of failure of this solenoid due to overheating caused by the firing circuit being energized for prolonged periods.

2. A few cases have been caused by the firing pistol being jammed in the " on " position, and in other cases the coil has been overrun whilst testing safety firing circuits.

3. The makers' rating of this coil is such that it may be continuously energized for not more than ten minutes for firing circuit testing purposes. If, however, it has been so energized, then, although it is permissible to continue normal firing (i.e., coil energized intermittently) immediately, the coil should be allowed, subsequently, to cool for not less than one hour before being continuously energized again.

(D.O.U.W. 4429/42/161.)

UNCLASSIFIED.

490.—Stores—Lines, Nylon, Luminous for Line Throwing Purposes—Introduction into Naval Service.

(*A.F.O.* 365/1959.)

Nylon lines coated with luminous paint have been introduced in the R.N. and, it is intended to carry out tests of this equipment in the R.A.N.

2. Portable aluminium alloy lockers containing shallow trays will be supplied to ships for activating the lines. Prior to use, the coated nylon lines are to be wound on formers, slid from the formers into the shallow trays and placed in the locker, which is fitted to take two trays. Lines must not be left wound on formers for any appreciable time. The locker is to be fitted with three 60 watt filament lamps (N.S. patterns 996–4555 or 996–4585 dependent on voltage) and is to be connected to the ship's power supply by means of flexible connexions, using plug Admiralty pattern 18661 for securing to the socket (A.P. 7690) in the locker. It is important that the earth terminal of the socket should be connected to the metal enclosure of the locker. The wiring in the locker should be subjected to an insulation test with a megger before use; the insulation resistance between poles and to the metal enclosure should not be less than 2 megohms.

3. The lines should be activated for 30 minutes and should be visible in semi-darkness at a range of 50 yards. Luminosity will wear off however, and the lines may have to be re-activated if firing is delayed after removal of the lines from the locker. They can be fired direct from the shallow trays, and are therefore ready for use immediately on removal from the locker.

4. It is intended in the first instance to limit issue to the following:—

	ET.513 Line Nylon Luminous.	ET.630 Locker Activating Lines Luminous.	ET.205 Tray Locker.	LT.004 Former, Line, Schermuly.
H.M.A.S. MELBOURNE	6	1	4 spare	1
H.M.A.S. VOYAGER ..	3	1	1 spare	1
H.M.A.S. VENDETTA ..	3	1	1 spare	1
H.M.A.S. VAMPIRE ..	3	1	1 spare	1
H.M.A.S. TOBRUK ..	3	1	1 spare	1
H.M.A.S. ANZAC ..	3	1	1 spare	1

5. Issue will be made without demand when supplies are available and will be in addition to the present allowance of lines. On receipt of this equipment tests are to be carried out by the above ships over a period of six months. At the expiration of this period a report is to be rendered to Navy Office, consideration will then be given to extending issue to other classes of ships.

6. Further trials are in progress by the Admiralty to assess the expected shelf life of the luminous line and to ascertain whether lines are capable of being used several times with re-activation without being returned to the nearest Naval Armament Depot for further treatment.

7. Ships' Warrants will be amended accordingly.

(D.O.U.W. 4428/59/82.)

UNCLASSIFIED.

491.—Radio Aids to Navigation—Loran—Fitting Policy and Reports.

(*A.F.O.* 2427/1958.)

It is intended that all H.M.A. ships liable to operate in areas covered by the Loran system shall be fitted with Loran receiving equipment, which may be either type DAS-2 or type AN/UPN12. The standard receiver is type DAS-2. A number of type AN/UPN12 receivers are being purchased in the United States for fitting in new construction. A limited number of the latter equipments are also being obtained to replace DAS-2 in ships in commission; allocation of these will be made by the Naval Board. Individual applications will not normally be considered.

2. Ships in reserve or reducing to reserve are to retain their Loran equipment unless specific instructions are received to the contrary.

3. Periodical reports on the results obtained with Loran and with Consol have previously been rendered on form H434. This form is now obsolete and when all stocks have been exhausted reports are to be rendered in manuscript through administrative authorities.

4. Reports are only required when the results obtained warrant the attention of the Naval Board being drawn to them. Typical circumstances which would merit a report are—

(*a*) Reliable results obtained at unusually long range.
(*b*) Failure to obtain satisfactory results when within normal coverage.
(*c*) A consistent or unduly large error checked by other means of position fixing.
(*d*) Unusually good or bad results being obtained over a period of time.
(*e*) Unusual results being obtained which are believed to be attributable to peculiarities of radio propagation or other technical reasons.

(D.T.S.R. 4276/2/181.)

UNCLASSIFIED.

492.—Alteration and Addition Item—A.S. Frigate (Sloop) H.M.A.S. WARREGO.

The following alteration and addition item is approved for H.M.A.S. WARREGO:—

Class List Item No. 545. *Classification* " *A* ".

Item: To supply one 7¼ cubic feet Electrolux domestic refrigerator. To be installed adjacent to W.T. hatch to Refrigeration Machinery Flat in No. 3 Mess.

References: (*a*) H.M.A.S. WARREGO'S proposed alteration and addition item, Temporary Distinguishing Letter " P ".
(*b*) F.O.I.C.E.A.'s memoranda N20/24/19 of 4th December, 1958, and 13th March, 1959.
(*c*) Navy Office letter 2450 of 9th February, 1959.

Remarks: The item is applicable to H.M.A.S. WARREGO only.

(D.C.C. 4282/3/400.)

UNCLASSIFIED.

493.—H.M.A. Ships—Structure of Material other than Black Mild Steel.

(*A.F.O.* 795/1959.)

Various structural materials are being used in the hulls of modern warships. Particular care is necessary in maintaining and welding some of these materials, and to enable them to be identified a statement to this effect has in the past been included in the Captain's Ship Book.

2. It has been decided to amplify these instructions and in future a statement or drawing will be inserted in the Ship's Book giving the position, extent, and thickness of—

(*a*) Armour and protective plating.
(*b*) Steels other than mild or A quality steel.
(*c*) Galvanized structure.
(*d*) Zinc sprayed structure.
(*e*) Aluminium alloy structure.
(*f*) Any other special structural material.

3. Welding operations should not be permitted on these parts of the ship's structure without appropriate equipment and precautions. B.R. 1988, Mechanical Engineering Maintenance Instructions, Article 1010 refers.

4. Maintenance work carried out on these parts of the ship's structure is to be performed with due regard to the material and its protective coating.

5. Ships in which black mild or A quality steel only is used for structural work will be issued with a statement to this effect for inclusion in the Ship's Book.

(D.N.C. 4352/1/16.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

494.—Uniforms—W.R.A.N.S.—Use of Diagonal Serge.

The use of lightweight serge in the manufacture of W.R.A.N.S. uniforms has been discontinued. In future, these uniforms will be made from diagonal serge.

2. Diagonal serge uniforms will not be supplied until existing stocks of lightweight serge uniforms are issued to exhaustion.

3. Navy Order 568 of 1957 is hereby cancelled.

(D.V. 4533/56/158.)

(*Navy Order* 568 *of* 1957.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

495.—Books of Reference and O.U. Publications—Lodgement of Demands for Gratuitous Issue and Issues on Repayment.

On receipt of a Navy Order notifying the gatuitous issue of the new or revised editions of existing publications for which gratuitous issues or issues on repayment are authorized, H.M.A. ships and establishments concerned should forward demands for their requirements for these purposes through the appropriate channels to the Superintending Naval and Air Store Officer, Sydney. The demands are to indicate the purpose for which the publications are required but should not include copies allowed by establishment for official use in the ships or establishments. The latter copies will be supplied without demand.

2. Navy Order 129 of 1958 is hereby cancelled.

(D.N.A.S. 4139/11/87.)

(*Navy Order* 129 *of* 1958.)

Section 7.

CANCELLED LIST.

496.—Cancellation of Navy Orders.

Navy Orders 448 and 782 of 1957 are hereby cancelled.

(D.O.U.W. 4427/61/32.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 497-513/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
18th June, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

Mosf 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.

4715/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

497.—Courts-Martial—Issue of Commissions to R.A.N. Officers by the Admiralty.

As a result of the coming into force of the U.K. Naval Discipline Act 1957, the commissions to order courts-martial held by certain officers by virtue of orders-in-council under the former U.K. legislation, were no longer effective. Accordingly a new order-in-council has been made and the commissions are again effective. The text of the order-in-council is shown as the appendix to this order.

APPENDIX.

1959. No. 407.

ROYAL NAVY.

THE NAVAL DISCIPLINE (RELATIONS WITH THE ROYAL AUSTRALIAN NAVY) ORDER 1959.

Made .. .. 11th March, 1959.
Coming into Operation .. .. 23rd March, 1959.

At the Court at Buckingham Palace, the 11th day of March, 1959.

Present,

The Queen's Most Excellent Majesty in Council.

WHEREAS by sub-section (2) of section 114 of the Naval Discipline Act, 1957(*a*), it is provided that where members of a force of any Commonwealth country are subject to that Act by virtue of the law of that country, Her Majesty may by Order in Council make such adaptations and modifications of that Act in relation to other members of Her Majesty's naval forces as may be desirable for the purpose of regulating between those members of Her Majesty's naval forces and members of the force of that country;

AND WHEREAS members of Her Majesty's Australian Navy are subject to the Naval Discipline Act, 1957, by virtue of the Naval Defence Act, 1910–1952(*b*), of the Commonwealth of Australia to the extent and subject to the modifications and adaptations provided by or under the Act;

NOW THEREFORE Her Majesty, in pursuance of the said sub-section (2) of section 114 of the Naval Discipline Act, 1957, and of all other powers Her enabling in that behalf, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered as follows:—

1. For the purpose of regulating the relations between members of the Royal Australian Navy and other members of Her Majesty's naval forces, the Naval Discipline Act, 1957, shall apply in relation to such other members as though in sub-section (1) of section 53 of that Act the reference to "any officer of the Royal Navy" included any officer of the Royal Australian Navy.

2. This Order may be cited as the Naval Discipline (Relations with the Royal Australian Navy) Order 1959, and shall come into operation on the twenty-third day of March, 1959.

W. G. AGNEW.

EXPLANATORY NOTE.

(This Note is not part of the Order, but it is intended to indicate its general purport.)

This Order enables commissions to be granted to officers of the Royal Australian Navy to order courts-martial under the Naval Discipline Act, 1957.

(*a*) 5 & 6 Eliz. 2. c. 53. (*b*) Commonwealth Australia Act No. 30, 1910 as amended by No. 16, 1911; No. 21, 1912; No. 45, 1918; No. 45, 1934; No. 35, 1948; No. 72, 1944 and No. 14, 1952.

(D.G.S. 3712/103/5.)

UNCLASSIFIED.

498.—Survey of Stores and Equipment.

An instance occurred in the fleet whereby a quantity of valuable outline illumination circuits and rigging equipment was dumped overboard during a general cleanup of a ship without proper survey action being taken.

2. The procedure to be followed before stores and equipment are condemned or declared obsolete or unserviceable is set out in Treasury Regulations and Instructions. Section 29, Clause 11 which is set out as an appendix to this order is particularly relevant.

3. The distribution of Reports of Survey, form A.S. 331Z, are set out in Navy Order 800 of 1958.

4. All officers responsible for the custody and accounting for stores and equipment are to be acquainted with the procedure to be followed.

APPENDIX.

Condemned Stores.

11. Stores shall not be condemned or declared obsolete or unserviceable except on the basis of an inspection report by a Board of Survey or, in the case of those of minor value, by a duly authorized inspecting officer. Stores which are economically repairable shall be repaired, for future use. Condemned, obsolete or unserviceable stores, if of scrap value, shall be sold as scrap. If of no value, such stores shall be disposed of in a manner which will prevent their resubmission as accountable stock. In either case, such stores shall be written off under competent authority (*see also* Instructions 30/1 to 30/12). Stores no longer of departmental value but with some selling value shall be sold under competent authority, utilizing the services of the appropriate disposals authority. The act of sale and the consequential entries, provided that the stores are not sold as scrap, remove the stores from the stores ledger account and action to write off is not necessary.

(D.C.C. 4476/7/5.)

(*Navy Order* 800 *of* 1958.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

499.—Discipline—Responsibility for Maintenance.

(*A.F.O.* 2900/1958.)

In order that the responsibilities of all senior ratings, irrespective of the Branch to which they belong, for the maintenance of discipline may be appreciated, particularly by artificer ratings, the attention of ships' companies should be drawn periodically to the provisions of Q.R. and A.I. Article 1827—Maintenance of Good Order.

2. Greater use of form A.S. 1291—Duties of Chief Petty Officers and Petty Officers—in the messes of ratings of Chief Petty Officer and Petty Officer rates, and the inclusion in Standing Orders exhibited on ships' companies' notice boards of extracts from Article 1827, should contribute to a better understanding of the responsibility for the maintenance of discipline at all times.

3. The Naval Board commend the practice of some Captains in personally reading a suitable extract from Article 1827 to individual men who appear before them as requestmen for advancement to any rating in which they will hold or continue to hold the rating or status of Petty Officer or Chief Petty Officer.

(D.N.A.S. 3526/12/2419.)

UNCLASSIFIED.

500.—Engagements and Re-engagements in the Permanent Naval Forces.

Engagements. (See also 168 | 1960 in connection with this.)

Engagements for all new entries into the Permanent Naval Forces are to be as follows:—

(*a*) Recruits under the age of 18 and over the age of 21 may engage for nine or twelve years.

(*b*) Recruits between ages 18 and 21 may engage for nine years only. (This is due to Section 25A of the Naval Defence Act which precludes enlistment of a minor for a period that would extend beyond his attaining the age of 30 years.)

(*c*) Naval artificer apprentices are to enter for a period of twelve years.

Ratings serving an initial engagement of twelve years are not permitted to transfer to a nine years' engagement.

Re-entries.

2. Re-entries, including ex-R.N. ratings and ex-ratings entering into the Naval Dockyard Police, are to enter for six years.

Minimum Engagements.

3. The minimum period of engagement or re-engagements is two years in accordance with section 25 of the Naval Defence Act.

Re-engagements.

4. Except as varied by paragraph 6, re-engagements effected by members of the P.N.F. (Sea-going) or N.D.P. will be to complete the following periods of continuous P.N.F. service:—

Initial Engagement.	*Re-engagements (to complete 9 and 12 years' service).*	*Subsequent Re-engagements.*
6 years or re-entry for 6 years	Either— 6 years to complete 12 years; or 3 years to complete 9 years followed by 3 years to complete 12 years	5 years to complete 17 years followed by 5 years to complete 22 years, followed by 2 year periods up to the day immediately before attaining the retiring age of 50 years (55 years in the case of N.D.P.)
9 years	3 years to complete 12 years ..	As alternatives to each of the 5 year periods above a rating may re-engage for— (*a*) a period of 3 years followed by a period of 2 years; or
12 years		(*b*) a period of 2 years followed by a period of 3 years.

5. Where the period is to attain the retiring age and is less than four years but more than two years, re-engagements are to be for the period up to the day immediately before attaining that age.

Re-engagement of Ratings entered for less than Six Years.

6. In order that they may qualify for benefits entitlements under the D.F.R.B. Act, ratings who entered the P.N.F. on or after 1st July, 1947 on engagements of less than six years are required to re-engage to complete nine or twelve years' continuous P.N.F. service from the beginning of the engagements during which they became contributors to the fund.

7. Thereafter, re-engagements are to be in accordance with paragraph 4.

Re-engagement of Ratings selected for Courses.

8. Ratings who are selected to undergo courses of instruction will be grouped as follows:—

GROUP A.—Courses which confer benefits in excess of those normally required for purely service needs and courses which are of twelve months' duration or more or give qualification for change of branch,

e.g.—Mechanician Course.
Aircraft Mechanician Course.
Language Training Course.
Courses abroad for Special Duties List and courses involving expense of passage abroad.

GROUP B.—Courses which are compulsory before advancement to the confirmed Petty Officer rating or courses for instructor specialist ratings or courses for first class specialist qualifications of the Seaman Branch.

GROUP C.—Courses not covered in groups A or B.

9. Ratings selected for courses are required to have the following periods of service remaining after the date of completion of the course:—

Group A—four years.
Group B—two years.
Group C—one year.

10. When a rating's current engagement is due to expire within the foregoing period appropriate to his course, he is required to re-engage before commencing the course or before embarkation, as appropriate, for either—

(*a*) the unexpired portion of his current engagement plus a period necessary to ensure compliance with paragraph 9, except that no re-engagement is to be less than two years; or

(*b*) the unexpired portion of his current engagement plus the whole of the next one or two normal re-engagements as necessary to ensure compliance with paragraph 9.

11. As a temporary measure ratings of the Electrical Branch may be selected for courses in group C without being required to re-engage provided their current engagements are not due to expire within six months after the date of completion of the courses.

12. Care is to be taken that a rating who is a contributor to the D.F.R.B. Fund and who chooses alternative (*a*) in paragraph 10 understands that the maximum gratuity for service for less than twelve years but more than nine years is £210 and that the maximum gratuity for service for less than nine years is £120.

13. A rating who wishes to be selected for a course should indicate, when being recommended for the course, whether he is willing to re-engage, the remarks columns of the appropriate form A.S. 1303 or other form of recommendation being endorsed accordingly.

14. Ratings who have completed seventeen years' service or have attained 40 years of age are not given courses unless there are special circumstances.

15. Re-engagements in accordance with paragraph 10 remain valid in the event of failure on course, and subsequent re-engagements will be as set out in paragraph 4.

Re-engagement Procedure.

16. When an application to re-engage is received from a member (either P.N.F., N.D.P. or W.R.A.N.S.) the following procedure is to be observed:—

(*a*) A medical examination of the member is to be arranged in accordance with C.O.R., article 562. (Paragraph 25 of this order also refers.) When conducting the examination the Medical Officer is to have regard to information contained in the member's medical history documents. To be acceptable for re-engagement the member must be medically fit for sea service.

(*b*) On completion of the medical examination, advice of application is to be signalled to A.C.N.B. quoting this order and stating—

(i) Name, rating and official number of applicant.
(ii) Period of re-engagement required.
(iii) Character and efficiency assessment at date of application.
(iv) If member is under 21 years of age, that form A.R. 2 (parent's consent) has been completed.
(v) Whether medically fit for sea service including medical category and any current ailments.
(vi) Captain's recommendation.

(*c*) Decisions on the application will be signalled and will include any necessary drafting action.

(*d*) On receipt of approval to re-engage, the re-engagement is to be effected as soon as possible on form A.S. 55.

(*e*) When completed, form A.S. 55, together with the member's Certificate of Service and enclosures thereto and form A.R. 2, where appropriate, is to be forwarded to Navy Office for perusal.

17. The Captain's recommendation is the best safeguard against the re-employment of unsuitable personnel. *See* Navy Order 865 of 1958 in this regard.

18. The period of a re-engagement will date from the date of the signal forwarding the application. The actual period of re-engagement recommended should, in all instances, include the unexpired portion of the current engagement plus the next normal period in accordance with paragraph 4. However, should a member's engagement expire before the date he actually signs form A.S. 55, the commencing

date of the engagement is to be shown on form A.S. 55 as the date following the date on which his previous engagement expired, in which case the period of engagement recorded on form A.S. 55 will not include the unexpired portion previously calculated.

19. Should a member decide against re-engagement after approval for him to re-engage is received, Navy Office is to be informed and he is to be discharged engagement expired in the normal course.

20. When, on medical grounds, an applicant for re-engagement is not recommended by the Captain or is not approved by the Naval Board, the member is to be brought before a board of medical survey with a view to invaliding.

21. An applicant is not to be invalided if his unfitness for further service is certified by the Medical Officer as being due to unreasonable refusal of medical or dental treatment which would have rendered him fit for service. He is to be discharged engagement expired in the normal course.

22. When an application is not approved on grounds other than medical, the applicant is to be discharged engagement expired in the normal course.

23. Navy Office is to be informed of all applicants not recommended by the Captain, and if they are rejected on medical grounds, whether they fall under the category described in paragraphs 20 or 21.

24. If a member applies to transfer to another branch of the Service and approval is granted subject to re-engagement, the Naval Board decision on the application will include a direction regarding re-engagement. These cases are to be dealt with by letter. The foregoing procedure will also apply in the case of transfer to the Naval Dockyard Police. In both cases and before forwarding the application for transfer the member is to be medically examined using form A.M. 48 to ensure that he is fit for the branch to which he desires transfer (including Dockyard Police). Vision and hearing need special regard in these cases.

Medical Examination prior to Re-engagement.

25. In addition to the certificate of the Medical Officer on form A.S. 55, a record of the medical examination is to be made on form A.M. 48, the original copy being placed in A.F. med. 4 of the member and the duplicate forwarded to M.D.G. following the ordinary routine of medical documentation. Re-testing of colour vision is not to be carried out for this examination unless the Medical Officer has reason to consider it necessary.

W.R.A.N.S.

26. Conditions of entry, re-entry and re-engagement in the Women's Royal Australian Naval Service are contained in chapter 6 of the Manual of Interim Instructions for the W.R.A.N.S.

General Rules.

27. In all cases where entry, re-entry or re-engagement is effected under the age of 21 years, parents or guardian's consent is to be obtained on form A.R. 2. Pending reprint of form A.R. 2, declaration (1) on the form is to be amended as appropriate, initialled by the parent or guardian and witnessed by a Justice of the Peace or Commissioner for Declarations.

28. The following forms of the A.S. 55 series are to be used when engagements or re-engagements are being effected:—

A.S. 55—For all engagements and re-engagements in the Permanent Naval Forces (Seagoing).

A.S. 55C—For all engagements and re-engagements in the W.R.A.N.S.

A.S. 55X—For all engagements and re-engagements in the Naval Dockyard Police.

29. Navy Orders 1132 of 1957, 185 and 307 of 1958 and A.C.N.B. 073F of 28th March, 1958 are hereby cancelled.

(H.P.B. 4003/4/355.)

(*Navy Orders* 1132 *of* 1957, 185, 307 *and* 865 *of* 1958.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

501.—H.M.A. Ships—U.S.N. Type Flag Bins.

All ships fitted with U.S.N. type flag bins are to include the following item in their next main defect lists quoting this order as the authority:—

Item: To fit metal covers to flag bins generally as fitted in H.M.A.S. TOBRUK.

(D.C.C. 4355/11/30.)

RESTRICTED.

502.—Radar Type 277Q—Aerial Outfits ANU (2), (3) and (4)—Introduction.

(*A.F.O.* 2416/1958.)

Aerial outfit ANU(2) has been developed to overcome the limitations of elevation control and stabilization inherent in aerial outfit ANU (henceforth to be known as Aerial Outfit ANU(1)).

2. Basically, the pedestal, control table and radar performance remain unaltered, additional equipment has been introduced to provide an all-electric elevation control and stabilization system, from $-10°$ to $+70°$ stabilizing to within $\pm 1°$ under the following conditions:—

Roll angle $\pm 12°$ in $12\frac{1}{2}$ seconds.

Pitch angle $\pm 3°$ in 7 seconds.

Training speed $7\frac{1}{2}$ r.p.m.

Relative ship/wind velocity up to 80 m.p.h.

Elevation control of the aerial may be switched at will to the control table, or to one of three intercept positions, each of which is fitted with a direct reading range/height control unit. Control and excess serve misalignment indicators are fitted at each position.

3. Admiralty are also introducing into certain new construction ships aerial outfit ANU(3) and ANU(4). Outfit ANU(3) will be similar to ANU(1) and ANU(4) to ANU(2), the differences being only in the type of aerial bearing transmission unit fitted. This will depend on whether the associated display units require magslip or M type aerial bearing data.

4. The following publications are relevant:—

(*a*) Installation Specification—B.836 and B.837.

(*b*) Establishment List—E.1170.

(*c*) Handbook—(Expected to be published mid. 1959).

5. Notwithstanding the fact that aerial outfits ANU(3) and ANU(4) are mentioned and described in the above quoted publications and text it is not intended to fit these aerials in the R.A.N. in the foreseeable future. A and A items will be promulgated in due course for ships concerned to convert aerial outfits ANU(1) fitted to aerial outfits ANU(2).

(D.E.E. 4519/31/1151.)

UNCLASSIFIED.

503.—Ammunition—Propellant—Landing—Destruction—Report.

(*A.F.O.* 845/1959.)

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing them are to be returned to the nearest N.A. 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 to Navy Office for instructions.

Propellent lot or sub-lot no.	*Propellant nature and size.*	*Nature of gun ammunition, &c., which may be involved.*
RNC 2352XA	HSC/T 134-055	Q.F. 3-pdr.; Q.F. 2-pdr.
RNC 4839XH	HSCK/T 134-055	Q.F. 3-pdr.; Q.F. 2-pdr.; D.C.T.; Squid; A/S mortar.
RNC 4840XH		
RNP 698XH		
RC 1740	FNHP 022	Q.F. 40/60.
RC 1741		
RC 1742		
RC 1743		
RC 1744		

2. Attention is drawn to article 211 of Naval Magazine and Explosive Regulations, 1956, B.R. 862 and 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.

(D.O.U.W. 4445/6/158.)

UNCLASSIFIED.

504.—4.5-in. Twin R.P. 41 Mountings, Mks. 6 and 6* Inner Shell Hoists.

To be recorded as Modification A.N. 93—

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted. Gunnery equipment depot.
(*b*) *Type of equipment*	4.5 R.P. 41 mountings mks. 6 and 6*.
(*c*) *Part of equipment affected*	Inner shell hoists.
(*d*) *Purpose of modification*	To protect operator's hand when removing shell from hoist.
(*e*) *Nature of modification*	To fabricate ramps and weld to the footstep cover brackets.

(*f*) *Drawings*	N36500 REV; N50748; W-OB/10275.
(*g*) *By whom to be done*	Dockyards.
(*h*) *When to be done*	At the earliest opportunity.
(*i*) *How to be treated*	As a defect.

2. Navy Order 391 of 1958 refers.

(D.O.U.W. 4429/123/248.)

(*Navy Order* 391 *of* 1958.)

UNCLASSIFIED.

505.—4.5-in. Twin R.P. 41 Mountings Mks. 6 and 6*—Training Gear—Electro Mechanical Brake.

761/59

To be recorded as modification A.N. 91—

(*a*) *Ships, establishments and authorities concerned*	Ships and establishment so fitted, gunnery equipment depots.
(*b*) *Type of equipment*	4.5-in. R.P. 41 mtgs. mks. 6 and 6*.
(*c*) *Part of equipment affected*	Fulcrum pins for electro mechanical brakes on training gear.
(*d*) *Purpose of modification*	To improve lubrication.
(*e*) *Nature of modification*	Fit improved type fulcrum pins and connect to new battery plate.
(*f*) *Drawings*	N.42484 REV. dated 9th July, 1957.
(*g*) *By whom to be done*	Dockyards.
(*h*) *When to be done*	When convenient.
(*i*) *How to be treated*	As a defect.

Cancelled by

2. Navy Order 391 of 1958 refers.

(D.O.U.W. 4429/123/248.)

(*Navy Order* 391 *of* 1958.)

RESTRICTED.

506.—Ocean Passage Observations.

(*A.F.O.* 519/1959.)

This order co-ordinates various routine requirements for observations from H.M.A. ships on ocean passages, and consolidates existing instructions.

2. The oceans of the world remain virtually unexplored, and therefore when on passage, particularly outside the usual shipping routes, Captains are, as far as possible in addition to their other commitments, to organize on a routine basis the following forms of oceanic observations, thus contributing much-needed information for use in naval warfare and general navigation.

Cancelled by 859/59

Ocean Soundings.

3. To provide data from which new charts may be compiled thus helping to resolve the problems of navigation in and under the sea, H.M.A. ships fitted with echo-sounding equipment are, whenever practicable outside the 100-fathom line, to run the gear continuously to the limit of its designed operating depth (and beyond if soundings can still be obtained by successive re-phasing—*see* Australian Notice to Mariners No. 11/59).

4. Soundings taken on passage should be corrected for the speed of sound in water from the tables in H.D. 282. Where the ship's position is being fixed primarily by astronomical or radio means the track should be plotted on the plotting sheets designed for this purpose (Charts 5331–5338 series, formerly D.6388–6395 series) An Index Sheet of the World (Chart 5330, formerly X.6387) carries instructions for preparing the plotting sheets to represent any one of the 600 oceanic areas, shown on the index sheet, on a scale of 1/1,000,000. Instructions for recording the soundings on the plotting sheet are also given on chart 5330. The index sheet and plotting sheets are obtainable from Chart Depots.

5. It is important that soundings should be read off the echo-sounding trace at regular intervals and that the speed of the echo-sounding machine is checked frequently. If for any reason soundings have not been corrected from H.D. 282 this fact must be stated. The echo traces should be pencilled-in and preserved for each day's run and forwarded with the plotting sheets or tracings.

6. 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).

7. In deciding on the method of rendering soundings taken on passages which are partly coastal and partly oceanic, Captains 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.

8. Plotting sheets should be forwarded when convenient, e.g., at the end of a commission or long cruise and not necessarily at the end of every ocean passage. They should be covered by a brief letter in which it would be appropriate for the Captain to comment on any features of unusual interest. (N.B.: Hydrographic Notes are NOT to be used as covering letters for this purpose.) The plotting sheets must be annotated to conform exactly to the limits of the appropriate areas on the Index Chart 5330.

9. New dangers to surface or submarine navigation revealed by the soundings should be reported immediately by Hydrographic Note. Similarly, soundings of particular interest and likely to form the subject of further investigation should be supported by the echo-sounding trace, properly annotated. (*See* Annual Australian Notice to Mariners No. 11.)

10. The practice of forwarding unplotted soundings or merely E/S traces accompanied by extracts from the navigational log as a routine measure, is to cease. Hydrographer'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 on board in the first instance.

11. The procedures given above apply equally to the rendering of non-oceanic soundings, i.e., those taken on the continental shelf or inside the 100-fm. line. Such soundings are not required as a routine measure, but if opportunity offers in poorly charted areas they should continue to be obtained provided they can be rigidly fixed.

Bathythermograph Dips.

12. Observations of the temperature gradient in the constantly changing upper layers of the sea are of great value to our understanding of the water structure and our consequent ability to predict the behaviour of underwater sound propagation in different parts of the oceans at different seasons.

13. When in water of sufficient depth, H.M.A. ships equipped with bathythermographs should take dips at least once every six hours, the object being to space observations in any series by a distance of not more than 50 miles. When exercising with submarines a dip should be taken at least once each time the submarine dives.

14. Full instructions for operating the bathythermograph are given in B.R. 1891. Used slides, together with the completed log sheets (form H.522) should be forwarded to the Hydrographer, R.A.N.

Magnetic Variation.

15. The precise value of the magnetic variation at a given place and time can only be forecast from an accumulation of observations from land and sea. Apart from its obvious importance to mariners, the data has certain other defence applications.

16. There is at present a serious shortage of basic data in many areas which can only be remedied by routine observations whenever opportunity and weather conditions permit. In such circumstances Captains should refer to Admiralty Chart No. 5374 to determine how best a series of observations can be distributed, bearing in mind that it is better to space two swings on a line at right angles to the isogonals than along their axes.

17. Full instructions for swinging H.M.A. ships for observation of magnetic variation are contained in the Admiralty Manual of Navigation (1938–Vol. III., 1954–Vol. I.). Results should be forwarded to Hydrographer R.A.N. on form H.488.

Conclusion.

18. To keep the attention of the Fleet on the great efforts required in these directions a Navy Order is promulgated each year giving a statement under ship-names of the number of—

(*a*) Sounding Sheets.
(*b*) Bathythermograph Slides.
(*c*) Magnetic Variation Observations.
(*d*) Hydrographic Notes (H.102)

forwarded by each ship during the year.

19. Navy Order 372 of 1957 is hereby cancelled.

(D.O.D. 4595/2/152.)

(*Navy Order 372 of 1957.*)

RESTRICTED.

507. Ocean Passage Observations by H.M.A. Ships during 1957 and 1958.

In accordance with Navy Order 506 of 1959 the ocean passage observations by H.M.A. ships during 1957 and 1958 are set out as an appendix to this order.

2. The number of observations made is generally disappointing. Attention is drawn to Navy Order 506 of 1959.

3. Operational authorities when sailing H.M.A. ships on ocean passage are to quote Navy Order 506 of 1959 in the sailing instructions, and passages are to be planned to allow sufficient time for these observations to be made, where this does not conflict with specific exercises.

APPENDIX.

Ship.	Oceanic-Sdgs. 1957.	Oceanic-Sdgs. 1958.	B.T.-Slides. 1957.	B.T.-Slides. 1958.	Magnetic-Vn. 1957.	Magnetic-Vn. 1958.	Hydro.-Notes 1957.	Hydro.-Notes 1958.
ANZAC	—	—	97	31	—	—	1	—
COOTAMUNDRA ..	—	—	—	—	—	—	—	2
EMU	—	—	—	—	—	—	—	3
KOOKABURRA ..	1	—	—	—	—	—	1	—
PALUMA (M.S.L. 252)	2	—	—	—	1	—	—	2
QUADRANT.. ..	1	—	24	—	—	—	1	—
QUEENBOROUGH ..	—	2	64	107	—	—	—	1
QUIBERON	—	—	—	36	—	—	—	—
QUICKMATCH ..	2	—	236	112	—	—	—	—
SWAN	3	—	—	—	—	—	—	1
SYDNEY	1	—	—	—	—	—	—	—
TOBRUK	—	—	19	3	—	—	—	—
VOYAGER	—	—	—	61	—	—	—	—
WAGGA	—	—	—	—	—	—	1	—
WARRAMUNGA ..	—	—	97	14	—	—	—	—
WARREEN	—	—	—	—	1	—	—	—
WARREGO	—	1	44	—	2	1	2	6
H.M.S. TELEMACHUS	—	1	—	—	—	—	2	—

(D.O.D. 4595/102/21.)

(*Navy Order* 506 *of* 1959.)

UNCLASSIFIED.

508. A/S Weapons—Recovery of Light A/S Projectiles—Use of Recovery Line.

(*A.F.O.* 953/1959.)

Successful trials have been carried out in the Royal Navy for the rapid recovery of light A/S projectiles fired from Squid or A/S Mark 10 Mortars, and the following method is recommended for general use.

2. *Description.*—The recovery line consists of a 17-fathom length of 1½-in. sisal, fitted at 10-ft. intervals with six tails each 3 ft. 6-in. long, the sixth tail being the end of the main strop. The tails are eye spliced into the main strop as shown in Navy Order Diagram Issue 8/59. Each eye is fitted with a pattern 101 Inglefield clip, and the end of each tail is fitted with a pattern 100 swivel Inglefield clip.

3. *Operation.*—After firing a pattern of light projectiles, the motor cutter is slipped as the ship approaches the edge of the circle of projectiles. The motor cutter follows the circle, slowing down alongside each projectile. Two U.W.'s in the stern sheets clip one of the recovery line tails round the tail of each projectile, the end clip being the first used. The projectiles are then towed astern from the after cleat of the motor cutter, where they tow easily without affecting the boat's manoeuvrability. On return to the ship, the inboard end of the recovery line is passed up to a suitable hoist on the quarter deck. Three hands hoist the bombs singly, the length between tails being sufficient to hoist only one bomb at a time clear of the water. On reaching the deck, the bombs are quickly released from the line.

(D.T.S.R. 4437/3/19.)

UNCLASSIFIED.

509.—Alteration and Addition Item—A.S. Frigate (Sloop) H.M.A.S. WARREGO.

The following alteration and addition item is approved for H.M.A.S. WARREGO:—

Class List Item No. 544. *Classification* " A ".

Item: To remove forward 4-in. gun ammunition hoist motor.

Note: Actual weight of equipment removed is to be reported to Navy Office.

References: (*a*) H.M.A.S. WARREGO'S proposed alteration and addition item Temporary Distinguishing Letter " O ".

(*b*) F.O.I.C.E.A. memoranda N20/24/19 of 1st December, 1958 and 13th March, 1959.

(*c*) Navy Office letter 2450 of 9th February, 1959.

Remarks: The item is applicable to H.M.A.S. WARREGO only.

(D.C.C. 4282/3/391.)

RESTRICTED.

510.—Alteration and Addition Item—Battle Class Destroyers.

The following alteration and addition item is approved for Battle Class Destroyers:—

Class List Item No. 133. *Classification* " A ".

Item: (*a*) To fit a shore supply change over link box in the existing cables between the generating set and forward switchboard and a shore connexion box sited adjacent to the existing shore connexion box connected by pattern 13500 cable, electric.

(*b*) In addition, fit one ammeter 0–800 amp and resistance 0.025 ohm, and associated wiring to the forward switchboard.

References: (*a*) Navy Office letter 013388 of 10th December, 1958.

(*b*) F.O.I.C.E.A. memorandum NM 58/153 of 13th February, 1959.

(*c*) Navy Office letter 02935 of 8th April, 1959.

(D.C.C. 4280/101/321.)

UNCLASSIFIED.

511.—Naval Stores (General) (Class B, Group 10, Part F)—Nuts, Spire, Speed for ¼-in. Bolts—Introduction.

(*A.F.O.* 185/1959.)

Nuts, spire, speed, spring steel, chromate passivated, electroplated zinc finish for ¼-in. diameter bolts have been introduced as consumable items under class B, group 10, part F and pattern No. B10F/14835 has been allocated. These nuts are intended for use with ¼-in. diameter bolts patterns B10F/30761 to 30764 for securing cable clips to carrier plating instead of using two nuts pattern B10F/30765.

2. Admiralty has advised that the Rate Book and Authorized List of Naval Stores (B.R. 810) will be amended.

(D.N.A.S. 4506/6/72.)

UNCLASSIFIED.

512.—Planned Maintenance in H.M.A. Ships.

It is the policy of the Naval Board that planned maintenance should be applied, wherever practicable, to the maintenance of H.M.A. ships.

2. The principle of planned maintenance is not new, but the complexity of equipment and variety of materials found in modern ships is such that a system is needed to ensure that examinations and maintenance are carried out at the right time.

3. The aim of planned maintenance is to build up a reserve of serviceability and give ships the highest practicable standard of operational efficiency by ensuring that all items of equipment and structure are examined, cleaned and lubricated, adjusted, protected or repaired, according to a time table or plan.

4. The initial preparation of the planned maintenance system for each ship will be carried out at Navy Office and the necessary material supplied, to allow the system to be set up ready for operation on commissioning or completion of refit.

5. The main elements of the system are—

(*a*) Volumes of maintenance schedules in loose leaf form covering all items of equipment and structure.

(*b*) Card systems containing copies of schedules for individual equipments or structures. The card systems facilitate short and long term planning and ensure that maintenance is brought forward progressively in a pre-determined order.

(*c*) Key maintenance plans giving an overall picture of maintenance commitments which should be met in each quarter.

6. The system makes provision for ships to propose amendments to their planned maintenance schedules and alterations to the phasing of that part of planned maintenance carried out by dockyards. These proposals are studied by the departments concerned in Navy Office, and amendments to the various volumes of maintenance schedules are issued as necessary.

7. The incidence of defects is often an indication either of weakness of design or construction, faulty maintenance or incorrect usage, for this reason the reporting of defects is an essential part of the planned maintenance system.

8. To facilitate the application of the system to the various departments in H.M.A. ships separate detailed instructions will be issued for hull, marine engineering, ordnance and electrical planned maintenance. In the meantime, the instructions contained in Navy Orders 91, 92 and 255 of 1957 with subsequent amendments are to be followed.

(D.C.C. 4273/1/120.)

(*Navy Orders* 91, 92 *and* 255 *of* 1957.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

513.—Uniform—Ratings—Change of Style for Class II. Uniforms.

A new style of class II. uniform has been adopted for wear in the R.A.N. and garments conforming with the new pattern will shortly be available for supply from H.M.A. victualling yards.

2. The style of the new garments is as follows:—

(*a*) The existing pattern jumper has been retained.

(*b*) Fall trousers have been replaced by trousers with a button fly, extended waistband and side straps, side pockets and a hip pocket.

(*c*) The bell-bottom effect has been retained in the trousers.

3. The class II. serge uniform will continue to be made from seamen's serge but the material will be of a darker shade, similar to lightweight serge.

4. The new pattern jumpers and trousers will be supplied in a similar size range to that of existing items and are to be accounted for under the following headings:—

Jumpers, Seamen's Serge.

Trousers, Seamen's Serge Fly, Class II.

Jumpers, White Drill.

Trousers, White Drill Fly, Class II.

(D.V. 4716/1/443.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

4715/59.—2

Registrar

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C.N.O.'s 514-531/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
2nd July, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

Mos 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.

5126/59.

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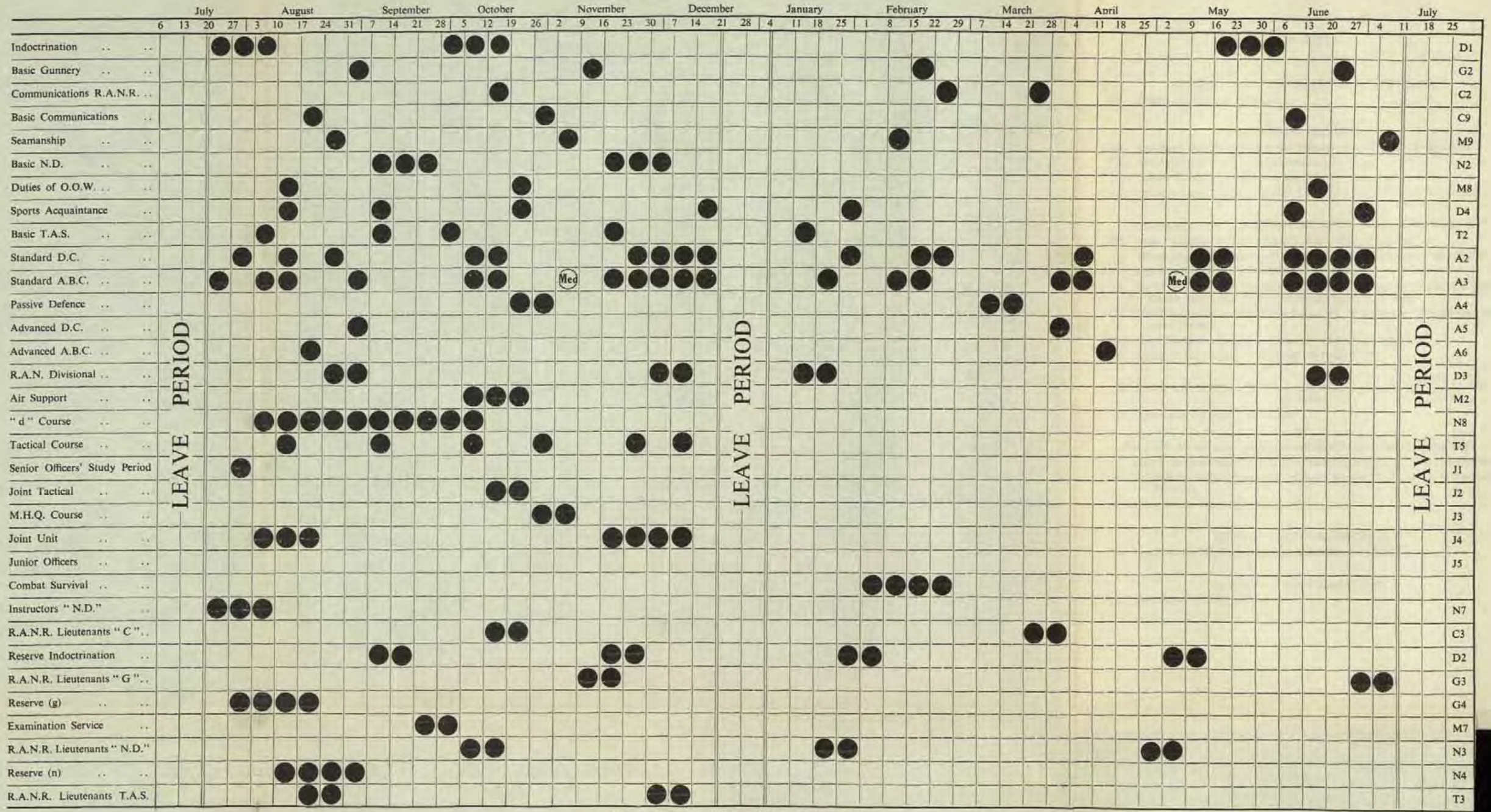
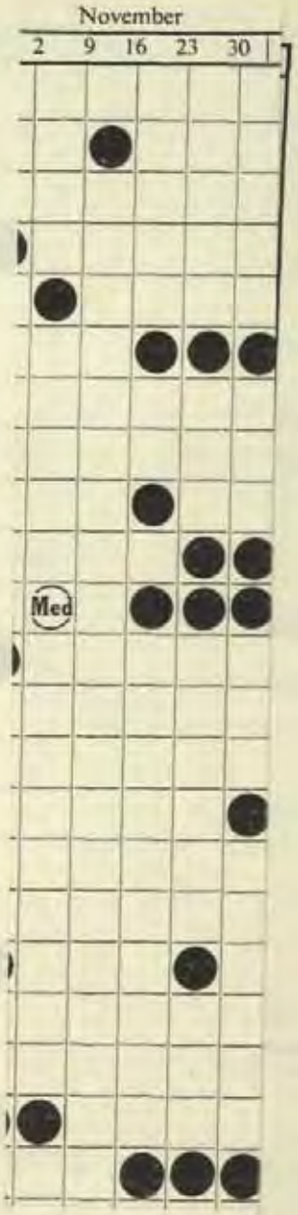


(*Navy Orders* 1212 *of* 1957 *and* 317 *and* 838 *of* 1958.)

(D.T.S.R. 4007/11/186.)

COURSE



Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

514.—Report of Docking—Abolition.

(*A.F.O.* 928/1959.)

When a ship is undergoing repairs or refit all authorities concerned are informed of her notice for steam. The report of docking or undocking called for from the Captain by article 2938 of Q.R. and A.I. is therefore unnecessary and is hereby abolished.

2. Admiralty has advised that Q.R. and A.I. will be amended.

(D.N.C. 4276/2/201.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

515.—Enrolment of Departmental Civil Officers and Employees in R.A.N.R.

Civil officers and employees of the Department of the Navy, who may desire to enrol in the Royal Australian Naval Reserve, are permitted to do so.

2. It is considered to be desirable that civil officers and employees should be acquainted with naval procedure and practices at sea. Consequently, subject to normal conditions of entry, approval will be given to each application for enrolment. Civil officers and employees so enrolled will be borne supernumerary to the establishment of the R.A.N.R. The war appropriation of such officers and employees will be subject to the approval of the Naval Board.

(D.N.R. 4003/6/97.)

UNCLASSIFIED.

516.—Members Injured in Road Accidents—Legal Advice.

Cases have occurred where members of the Royal Australian Navy, injured in road accidents, have lost or prejudiced their claim to recover damages from the person responsible or the nominal defendant under compulsory Third Party Insurance legislation, by failure to obtain early legal advice.

2. Captains of H.M.A. ships and establishments are to ensure that in all appropriate cases members injured in road accidents are advised to consult a legal adviser as soon as possible after discharge from hospital or return to duty. It should be noted that the aid of the Legal Service Bureau is restricted to members who had War Service.

(H.N.B. 3711/101/6.)

UNCLASSIFIED.

517.—Officers' Courses—Programme July, 1959, to July, 1960.

The programme of officers' courses during the period July, 1959 to July, 1960, is shown in the appendix to this order.

2. Navy Order 1212 of 1957 as amended by Navy Orders 317 and 838 of 1958, contains details of the courses available.

3. The notation " MED " against course A3 means that the course is planned exclusively for combined service medical officers.

UNCLASSIFIED.

518.—Officers—Sports Officers (General List)—Physical Training Sub-specialization.

The scheme whereby general list seaman officers could sub-specialize as P.T. officers has been abolished and it is intended that the running and organization of sports in the Royal Australian Navy will in the future become the responsibility of officers of all specializations and branches.

2. To this end two separate courses will be conducted at Flinders Naval Depot.

(a) *Sports Acquaintanceship Course.*—This course of five days' duration will be conducted in conjunction with the R.A.N. divisional officers course and indoctrination course with the object of giving officers the necessary training to enable them to carry out efficiently the duties of sports officers in ships and establishments. Applications for this course by officers who have already completed either the indoctrination or divisional course are to be made through the normal channels.

(b) *Sports Officers' Course.*—This course, of five weeks' duration, will be undertaken by officers chosen to fill the P.T. complement (at present, Flinders Naval Depot, ALBATROSS and as Fleet P.T. Officer). It is intended that officers should complete only one appointment of this nature. Applications for this course are to be made through the normal channels.

(D.O.A. 4002/23/134.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

519.—Flags—Revised National Flag of U.S.A.—Date of Introduction.

(*A.F.O.* 1132/1959.)

The revised 49 star National Flag of the U.S.A., including the Star of the State of Alaska, becomes effective on 4th July, 1959. Display of the new flag before that date would be improper. The 48 star flag may, however, continue to be displayed after 4th July, 1959. When stocks are exhausted issue of the new flag will commence.

(D.S.D. 3583/11/187.)

UNCLASSIFIED.

520.—Machinery—Contamination of Closed Feed System with Lubricating Oil.

(*A.F.O.* 2781/1958.)

Contamination of the closed feed system with lubricating oil has occurred in one of H.M. ships due to choking of the drain from the open pocket adjacent to the L.P. Turbine gland.

2. All H.M.A. ships fitted with drain pockets adjacent to turbine glands of main and auxiliary machinery are to examine and test the drainage arrangements at frequent intervals, to ensure that they are clear.

3. Where drainage connexions are fitted with screwed adaptors, drain pipes are to be fitted and led to an easily visible and accessible position in the bilge, Dockyard assistance being requested if necessary.

(D.M.E. 4276/2/184.)

UNCLASSIFIED.

521.—Cox Gun Equipment—Allowances.

Navy Order 1162 of 1958 is to be amended as follows:—

Delete—

Service.	LZ 001 Guns.
H.M.A.S. MELBOURNE	Cox. Sets
H.M.A.S. WATSON for:	1

Insert—

Service.	LZ 001 Guns, Cox. Sets.
H.M.A.S. MELBOURNE	1
H.M.A.S. WATSON for:	

(D.O.U.W. 4444/127/1.)

(*Navy Order* 1162 *of* 1958.)

UNCLASSIFIED.

522.—Naval Stores (General) (Class E, Group 5)—Salvus Breathing Apparatus, Pattern 3485—Allowances for Firefighting—H.M.A. Ships.

(*A.F.O.* 3077/1956.)

Allowances of salvus breathing apparatus, pattern 3485 for fire fighting purposes aboard H.M.A. ships have been revised and are now as shown below:—

Class of Ship.	*Allowance—Sets.*
Light fleet carriers	10
Darings	3
Battle class destroyers	3
Tribal	3
Frigates (A/S) converted fleet	3
Frigates, River class A/A	3
Ocean minesweepers	2

2. Captains of ships in commission should lodge demands on the appropriate (Superintending) Naval Store Officer to complete to the revised allowances or land surplus quantities held, as necessary.

3. Navy Order 1010 of 1958 should be noted accordingly.

(D.N.A.S. 4512/50/437.)

(*Navy Order* 1010 *of* 1958.)

UNCLASSIFIED.

523.—Naval Stores (General) (Class E, Group 10)—Adoption of Joint Service Catalogue Numbers.

(*A.F.O.* 717/1959.)

Joint service catalogue numbers are being adopted for the stores (class E, group 10) detailed in the appendix to this order and these are to be quoted in future demands and correspondence. Records are to be amended accordingly.

2. H.M.A. ships and establishments are to adjust their ledgers in accordance with Navy Order 1107 of 1958.

3. Admiralty has advised that the relevant publications will be amended.

APPENDIX.

Joint Service Catalogue Number.	*Description.*	*Present Pattern Number.*
	Class 8305.	
	Calico (to D.E.F. Spec. 1007A)—	
942-7231	scoured, 35-in. wide	T457
942-7237	unbleached, 36-in. wide	T458
942-7479	Cloth, flax, 35-in. wide (to D.E.F. Spec. 1055A) ..	T487
942-7524	linen, black, No. 2, 35-in. wide (to D.E.F. Spec. 1054)	T488
942-7538	linen, holland, brown, 36-in. wide (to D.E.F. Spec. 1094)	T339
	Cloth, woollen, blue (to D.E.F. Spec. 1001B)—	
910-8156	54-in. wide	108156
910-8157	63-in. wide	108157
910-8158	70-.n. wide	108158
910-8159	88-in. wide	108159
	Cloth, woollen, crimson (to D.E.F. Spec. 1001B)—	
910-8160	54 in. wide	108160
910-8161	63 in. wide	108161
910-8162	70-in. wide	108162
910-8163	88-in. wide	108163
942-7496	Hessen, 40-in. wide (to D.E.F. Spec. 1055A)	T492
	Mosquito netting, cotton, hexagonal mesh (to D.E.F. Spec. 119)—	
942-6263	108-in. wide	426263
942-7497	Scrim, flax, loom state, 35-in. wide (to D.E.F. Spec. 1055A)	T486
	Sheeting, cotton, bleached (to D.E.F. Spec. 1007A)—	
942-1206	60-in. wide	421206
942-1207	70-in. wide	421207
	Ticking, linen (to D.E.F. Spec. 1094)—	
942-1210	31-in. wide	421210
942-1211	39-in. wide	421211
942-1212	58-in. wide	421212
	Towelling, Terry, Flax, for Filters (to D.E.F. Spec. 1019)—	
910-8171	30-in. wide	108171
910-8172	36-in. wide	108172
910-8173	42-in. wide	108173

(D.N.A.S. 4514/1/191.

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

524.—Naval Stores (Technical)—Allowances of Electronic Spares.

The following procedure, which replaces the system introduced by B.R. 1924, is to be adhered to in calculating the total allowances of electronic spares for all radio equipment.

Details of Allowances.

2. Radio equipment. Allowances of electronic spares are now shown in establishment lists for the individual sets concerned.

3. A complete revision and re-issue of all " E " lists is now in hand, the revised " E " lists show the individual patterns in alphabetical order within classes and groups. They are now published in a loose-leaf form with suitable hinged board covers to contain the sets of " E " lists appropriate to the ship concerned. To simplify correction, errata is issued, wherever possible, by means of a complete new page for insertion in the appropriate " E " list.

4. Each ship and establishment should hold three copies of the revised " E " lists together with hinged board covers. One copy for use by the Supply Officer and two copies for the Electrical Officer.

5. Hinged board covers have been distributed as follows:—

H.M.A.S. MELBOURNE	12 sets.
Destroyers and Frigates	6 sets.
Establishments	6 sets.
Ocean Minesweepers and below	3 sets.

6. Asdic equipment—Allowances to electronic spares (e.g., under class F, group 1A, parts 1 and 4) are shown in A/S lists.

7. Vote 8/III equipment—Allowances of vote 8/II electronic spares is shown as follows:—

Gunnery equipment	B.R. 226 series.
Underwater weapon and torpedo control equipment	B.R. 227.
Other vote 8/III equipment	Sea store establishments.
Basis of stocktaking of electronic spares ..	(F1A/1 and F4).

8. (*a*) Permanent stores—

(i) Details of allowances of permanent spares for each individual item of equipment fitted should be inserted in the appropriate space on the back of the relevant ledger pages, forms A.S. 153, which should be adapted as necessary for the purpose.

(ii) The reduction factor as shown in the " Memorandum of Instructions " for each " E " list, should be applied to the total of allowances for individual sets or outfits and the resultant quantity, representing the net allowance for the ship should then be inserted in the space provided on the front of the ledger page.

(iii) In future when new ledger pages are raised at a storing yard (i.e., new construction) or when it is to re-store after reserve or re-fit, ledger pages for electronic spares for equipments will be prepared as indicated.

Cancelled 18/5/59

(*b*) Consumable stores—

(i) Stocks of spares for equipment fitted in ships in commission should be maintained in accordance with actual expenditure.

(ii) In the case of ships under construction the calculation of allowances of consumable electronic spares will be carried out on the consumable ledger pages thus providing the ship with full details of allowances. A rubber stamp as per specimen below will be impressed in the margin of all ledger pages concerned:—

All'ce.																						
Set																					TOTAL	Final All'ce

9. On receipt of new equipment, action should be taken by ship's staff to adjust the allowances table on the ledger pages from the information contained in the relevant "E" or A/S list, and demands as necessary to complete to the revised allowances, should be lodged with the storing yard.

10. *Removal of Equipment from Ships.*—Ships' Electrical Officers should inform the Supply Officer when complete equipments are removed in order that the allowance table for the spares involved may be adjusted as necessary and arrangements made for the return to the dockyard of redundant or surplus spares.

11. Navy Orders 145 of 1957 and 121 of 1958 are hereby cancelled.

(D.N.A.S. 4518/1/1290.)

(*Navy Orders* 145 *of* 1957 *and* 121 *of* 1958.)

UNCLASSIFIED.

525.—Survey of Main Engine Lubricating Oil Drain Tanks.

(*A.F.O.* 494/1959.)

Paragraph 2 of Q.R. and A.I., article 5402 states—

"Periodical surveys by Dockyard officers, except in the case of vessels paid off for refit, will generally be confined to hulls of vessels only. Any specific survey of particular parts or fittings in connection with the machinery or equipment which it is not possible for the ship's staff to carry out, and which they may represent to be necessary or expedient, may be undertaken by the Dockyard if included in the pink defect list (form S. 340/D. 275)."

2. Lubricating oil drain tanks, although forming part of the hull in the sense that they are built-in, are liable to be overlooked because of their inaccessibility and that fact that their structure does not contribute to the strength or W.T. subdivision in the sense inferred in the Engineering Manual B.R. 16 (50), article 506.

3. In view of the serious consequences of contamination of lubricating oil following the perforation of these tanks by corrosion (B.R. 16 (50), article 57 (3) refers), the attention of refitting authorities is drawn to the importance of examining the exterior surfaces of lubricating oil drain tanks when survey of ship's structure is undertaken.

4. Captains should arrange for an item to be included in their defect lists, when ships are taken in hand for refit, for this examination to be undertaken and list the items of machinery which will require to be lifted to facilitate this survey.

(D.M.E. 4276/2/199.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

526.—Accounting Procedure—Provisions.

The following forms are to be used in accounting for provisions:—

Form No.	*Title.*
	For Account—
A.S. 71 ..	Provisions Ledger Sheet.
A.S. 462 ..	Return of Numbers Victualled and Provisions Expended.
A.S. 104 ..	Numbers and Contents Book.
	For Receipts—
A.S. 134V ..	Demand for Victualling Stores.
A.S. 92 ..	Fresh Provisions Received from Contractors.
A.V. 120 ..	Yard Store Issue Note.
A.S. 549 ..	Supply, Receipt or Return Note.
S. 90 ..	Bakery Book.
A.S. 1046Z ..	Order for Fresh Provisions.
	For Issues—
A.S. 113 ..	Daily Issue Sheet.
A.S. 109 ..	Menu.
A.S. 77 ..	Requisition for Provisions.
A.S. 77a ..	Provisions Issued.
A.S. 31Z ..	Report of Survey.
A.S. 75 ..	Certificate of Casual Condemnations.
A.S. 549 ..	Supply, Receipt or Return Note.
A.S. 330Z ..	Returns to Victualling Yards.
	For Numbers Victualled—
A.S. 257c ..	Daily Numbers Victualled.
A.S. 81 ..	Mess Sheet.
A.S. 72 ..	Repayment Mess Account.
	For Stocktaking—
A.S. 1053 ..	Record of Musters of Victualling Stores.
A.S. 148 .. (Inside and Outside)	Stocktaking Report.

Instructions regarding the use of these forms are detailed in the following paragraphs:—

2. *A.S. 71—Provisions Ledger Account—*

(*a*) Loose-leaf ledger sheets, enclosed in binders, are to be used for recording all receipts, issues and returns of items of provisions. The issue column is dissected to show the issues made to General Mess, Wardroom, extra issues, issues of a special nature (e.g., to a Naval Hospital, family victualling, &c.) and miscellaneous issues, with a column for daily totals.

(*b*) All transactions are to be posted daily so that the Stock Ledger is an up-to-date record of stocks held.

(*c*) Receipts and issues are to be posted on separate lines, the "remains" column being invariably completed.

(*d*) Entries on form A.S. 71 are are to be supported by the following vouchers or records:—

Receipts—	
From victualling yards ..	A.V. 120—Store Issue Note.
From contractors	A.S. 92—Fresh Provisions Received.
Bread made on board ..	S. 90—Bakery Book.
Other ships	A.S. 549—Supply Note.
Surplus found at stocktaking	A.S. 148—Stocktaking Report.
Other services	Form received from service supplying.
Issues—	
To messes	A.S. 113—Daily Issue Sheet.
General mess galleys ..	A.S. 77A—Provisions Issued.
Bakery	A.S. 77A—Provisions Issued.
Extra issues	A.S. 77A—Provisions Issued.
Sick mess	A.S. 77A—Provisions Issued.
Repayment messes ..	A.S. 77—Requisition.
Family victualling	A.S. 77—Requisition.
Condemnations	A.S. 331Z—Report of Survey; or Manuscript Certificate of Casual Condemnation.
To victualling yards ..	A.S. 330Z—Return Note.
Other ships	A.S. 549—Receipt Note.
Deficiencies at stocktaking ..	A.S. 148—Stocktaking Report.

(*e*) All supporting vouchers, except forms A.S. 92 and S. 90 are to be filed in chronological order. Vouchers in respect of each calendar month are to be bundled and retained by the Supply Officer.

(*f*) Forms A.S. 71 are to be arranged in the binder in the same order as the items appear in the Fixed Issuing Price List. Forms A.S. 71 in respect of items not in the price list are to be inserted in alphabetical order.

(*g*) Stocks of form A.S. 71 are to be kept in safe custody by the Supply Officer or his authorized representative, and are to be initialled and dated by the officer charged with their custody before being issued to the ledger-keeper. As each form is completed the remains thereon are to be transferred to a new sheet by the Supply Officer or his authorized representative; the completed form is then to be transferred to a dead ledger, in which the forms are to be kept in the same sequence as in the current ledger.

(*h*) At the end of each calendar month the receipts and issues for each item are to be totalled, inserted in red ink and a line then drawn immediately under the totals. Such totals are to be used in proving the remains shown.

3. *A.S. 92—Fresh Provisions Received from Contractors—*

(*a*) Purchases of fresh provisions are to be entered separately under each contractor's name in form A.S. 92 as received. Details are then to be posted to the Stock Ledger form A.S. 71 from form A.S. 92, which is to be initialled by the ledger-keeper in the column provided.

(*b*) Form A.S. 92 is the basic document for passing accounts for payment.

(*c*) At the end of each calendar month the total line is to be completed and these totals are to be checked against the total receipts in the Stock Ledger.

(*d*) Invoices are to be retained with form A.S. 92.

(*e*) When forms A.S. 22 are being prepared for payment of contractors, an additional flimsy copy is to be made and forwarded with forms A.S. 462 to the Director of Victualling.

(*f*) In ships without Supply Officers, the following procedure is to be observed:—

(i) A separate form A.S. 92 is to be prepared for each port.

(ii) The certificate on the face of the form is to be signed by the Captain within three days after the close of each month and immediately before final departure from the port and forwarded to the appropriate base supply who is to acknowledge receipt in writing.

(iii) The base supply officer is to arrange for the preparation of the necessary forms A.S. 22 (sub-paragraph (*e*) is applicable) 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 of .....19 ."

(iv) 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 is, on completion of all payments, to be forwarded to the Captain of the ship concerned for filing with the relevant monthly bundle.

(v) The Captain is to ensure that the completed form A.S. 92 is received within a reasonable period.

4. *S.90—Bakery Book—*

Quantities of bread made on board are to be posted daily to the Stock Ledger form A.S. 71, and form S.90 initialled by the ledger-keeper. A manuscript record in lieu of form S.90 may be maintained.

5. *A.S. 113—Daily Issue Sheet—*

This form is for the daily issues of tea, butter, sugar, milk, &c., direct to messes. The victualling numbers are to be entered in the appropriate spaces from form A.S. 257c—Daily numbers victualled (*see* paragraph 11). The quantities required for issue direct to messes are to be calculated from the standard scale, having regard to the menu for the day, and entered on the form. A receipt for such issues is to be obtained from the mess.

6. *Form A.S. 77A—Provisions Issued—*

(*a*) This form is to be used for issues to general mess galleys, sick messes and for extra issues and materials issued for breadmaking.

(*b*) The forms are to be prepared in duplicate and serially numbered by the senior stores (V) rating commencing with number one on the first day of each month.

(*c*) A receipt is to be given on the original form when the stores are issued.

(*d*) The duplicate copy is for retention by the person receiving the stores and the original receipted copy is to be used for posting daily to form A.S. 71– Provisions stock ledger.

(*e*) *Issues to General Mess Galleys—*

(i) A separate form is to be prepared for each galley. The numbers to be fed from each galley for each meal are to be estimated by the senior stores (V) rating, having regard to the numbers shown on the previous form A.S. 257c (*see* paragraph 11): experience of numbers going ashore; information available from the Regulating Office, &c. The quantities required for the estimated numbers are to be calculated from the *menu*, in conjunction with the senior cook rating, utilizing part 1 of the Catering Manual as a basis.

(ii) The duplicate copy of the form is to be retained by the cook in charge of each galley and made available for inspection.

(iii) These forms are to be rating and valued.

(*f*) *Materials for Breadmaking—*

Items required for breadmaking are to be issued on form A.S. 77A, one copy of which is to be retained by the baker to support his entries in the Bakery Book. The original receipted copy is to support the entries in the Stock Ledger.

(*g*) *Extra Issues—*

Extra issues, in accordance with regulations, are to be entered on form A.S. 77A, a notation being made thereon of the relevant authority for issue, and the number of personnel involved. The forms are to be approved by the Supply Officer or his authorized representative. Where such issue is made in bulk to one person, a receipt is to be obtained. The original receipted copy is to support the entries in the Stock Ledger.

(*h*) *Issues to Sick Mess—*

Special issues to sick mess (excluding naval hospitals) are to be accounted for in a similar manner to extra issues, except that the issues are to be authorized by the Medical Officer.

7. *Form A.S. 77—Demand—*

(*a*) This form is to be utilized for issues to repayment messes and for family victualling.

(*b*) Provisions are to be demanded on form A.S. 77, in duplicate, prepared and signed by the person responsible for victualling arrangements in the mess concerned or his authorized representative. For family victualling, the form is to be signed by the member concerned or his authorized representative. An extra (flimsy) copy should be prepared if the person demanding desires to retain a copy.

(*c*) Copies 1 and 2 are to be presented to the senior stores (V) rating who will serially number the forms received, commencing with number one on the first day of the month. After inspection and insertion of rates, the senior stores (V) rating will authorize the issue and, where necessary, transmit the forms to the member of his staff concerned to prepare the items for issue.

(*d*) The quantities to be issued are to be inserted in the "Issued" column on both copies, the values extended and forms totalled. Before the stores are delivered, the items are to be checked for quantity against the forms, and the extensions and totals checked.

(*e*) When the issue is made, the person authorized to receive is to sign copy no. 1 as evidence of receipt of the quantities shown in the "Issued" column, and retain copy no. 2. Mess caterers are to retain copy no. 2 until after the monthly claims have been settled.

(*f*) All receipted copies no. 1 are to be returned, by the rating making the issue, to the senior stores (V) rating, who will check that all forms have been received by him. The quantities shown in the forms are to be posted daily to the appropriate column in the Stock Ledger (form A.S. 71) and the values to form A.S. 72—repayment mess account or family victualling account.

8. *Form A.S. 331Z—Report of Survey—*

Provisions condemned and destroyed on board.—The forms are to be prepared in triplicate and distributed as follows:—

No. 1 copy—To be rendered to the Director of Victualling.

No. 2 copy—To be forwarded to the (S) Victualling Store Officer at the port at which the stores were drawn.

No. 3 copy—To be retained to support the entries in the Stock Ledger.

9. *Form A.S. 549—Demand, Supply or Receipt Note—*

This form is to be used for issues to other H.M.A. ships, Royal Navy, Allied Services, &c. Issues are to be made on form A.S. 549. The original copy is to be retained by the receiving ship; the duplicate receipted copy is to be forwarded to the Director of Victualling with form A.S. 462; and the triplicate copy used to support the entries in the Stock Ledger.

10. *Form A.S. 75—or Manuscript Certificate—*

(*a*) In the case of casual condemnation of small quantities of provisions, not covered by form A.S. 331Z, a manuscript certificate, in duplicate, signed by the Supply Officer, or officer appointed for the duties, is to

be prepared. 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. Approved: ..... Captain. ..... Date.

..... Date."

(*b*) The original of the certificate is to be forwarded to the Director of Victualling at the close of each month as an enclosure with Form A.S. 462, and the duplicate is to be retained on board to support the relevant entries in the Stock Ledger.

(*c*) Nil returns are not required.

11. *A.S.* 257c—*Daily Numbers Victualled*—

(*a*) Forms A.S. 257c are to be completed by the Executive Officer and passed to the Supply Officer as early as possible during the forenoon of each day. Separate forms are to be used for the repayment messes and the general mess. Details from lines 11, 12 and 13 are to be entered in form A.S. 462. The details for each mess are to be abstracted to Form A.S. 113—Issues direct to messes.

(*b*) The number of personnel not checked but absent from ship for at least 24 hours, e.g., week-end leave are entered on line 8.

(*c*) 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 14.)

(*d*) Forms A.S. 257c are to be forwarded with form A.S. 462 to the Director of Victualling.

12. *Form A.S.* 81—*Mess Sheet*—

(*a*) Details of the following personnel borne, as ascertained from the victualling and check sheets which are received from the Executive Officer, are to be entered in form A.S. 81:—

All personnel in repayment messes.
Army and R.A.A.F. personnel in general mess.
Allied services personnel in general mess.
Civilians in general mess.

(*b*) Each day the Executive Officer is to supply a certified list of absentees in each category showing name and reason for absence.

(*c*) Separate mess sheets are to be maintained for each category as in (*a*).

(*d*) The following information is to be included on the mess sheets:—

(i) The official numbers of Army and R.A.A.F. officers and men.

(ii) The words " in transit " against each R.N. officer and rating borne for passage only.

(iii) The name of the service against each allied service officer and rating.

(iv) For civilians victualled, the Department to which they are attached is to be shown and authority quoted. Where recovery of victualling charges is made by the Supply Officer, the mess sheet is to be noted.

(*e*) Victualling and check sheets are not to be prepared for officers on provision allowance when required for night, and/or week-end duty, but a monthly list showing names and dates for duty is to be supplied by the Executive Officer.

(*f*) The total number victualled as shown in the mess sheets, less absentees, are to be checked on one day each week against the numbers shown in form A.S. 257c, and any discrepancies investigated with the Executive Officer. A notation of this check is to be made on the mess sheets. For repayment messes only, the " number of days victualled " column is to be completed against each entry each month and the sheets totalled; the total number of absentees is to be deducted from this figure to prove the total number of days shown in form A.S. 72. (*See* paragraph 14.)

(*g*) Forms A.S. 81 and the certified lists of absentees are to be forwarded to the Director of Victualling at the close of each quarter.

13. *Form A.S.* 462—*Return of Numbers Victualled and Provisions Expended*—

(*a*) This form shows daily details of numbers victualled and provisions issued to the general mess.

(*b*) The form is designed—

to enable the Supply Officer to exercise control of the expenditure to ensure that the victualling allowance is not exceeded;

as an internal check on the postings to the Stock Ledger of such issues; and

for the information of Navy Office.

(*c*) Form A.S. 462 is to be maintained concurrently with the Stock Ledger and, so far as is practicable, independently of it.

(*d*) The victualling allowance is the amount available for the feeding of a man present for the full day, and it is expected that the value of provisions expended should closely approximate the total victualling allowance claimed in each calendar month, thus ensuring that the approved standard of victualling is maintained.

(*e*) The Supply Officer, or Victualling Officer where no Supply Officer is borne, is to initial the form at least once a week as evidence that he has carefully perused the entries. The Supply Officer may be considered personally responsible if the victualling allowance is exceeded.

(*f*) Where the general mess operations result in a debit balance, such balance is to be carried forward for elimination or reduction in the succeeding period. An explanation is to be given on the back of the form in cases where the debit balance is excessive. The explanation is to be approved by the Captain.

(*g*) Line 11 of form A.S. 257c—daily numbers victualled—is to be posted to the "full victuals" column of form A.S. 462. The numbers of "Provisions Allowance" personnel present for breakfast and dinner are to be shown in the columns provided.

(*h*) The total daily number catered for is to be computed by adding 30 per cent. of the numbers shown under "B" and 40 per cent. of the numbers shown under "D" for ratings on Provision Allowance to the number shown in the "full victuals" column. The resultant figure is to be used to compute the daily amount of victualling allowance.

(*i*) The total quantities and value of provisions issued to the general mess on forms A.S. 77A and A.S. 113 are to be posted daily to form A.S. 462. These supporting vouchers are to be initialled as evidence of posting.

(*j*) The general mess balance is to be calculated daily and shown in the column provided.

(*k*) At the end of each calendar month the total line is to be completed to show the quantities of provisions expended and these are to be checked and agreed with the totals in the appropriate dissection column in the Stock Ledger. The form is then to be certified and forwarded to the Director of Victualling.

(*l*) A separate form A.S. 462 is to be used for naval hospitals. The certificate in form A.S. 462 for naval hospitals is to be signed by the Medical Officer in lieu of the Supply Officer; sub-paragraphs 8 and 10 are not applicable to these forms.

14. *Repayment Messes*—

(*a*) A record of the daily numbers victualled and the value of provisions issued is to be maintained on form A.S. 72 for each repayment mess. The details for this record are to be extracted daily from forms A.S. 257c and A.S. 77.

(*b*) The total number victualled is to be checked against the details shown in the mess sheets at the close of each calendar month.

(*c*) Mess balances are to be adjusted on form A.S. 73 at the close of each month. In ships without Supply Officers, the certificate on the back of form A.S. 72 is to be completed by the Captain and presented to the nearest Base Supply Officer as soon as convenient after the close of each month. The Base Supply Officer is to enter the relevant details on form A.S. 73 and effect settlement or recovery immediately. Form A.S. 72 is to be notated with the A.S. 73 registration number or official receipt number as applicable, and signed by the Base Supply Officer. Form A.S. 72 is to be returned to the ship concerned.

(*d*) The appropriate credit of victualling allowance may be taken in respect of wardroom staff shown on lines 12 and 13 of form A.S. 257c.

15. *Stocktaking*—

(*a*) Stocktaking is to be carried out by an officer—

(i) *In a ship with Supply Officer*—
not less than once in each quarter;
on change of Supply Officer; and
on "Paying Off".

(ii) *In a ship without a Supply Officer*—
once each month;
on change of Captain;
on change of rating keeping account;
on "Paying Off".

(*b*) Test checks are to be carried out by the Supply Officer where the normal quarterly stocktakings are not carried out by this officer.

(*c*) The quantities found are to be compared with remains as per form A.S. 71, and the Stock Ledger sheet is to be initialled, and dated in the column provided. Stocktaking Report—form A.S. 148—is to be prepared to adjust any discrepancies, one copy being used to support the entries in the Stock Ledger, and two copies with form A.S. 148 (outside) forwarded to Navy Office with form A.S. 462.

(*d*) (i) A record on form A.S. 1053 is to be maintained in every ship and establishment carrying victualling stores.

(ii) It is to be kept personally by the Supply Officer or under his direct supervision, and in ships without a Supply Officer by the officer appointed for victualling duties.

(iii) Entries are to be made as musters are carried out and are to show the date of the muster, the number of items mustered, and the signature of the officer who carried out the muster.

(iv) The record is to be available for inspection by the Captain, by visiting Command and Fleet Supply Officers, and at official inspections.

(v) On supersession, the Supply Officer, or Captain in ships without a Supply Officer, is to transfer the record to his successor.

16. *General*—

(*a*) Erasures are not to be made. If an error has been made the incorrect figure is to be struck through, the correct figure inserted, and the alteration initialled by the person concerned.

(*b*) Where practicable, all entries are to be made in ink (purple or green ink must not be used).

(*c*) Issues of provisions to attached vessels required to make trips of limited duration, e.g., tenders to TARANGAU, MELVILLE and survey ships may be accounted for as follows:—

(i) Issue to be made on form A.S. 549.

(ii) On completion of voyage, stock to be mustered and taken on charge in parent ship's account per form A.S. 549.

(iii) Certificate to be prepared showing details of provisions expended, particulars of movements and numbers victualled.

(iv) Certificate with copies of forms A.S. 549 to be forwarded to Director of Victualling with monthly form A.S. 462.

(*d*) Form A.S. 462, together with all documents required to be forwarded to the Director of Victualling, is to be forwarded within ten days after the close of each month accompanied by copy no. 1 of form A.S. 558—schedule of accounts transmitted. Copy no. 2 of A.S. 558 is to be filed with the relevant monthly bundle.

(*e*) On paying off, the ledgers and monthly bundles are to be forwarded to the Director of Victualling.

17. *Modified Accounting*—

The accounting procedure prescribed in the foregoing is modified as under for ships in which neither a Supply Officer nor a store (V) rating is borne:—

(*a*) Preparation of form A.S. 113, daily issue sheet, and form A.S. 77A, provisions issued, is not required.

(*b*) All issues from the issue room or cold room are to be recorded, as made, in a copy of form A.S. 462 held in the issue room.

(*c*) Each week, the quantities shown on the form are to be added and the totals entered in the ledger and on the Navy Office copy of form A.S. 462.

(*d*) When details of receipts of fresh fruit and vegetables are entered on form A.S. 71, Stock Ledger, the quantities are to be entered in the "issues" column also and posted to form A.S. 462.

18. Navy Orders 892 of 1957, 603 of 1958 and 253 of 1959 are hereby cancelled.

(D.V. 4528/4/472.)

(*Navy Orders* 892 *of* 1957, 603 *of* 1958 *and* 253 *of* 1959.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

527.—Books—Introduction of A.T.P. 16—Replenishment at Sea—British Addendum.

British addendum to A.T.P. 16 is now in the course of distribution in the R.A.N.

2. It is to be brought into force on receipt.

3. B.R. 1742 and B.R. 1742B dated 1952 and B.R. 1742C dated 1953 are superseded by the British addendum and are to be disposed of in accordance with the instructions in B.R. 1.

4. Navy Order 686 of 1958 is hereby cancelled.

(D.T.S.R. 4139/112/416.)

(*Navy Order* 686 *of* 1958.)

UNCLASSIFIED.

528.—Form A.S. 536 (E) Qualification Sheet for the Rating of Engineering Mechanic—Revision.

Form A.S. 536 (E) has been revised. On exhaustion of existing stock, the revised form will be available, on demand, from S.N.S.O., Sydney.

2. The 1956 reprint of form A.S. 536 (E) has been abolished.

(D.N.A.S. 3526/12/2144.)

UNCLASSIFIED.

529.—Form S. 280—Commissioning Card.

It has been decided that S. 280—Commissioning Card—will not be introduced for use in the R.A.N. for the following reasons:—

(*a*) The cards have a limited use even with the introduction of commissioning cycles.

(*b*) A commissioning card varies in some aspect with the type of ship.

(*c*) Ships have facilities to produce their own cards as the occasion demands.

(*d*) The requirement for these cards within a ship is a temporary one.

(D.N.A.S. 3526/12/2414.)

Section 6.

ESTABLISHMENTS.

UNCLSSIFIED.

530.—Furniture for Official Residences—Floor Tiles in Bathroom, &c.

It has been decided that where floor tiles are fitted in bathrooms, WC's and laundries of official residences and married quarters they will in future be dealt with as fixtures not subject to percentage charges.

2. Inventories and fixture lists of residences affected should be adjusted as necessary.

(D.N.A.S. 3541/1/80.)

Section 7.

CANCELLED LIST.

531.—Cancellation of Navy Order.

Navy Order 1186 of 1957 is hereby cancelled.

(D.O.U.W. 4283/128/9.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

C.N.O.'s 532-548/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
6th July, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

5127/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

532.—Divers—Policy.

Consequent on the increased effectiveness of Shallow Water Divers trained since the general introduction of compressed air diving equipment, the Naval Board has decided to introduce a new diving structure in the R.A.N. which will consist of:—

(*a*) The existing Clearance Diver, 1st, 2nd and 3rd class (*see* A.B.R. 10, articles 1132, 1133 and 1134).

(*b*) Diver (*see* paragraph 3).

(*c*) Hydrographic Diver (*see* paragraph 4).

(*d*) Artificer Diver (*see* paragraph 4).

2. The new diving qualifications are open to the following, provided they meet the requirements of B.R. 155C (2), paragraphs 1101 and 1222:—

(*a*) Diver—Officers and ratings of any branch. Telegraphists and U.C. ratings should not be encouraged to become divers as the efficient performance of their normal work depends to a large extent on aural capabilities.

(*b*) Hydrographic Diver—Officers of the Hydrographic Service and Seaman Survey Recorder Specialists.

(*c*) Artificer Diver—Artificers and Artisans.

3. Divers will perform the following functions:—

(*a*) Examination of ships' hulls and underwater fittings; and

(*b*) Harbour recovery operations of a limited nature.

4. The Hydrographic Diver and the Artificer Diver will qualify in the basic qualification of Diver but will be given additional instruction to enable them to perform their specialized tasks.

5. It is not intended to introduce 1st, 2nd or 3rd class in the Diver, Hydrographic Diver or Artificer Diver qualifications as the employment of ratings so qualified will be entirely dependent upon recorded experience underwater.

6. Some training in the qualifications of Diver and Artificer Diver has already been carried out and all ratings so qualified at H.M.A.S. WATSON since 1st September, 1957, are automatically qualified under the new structure.

7. Personnel trained as Shallow Water Divers at H.M.A.S. WATSON from 1st September, 1957, are also automatically regarded as qualified as Diver under the new structure. The Certificates of Service of ratings concerned are to be noted accordingly on page 3 thereof quoting this order as the authority. Advice of the change is to be reported to Navy Office and the Commanding Officer, H.M.A.S. WATSON.

8. The qualifications of Shallow Water Diver, in respect of ratings so trained prior to 1st September, 1957, and Standard Diver, 1st, 2nd and 3rd class will lapse as from 1st June, 1960. Ratings who are desirous of retaining a diver qualification are required to comply with the provisions of B.R. 155C (2), paragraphs 1101 and 1222, and to requalify as Diver at H.M.A.S. WATSON. The conditions of this paragraph will also apply to officers.

9. Under the new structure the qualification of Clearance Diver, 1st, 2nd or 3rd class is the only diver qualification which qualifies a rating of the Seaman Branch for advancement and accordingly it should be noted that the holding of the qualification Diver or Hydrographic Diver or Artificer Diver, by a seaman rating is always to be regarded as an addition to his specialist qualification and not in lieu of such specialist qualification.

10. Ratings who qualify as Diver, Hydrographic Diver or Artificer Diver are to be awarded the Diver's Badge pattern no. N. 363 which is to be worn on the right cuff.

11. A rating will cease to be regarded as a qualified Diver, Hydrographic Diver or Artificer Diver and will become ineligible to wear the badge or receive payment of any allowance (*see* paragraph 14) if for any reason he:—

(*a*) is permanently unable or unwilling to dive; or

(*b*) has not carried out any diving practice for a period of six months.

It is appreciated that the rule at (*b*) may result in a rating losing his diver status through no fault of his own, but divers who are out of practice can be a danger to their ship-mates as well as themselves. Navy Order 453 of 1957 is relevant.

12. Any rating who loses his diver status and eligibility to wear the badge and receive payment of allowance under paragraph 11 above may regain his diver status and eligibility to wear the badge by requalifying at H.M.A.S. WATON. Payment of daily allowance where previously applicable will not, however, be resumed.

13. Changes in diving status are to be recorded at the foot of page 3 of the rating's Certificate of Service and reported to Navy Office and the Commanding Officer, H.M.A.S. WATSON.

14. Pending a review of diver allowances generally the payment of divers daily allowance of 3d. or 6d. as appropriate, will continue to be paid to those ratings who have an entitlement under I.P.I. Instruction 39, allowance no. 4 namely:—

(*a*) Leading rates and below who hold the qualification of Standard Diver 2nd or 3rd Class. (Payment of the allowance will lapse from the date of advancement beyond the leading rate or from 1st June, 1960, whichever is the earlier, if the rating does not requalify in the new diving structure.)

(*b*) Leading rates and below who hold the qualification of Standard Diver 2nd or 3rd Class and who requalify as Diver or Survey Diver under the new structure by 1st June, 1960. (Payment of the allowance will lapse from the date of advancement beyond the leading rate.)

15. Ratings who allow their Standard Diver qualification to lapse by virtue of not requalifying under the new structure by 1st June, 1960; but who requalify at a subsequent date will not be eligible to resume payment of the divers' daily allowance.

16. Personnel qualified as Divers, Hydrographic Divers or Artificer Divers in accordance with this order are eligible for diving pay under I.P.I. Instruction 79.

17. Clearance Divers will continue to be ineligible for payment of divers allowance under I.P.I. Instruction 39.

18. Article 1102 of the Diving Manual, B.R. 155C (2), is to be noted in accordance with instructions on page iv of B.R. 155C (1).

(H.P.B. 4002/93/51.)

(*Navy Order* 453 *of* 1957.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

533.—Conduct of Examinations (Non-Service).

Naval personnel or personnel serving in uniform with the R.A.N. are entitled, subject to the Captain's approval, to sit for examinations conducted by government or semi-government institutions and private institutions approved under the services vocational and educational training scheme.

2. Students who are eligible to sit for examinations are to inform the Captain of the ship or establishment and the Instructor Officer or the Education Officer.

3. Examination papers will be sent from the examining authority direct to the Captain of the ship or establishment. The Captain is to ensure that examination papers are kept in safe custody until the date of the examination, when they will be issued to the superintending officer appointed by the Captain. If the candidate signifies his intention of not sitting, the question papers must be returned unopened to the examining authority who supplied the papers.

4. When a candidate is able to present himself on the day of the examination at the place where the examination is normally held, he may sit for the examination in the same manner as a civilian.

5. If a candidate is drafted to another ship or establishment prior to sitting for the examination, the question papers and stationery should be forwarded immediately to the Captain of the candidate's new ship or establishment for necessary action.

6. Should service conditions make it impossible for the candidate to sit for the examination at the officially prescribed time and date, he is to be permitted to take the test as the opportunity offers, but not before the prescribed date, provided the worked papers are accompanied by a declaration from the candidate and a letter from the Captain explaining the circumstances. The declaration shall be to the effect that the candidate had no knowledge of the contents of the paper at the time of his sitting for the examination. The decision will rest with the examining institution as to whether his examination papers can be accepted.

7. All correspondence and special instructions forwarded by the examining authority are to be carefully read and obeyed by all officers associated with the supervision of the examination and the despatch of the candidate's papers.

Supervision.

8. The sealed envelope containing the question papers is to be opened at the time of the examination in the presence of the candidates. The superintending officer is to ensure that the seal has not been broken.

9. Candidates are to be seated sufficiently far apart to prevent collusion and strict supervision is to be maintained during the whole period of the examination. The superintending officer is not to leave the examination room until he has collected all worked papers, unless he is relieved by another officer. A candidate should not be permitted to leave the room unless adequate supervision is arranged during his absence.

10. Superintending officers should make sure that the candidates' worked papers are correctly filled in by the candidates, i.e., giving examination number, subject and paper. These worked papers should then be sealed in an envelope, and kept

in safe custody until the conclusion of the whole examination and forwarded by registered post to the marking authority as directed.

11. No books or memoranda should be assessible to candidates under examination unless specified in particular instructions.

(D.N.E.S. 4017/7/324.)

UNCLASSIFIED.

534.—Medical—Carbon Monoxide Poisoning—Examination of Specimens in Suspected Cases.

In cases of suspected carbon monoxide poisoning an examination of the blood should be made wherever practicable.

2. In living subjects carbon monoxide is rapidly excreted from the blood when the individual is removed from the poisonous atmosphere, so the specimen of blood should be obtained as soon as possible after his removal, consistent with the safety of the individual, and after all necessary medical attention has been given. No specimen of blood is however, to be taken from a civilian employee without his consent. Specimens for examination are to be sent to the nearest Government analyst.

3. The specimen of blood should be about 5 cc. in volume (though much less will serve if need be), and should be collected preferably by vein puncture. The blood should be placed in a bottle which it fills. If such a container is not available a test tube of a size which will be filled by the specimen should be used. The tube should be stopped with a washed rubber bung held in place with suitably applied pieces of adhesive tape. On no account is it to be sealed by fusing the glass as it is imperative that no combustion process should come near the specimen.

4. When fatalities occur, every effort should be made to collect whole blood from the cadaver. It has been found satisfactory to take blood from the pool obtained when the heart is being removed, or by opening the large vessels at the base of the heart. Failing this, a large vessel can be tied in two places then dissected out and the ligature opened over a suitable container. If all efforts of this kind are unsuccessful the examination can be carried out on tissue containing haemoglobin, e.g., muscle, kidney, or liver. The type of tissue examined is to be stated. A small portion of the tissue should be dissected, preferably from a situation which has not been exposed to air. It should be placed in a dry test tube or small specimen jar; the air space above the liquid should be minimal. The container should be corked or stoppered as stipulated above.

5. Specimens should be protected from light and kept cool. They are to be forwarded by the most rapid transport available together with full details including information concerning the smoking habits (if any) of the individual and, in cases of survival, the time which elapsed between removal from the poisonous atmosphere and the collection of a blood specimen.

6. Form A.F. Med. 6 is to be used when forwarding these details to the analyst and form A.F. Med. 7 is simultaneously to be completed in duplicate and disposed of in the ordinary manner.

7. Navy Order 354 of 1957 is hereby cancelled.

(M.D.G. 4018/4/207.)

(*Navy Order* 354 *of* 1957.)

UNCLASSIFIED.

535.—Publishment Returns—Disciplinary Charge Sheets and Punishment Records—Summary of Unclassified Navy Orders Relating to Disciplinary Matters.

This order replaces Q.R. and A.I. articles 2093 and 2094, adapts article 2044 clause 10 to meet Australian conditions, and summarizes the existing Navy Orders which give detailed instructions as to the application of the Naval Discipline Act, 1957.

2. *Records of Offenders.*—Details of all summary punishments awarded and the offences to which they relate are to be recorded on form A.S. 241 (Disciplinary Charge Sheet and Punishment Record), with the exception of those recorded in the Minor Punishment Books (*see* Q.R. and A.I. article 2092).

3. A separate form A.S. 241 (raised in duplicate by the regulating staff) is to be prepared for each offender who is to be brought before the Executive Officer or Captain or other officer authorized to award punishment in excess of one day's No. 14 and admonition. It should show the offender's name, rating, official number, &c., the charge(s) brought against him and the names of witnesses available to give evidence, but no reference is to be made to previous offences.

4. If a man is found guilty of any offence, or is acquitted under section 42 of the Naval Discipline Act, 1957 of a civil offence committed on shore, the form A.S. 241 is to be dealt with as follows:—

(*a*) Both copies are to be completed to record the decision of the officer who disposed of the charges or the punishment he awarded. When he is not the Captain he is to insert beneath his signature his rank and capacity for dealing with the offences (e.g., Executive Officer). When an officer acts as the Commanding Officer in the absence of the Captain (vide Q.R. and A.I. article 0135), he is to insert underneath his signature following his rank the expression " as Commanding Officer ".

(*b*) Forms A.S. 241 are to be serially numbered from 1st January each year.

(*c*) At the end of each month the originals of forms A.S. 241 are to be forwarded together with forms A.S. 271 (Punishment Warrant) and forms A.S. 273 (Recommendations for Naval Penalties) under cover of form A.S. 181 (Punishment Return) to the administrative authority and eventually to the Naval Board.

(*d*) The instructions for the duplicate copy of form A.S. 241 are to be found on the form.

5. With reference to Q.R. and A.I. article 2044 clause 10, when a form A.S. 273 has not been necessary, the following details of naval penalties imposed by the Captain are to be inserted on forms A.S. 241 (suitably amended) and the forms forwarded with the monthly punishment return in lieu of recording them on page 2 of the punishment return:—

(*a*) Brief details of the offence and where committed.
(e.g., Drunk and disorderly, Pitt Street, Sydney.)

(*b*) Sentence of the court.
(e.g., fined £5.)

(*c*) Naval penalty imposed.
(e.g., Break in continuity of V.G. conduct.)

NOTE.—When forfeiture of pay and service (in accordance with Q.R. and A.I. article 2044, clauses 1, 2 and 3) only is imposed, it is to be recorded on forms A.S. 161 only, apart from the notation required on the Service Certificate.

6. *The Monthly Punishment Return.* (*Form A.S.* 181—*revised* 1956).—Until form A.S. 181 is revised the following certificates by the Captain are to be made on the form or attached as convenient:—

(*a*) I certify that the contents of form A.S. 272 have been read to the ship's company in accordance with Q.R. and A.I. article 1851 clause 8.

(NOTE.—Required at least once every three months.)

(*b*) I certify that during the period covered by this return all suspended sentences have been reviewed in accordance with the regulations.

(NOTE.—Preceding this certificate Captains are to record details of sentences which were suspended or reviewed being remitted or enforced during the period of the return. (Q.R. and A.I. articles 2004 (4) and 2007 (3).)

(*c*) In the " Certificate of the Captain ", Q.R. and A.I. articles 1924 (*c*) to (*h*) is to be amended to read " Q.R. and A.I. articles 1936 and 1937 ".

NOTE.—The use of forms A.S. 181 issued before the revised 1956 edition is to be discontinued. Where necessary demands for forms A.S. 181—revised 1956, are to be raised by Captains.

7. The following Navy Orders on disciplinary matters remain in force to the extent indicated:—

Navy Order 259 of 1957	Dismissal from H.M.A. service as a summary punishment—approval required.
To the extent that Naval Board approval for dismissal alone is required, the rest of the Navy Order being superseded by Q.R. and A.I. chapter 19 dated 1st April, 1958.	
Navy Order 543 of 1958	Commonwealth—Command and discipline—R.N. and R.M. serving with Australian Defence Forces.
To its entire extent.	
Navy Order 670 of 1958	Naval personnel sentenced to detention.
To its entire extent.	
Navy Orders 783 of 1958 and 101 of 1959	Warrants for arrest of absentees and deserters from the R.A.N.
To their entire extent.	
Navy Order 859 of 1958	Discipline—Reciprocal powers of arrest amongst Australian forces in Malaya.
To its entire extent.	
Navy Order 1100 of 1958	Intoxicating liquor—Personnel travelling in trains.
To the entire extent but in para. 3, section 43, should be amended to read section 39.	
Navy Order 177 of 1959	Amendments to chapter 19 of Q.R. and A.I.
To its entire extent.	

8. The following Navy Orders and " F " messages are hereby cancelled:—

Navy Order 816 of 1956	Superseded by this order. (Note to para. 6.)
Navy Order 1188 of 1956	Superseded by Q.R. and A.I. amendment 2/57 and incorporated in new chapter 18 dated 1st January, 1959.
Navy Order 1189 of 1956	Superseded by Q.R. and A.I. amendment 2/56 and incorporated in new chapter 19 dated 1st April, 1958.
Navy Orders 1210 of 1956 and 117 of 1957	Superseded by this order and Q.R. and A.I. articles 2004 (4) and 2007 (3).

Navy Order 307 of 1957	Made obsolete by new chapters 18 to 22 of Q.R. and A.I. dated either 1st April, 1958 or 1st January, 1959.
Navy Order 576 of 1957	Superseded by Q.R. and A.I. article 1846.
Navy Orders 691 and 1023 of 1957	Superseded by this order.
Navy Order 475 of 1958	Superseded by Q.R. and A.I. article 1932, clause (I) (*h*).
Navy Order 630 of 1958	Superseded by Q.R. and A.I. articles 2041 and 2044, and this order.
Navy Order 632 of 1958	Superseded by Q.R. and A.I. article 2044.
A.C.N.B. 264F, December, 1958	Superseded—B.R. 11/58 and new chapters 18 to 22 of Q.R. and A.I. have been distributed.
A.C.N.B. 004F, January, 1959	Superseded by Navy Order 177 of 1959 and this order.

(C.N.J.A. 4011/27/43.)

(*Navy Orders* 816, 1188, 1189 *and* 1210 *of* 1956, 117, 259, 307, 576, 691 *and* 1023 *of* 1957, 475, 543, 630, 632, 670, 783, 859, *and* 1100 of 1958 *and* 101 *and* 177 *of* 1959.)

UNCLASSIFIED.

536.—Ratings—Seaman Branch—Clearance Diver Specialist Qualification.

There is a shortage of Clearance Divers in the fleet and it is desirable that every effort be made to encourage suitable volunteers.

2. The qualification of Clearance Diver 1st, 2nd or 3rd class (short title C.D. 1, 2 or 3) is a full Specialist Qualification for advancement in the Seaman Branch and no other S.Q. may be held with it. This does not, however, preclude ratings holding 3rd class T.A.S. or R.P. specialist qualifications from qualifying as Clearance Divers and relinquishing their original S.Q. (*see* A.B.R. 10, article 1111 (3)).

3. Subject to fulfilling the following qualifications, Recruits (Seaman), Ordinary Seamen or Able Seamen, either holding a 3rd class G., T.A.S. or R.P. specialist qualification or not holding a specialist qualification, are eligible to be recommended for Clearance Diver 3rd class (Recruits (Seaman) and Ordinary Seamen will not be eligible for appropriation to a Clearance Diver 3rd class course, until qualified professionally for Able Seaman):—

(*a*) be recommended as having a strong sense of responsibility and be reliable and intelligent.

(*b*) be medically fit in accordance with B.R. 1750A (50), paragraphs 90–96.

(*c*) have passed the swimming test (P.S.T. or P.P.T.).

(*d*) be under 25 years of age.

4. Recommendations for Clearance Diver 3rd class are to be rendered quarterly on form A.S. 1303 (*see* A.B.R. 10, article 1126).

5. Commanding Officers are to arrange for recommended candidates to undergo the " Diver " course (*see* Navy Order 532 of 1959 which introduced the new diving structure in the R.A.N.) of three weeks' duration at H.M.A.S. WATSON on the earliest convenient occasion. It is not intended, however, that periods when Recruits (Seaman) or Ordinary Seamen are actually undergoing Parts 1, 2 and 3 training should be interrupted.

6. Any rating who fails to qualify as Diver becomes ineligible for further recommendation to qualify as Clearance Diver 3rd class until such time as he attains his diver qualification.

7. When appropriating ratings for a Clearance Diver 3rd class course priority will be given ratings on the course roster who are at the time qualified as Divers. However, depending on whether a rating is highly recommended or not and the numbers available for course, ratings who have not had the opportunity of qualifying as Diver will not necessarily be excluded from appropriation for course.

8. Clearance Divers will work under the T.A.S. officer and, where applicable, should be included in the T.A.S. Division.

9. Clearance Diver ratings will be employed mainly on full-time specialist duties in C.D. teams and in the T.A.S. school In peace-time however, they will be drafted to sea billets for about one-third of their service to enable them to gain experience as seamen which is necessary for their advancement.

10. A Clearance Diver who becomes medically unfit for underwater work must relinquish his C.D. qualification. Such ratings will be given a chance to qualify or requalify, as appropriate, in the appropriate course for:—

(*a*) U.W. Specialist Qualification; or

(*b*) the Specialist Qualification gained during Part 2B training, vide A.B.R. 10, article 1111 (2).

Such cases are to be reported together with the recommendation of the rating's Commanding Officer, for the consideration of the Naval Board.

(D.T.S.R. 4002/82/46.)

UNCLASSIFIED.

537.—Ratings—Seaman Branch—Instructions for Part III Examination of Ordinary Seaman.

Navy Order 123 of 1959 is to be amended as follows:—

Insert new paragraph 6—

(*a*) "6. Ships having candidates for examination are to arrange for the examination to be carried out in another H.M.A. ship. Two full days will normally be required. When it is not possible to arrange for the examination to be carried out in another H.M.A. ship, it may be conducted by ship's officers, the circumstances being reported to the ship's administrative authority."

(*b*) Subsequent paragraphs are to be re-numbered.

(D.T.S.R. 4006/141/46.)

(*Navy Order* 123 *of* 1959.)

UNCLASSIFIED.

538.—Training—First Aid Training for Naval Personnel.

The character of modern warfare demands that all officers and men of the R.A.N. shall have an elementary knowledge of first aid.

2. The current scheme of medical organization for action requires that all officers and men should receive instruction in first aid.

3. This order sets out the lines on which first aid training is to be given in the R.A.N.

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 Certificates 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 requalification.

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 practicable 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 sixteen 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). Captains should ensure that all practical steps are taken to this end.

8. Captains 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." should be demanded as necessary through the usual channels.

11. Navy Orders 249 of 1957 and 781 of 1958 are hereby cancelled.

APPENDIX.

FIRST 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 principles of first aid and handling of casualties. Types of injuries	1
	Practical ..	The triangular bandage. Methods of folding and tying slings. Pad dressings. Bandage to retain dressings on top of head, side of head and eyes	1

APPENDIX—*continued.*

Period.	*Nature.*	*Subject.*	*Hours.*
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
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, and alternative methods	1
7	Lecture ..	Self-treatment. Labelling and disposal of casualties	1
	Practical ..	Self-treatment. 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.

(M.D.G. 4006/20/110.)

(*Navy Orders* 249 *of* 1957 *and* 781 *of* 1958.)

UNCLASSIFIED.

539.—Transfer to Canberra—Removals and Allowances.

This order will apply to the transfer to Navy Office, Canberra, during September and October, 1959, of members of the R.A.N. serving at Navy Office, Melbourne.

2. As the following approvals have been granted on the basis of the transfer of an establishment, this order is not to be regarded as a precedent for the extension of approvals in relation to normal removals.

3. In the following paragraphs the word " permanent " in relation to appointments and drafts means for twelve months or more.

4. **Members already serving at Navy Office on a permanent basis—**

(*a*) *Where the period in Canberra will be three months or less.*—Transfer to Canberra will be limited to the member's fare and his own personal effects. If the member is in receipt of Temporary Rental Allowance in Melbourne, payment may be continued but the overall limit of two years will not be exceeded. The requirement to search for unfurnished premises will be waived in respect of the period in Canberra. Living Out Away From Home Allowance will be payable to a married member. Removal entitlement of family and furniture at the expense of the Department will arise, subject to the normal rules, when the member is appointed or drafted away from Canberra.

(*b*) *Where the period in Canberra will be more than three months.*—Removal of family and furniture to Canberra will be provided when the position concerned is transferred to Canberra. If the member is in receipt of Temporary Rental Allowance, payment may be continued in the meantime but the overall limit of two years will not be exceeded. The requirement to continue to search for unfurnished premises may be waived. Where the member's family proceeds to Canberra to occupy a house allocated by the Department of the Interior, Living Out Away From Home Allowance may be paid for a maximum period of three months.

5. **Members who are to commence duty at Navy Office on a permanent basis and who are subsequently transferred to Canberra—**

(*a*) *Where the period in Melbourne will be three months or less.*—Transfer to Melbourne will be limited to the member's fare and his personal effects. If the member was in receipt of Temporary Rental Allowance at the old location, payment may be continued but the overall limit of two years will not be exceeded. The requirement to continue to search for unfurnished premises may be waived. If the member is living out in Melbourne, Living Out Away From Home Allowance may be paid to a married member.

(*b*) *Where the period in Melbourne will be more than three months.*—

(i) Removal may be granted but furniture will not be moved to Melbourne. Storage at the expense of the Department will be undertaken at the old location. The member may be paid Temporary Rental Allowance in respect of the period in Melbourne. The requirement to search for unfurnished premises will be waived but otherwise the normal provisions will apply.

(ii) Removal of family and furniture will be granted when the transfer eventuates.

(iii) If Temporary Rental Allowance is not payable at the old location and the member elects not to move his family to Melbourne, removal of the family and furniture to Canberra will be granted when the transfer eventuates. Under these circumstances Living Out Away From Home Allowance may be paid while the member is in Melbourne.

6. If a member does not apply for a removal when eligible under this order, Living Out Away From Home Allowance will not be payable except in cases covered by paragraph 2 (*b*) of instruction 65/2 of I.P.I.

7. Education Allowance will be payable subject to the normal rules.

8. **Members not normally entitled to removals.**—Emergency list officers and reserve officers, who, because of the terms of their appointments are not normally entitled to removals, may be granted removals to Canberra if it is expected that they will serve there for at least twelve months. On termination of service after not less than twelve months in Canberra, removal will be granted at the expense of the Department to any required destination but the liability of the Department will not exceed the cost of a removal from Canberra to Melbourne.

9. Navy Order 41 of 1959 is hereby cancelled.

(H.P.B. 4822/8/54.)

(*Navy Order* 41 *of* 1959.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

540.—Message Handling—References in Signals.

The trial procedure of adding a short description to a reference in the text of a signal has proved to be worth while in the R.A.N. and its use has been extended to certain other services.

2. The following permanent instructions are promulgated:—

(*a*) In drafting the text of signals, when referring to a previous message, document or order, up to four words are to be added to indicate the subject matter of that reference unless it is already apparent from the remainder of the text.

(*b*) The words added are not to be enclosed in brackets unless this is necessary for clarity. In this regard, it is often preferable to draft a self evident signal than to use the procedure in (*a*) above.

(*c*) This procedure is to be used on signals within the R.A.N., to the R.A.A.F. and A.M.F., and to British Commonwealth naval addressees. It has not yet been adopted by other authorities.

(*d*) This procedure need not be used when the addition of a short description would impose a much higher security classification than would otherwise be required.

(*e*) A typed summary of a reference on the distribution copy of a signal is not required when the subject matter of the reference is evident.

3. The existence of this order is to be noted against A.C.P. 121 (c), article 317 as a new sub-paragraph (*b*).

4. Navy Order 986 of 1957 is hereby cancelled.

(D.S.D. 3312/131/10.)

(*Navy Order* 986 *of* 1957.)

UNCLASSIFIED.

541.—Ammunition—Cartridges, S.A. .303-in., Tracer G, Mk. 2.

Cartridges, S.A., .303-in. tracer G, mk. 2, manufactured in Australia in 1944 or earlier have failed at proof and are withdrawn from service.

2. Total stocks of these cartridges held on board are to be returned to the nearest R.A.N. armament depot and replacements demanded in lieu.

3. R.A.N. armament depots are to dispose of all stocks and future returns of these cartridges in accordance with N.O.C.M. 73.

4. Navy Order 996 of 1957 is hereby cancelled.

(D.O.U.W. 4442/26/174.)

(*Navy Order* 996 *of* 1957.)

UNCLASSIFIED.

542.—4.5-in. Twin R.P. 41 Mk. 6 Series Mountings—Damage to Pressure Gauges.

Numerous reports of failures of pressure gauges have recently been received on forms A.S. 2022 and 2061Z but in no instance has any specific cause of failure been stated, e.g., burst or distorted Bourdon tube, broken or distorted hair spring, worn quadrant, pinion, or quadrant and pinion bearings, loose pointer, &c.

2. The type of pressure gauge in use is the same as that used in industry and marine engineering and has given good service over a number of years. There is no reason why it should not give the same good performance on gunmountings, but care should be taken to see that the gauge is not subjected to violent fluctuations and shocks which will inevitably damage it. These can to a large extent be prevented if the valve or cock is just eased open sufficiently to enable "damped" recordings to be read and the value is not normally to be opened further.

3. Protection must also be provided against mechanical vibrations. This is normally covered by the use of adequate pipe clips and/or securing the gauge to a backing plate.

4. In cases where abnormal mechanical vibration is experienced ships staff should endeavour to fit arrangements to reduce the vibration to acceptable limits and where this is beyond the capabilities of ships staff a dockyard defect list item is to be raised.

(D.O.U.W. 4429/123/248.)

UNCLASSIFIED.

543.—Explosive Sweep AX Mk. 3—Resumption of Use—Correct Assembly of Charge Clips.

(*A.F.O.* 792/1959.)

The use of explosive sweep AX. Mk. 3 was suspended recently following an accident at sea in the R.N. in which a charge exploded just outside the blast shield.

2. Subsequent investigation has shown that the accident was almost certainly due to incorrect assembly, in that a charge or charges had been fitted with striker mechanisms into which the safety pins had been inserted from the wrong side. This would have meant that when the charges were placed in the charge clip, their hammer plates or striker arms must have faced outboard instead of in the inboard or trailing direction. The result would have been that during ejection, a hammer plate fouled and jammed against the upper bearing surface of the charge clip and then, with the continuing ejection pressure, became distorted to the extent where it could fly over and fire the detonator cap.

3. To prevent a recurrence, the correctness of assembly is to be checked at a convenient interval before firing commences. Figure 1 shows the correct direction from which the pin must be inserted. Figure 2 shows the hammer plate in the trailing position in relation to the clip. (Hammer plate shown in red in both figures), Navy Order Diagram Issue 9/59.

4. No attempt is to be made to correct any wrongly assembled clips found. Instead, full details should be noted down and reported to the Senior Officer by signal and the clips then dumped overboard in deep water.

5. In the event of an incorrect inserted charge not being noticed until after the clip has been loaded into the launching stand, no attempt is to be made to fire the clip or to re-insert safety pins, should these have been withdrawn. The first action should be to replace the charge retaining pin at the outboard end of the clip. The clip should then be removed from the launching stand and dumped overboard in deep water, after the necessary details have been noted for a report in accordance with paragraph 4.

6. Subject to observance of the above provisions, normal use of sweep AX mk. 3 may now be resumed.

7. Admiralty has advised that B.R.'s 1787 (57) and 1822 are being amended.

(D.O.U.W. 4431/75/113.)

UNCLASSIFIED.

544.—Naval Stores—Accounting—Forms A.S. 549—Quarterly Returns to Navy Office.

Following an examination of naval store accounts, it has been found that, in some ships and establishments, forms A.S. 549 in respect of internal transactions, e.g., tool-kit issues, have not been forwarded to Navy Office with the quarterly returns.

2. Arrangements are to be made to ensure that, in future, all forms A.S. 549 raised by the ship or establishment concerned during the preceding quarter, including those for internal transactions, are forwarded to Navy Office under cover of form A.S. 558 at the end of the quarter.

3. Navy Order 601 of 1958 refers.

(D.N.A.S. 3325/3/540.)

(Navy Order 601 of 1958.)

UNCLASSIFIED.

545.—Naval Stores (General) (Class F, Group 5)—Pattern 8971 Camera, Monorail, 5-in. x 4-in.—Patternization of Lenses.

(A.F.O. 970/1959.)

It has been decided to patternize, as indicated below, the following components of pattern F5/8971, camera, monorail, 5-in. x 4-in.:—

Pattern.	*Description.*	*Ships Accounting Classification.*
F5/162045 ..	Lens, 3¼-in., wide angle complete with sunken lens panel for pattern F5/8971 camera	P
F5/162046 ..	Lens, 6-in., complete with shutter for pattern F5/8971 camera	P

2. The description of pattern F5/8971 camera has been amended to read as follows:—

Camera, monorail, 5-in. x 4-in., complete with 3¼-in. and 6-in. lenses (one of each) and carrying case.

3. Admiralty have advised that B.R.'s 386 and 810 will be amended.

(D.N.A.S. 4518/51/68.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

546.—Accounting Procedure for Mess Gear.

This order sets out the procedure to be followed and the forms to be used in accounting for mess gear in H.M.A. ships and establishments.

2. The following is a summary of the forms to be used in accounting for mess gear:—

Form No.	Title.
	For Account.
A.S. 83	Clothing and Mess Gear Ledger Sheet.
A.S. 116A, Part I. ..	Consumable Articles on Issue to Ratings' Messes.
A.S. 116A, Part II. ..	Permanent Articles on Issue to Ratings' Messes.
A.S. 116A, Part III. (Miscellaneous)	Articles on Issue to Galley, Bakery, Butcher, Hospital, &c.
A.S. 116A, Part IV.	Consumable Articles on Issues to Wardroom.
A.S. 116A, Part V. ..	Permanent Articles on Issue to Wardroom.
A.S. 116A, Part VI.	Consumable Articles on Issue to Flag and Commanding Officers.
A.S. 116A, Part VII.	Permanent Articles on Issue to Flag and Commanding Officers.
A.S. 116A, Part VIII.	Issues to Married Quarters—Tropical Areas.
	For Receipts.
A.S. 134V/A.V. 120	Demand/Store Issue Note.
	For Issues.
A.S. 38Y	Consumable Mess Gear Issued to Messes.
A.S. 330Z ..	Articles Returned to Victualling Yards.
A.S. 549	Returns by or Issues to Messes of Permanent Items.
A.S. 126	Loss by Neglect or Accident.
	For Replacement Allowance Numbers.
A.S. 257C ..	Daily Numbers Victualled.
	For Stocktaking.
A.S. 1053 ..	Record of Musters of Victualling Stores.
A.S. 148 (Inside and Outside)	Stocktaking Report.

INSTRUCTIONS REGARDING THE USE OF THE FORMS.

A.S. 83—Mess Gear Ledger Sheet (Stock Ledger).

3. Loose-leaf ledger sheets, enclosed in a binder are to be used for recording all receipts, issues and returns of items of mess gear. Receipts and issues are to be posted on separate lines, the "remains" column being invariably completed. All transactions are to be posted daily so that the stock ledger is an up-to-date record of stocks held by the Supply Officer or officer responsible for Victualling accounts.

4. Entries on form A.S. 83 are to be supported by the following vouchers or records:—

Receipts.

From Victualling Yards	Form A.S. 134V/A.V. 120—Store Supply Note.
Other ships	A.S. 549—Supply Note.
Interim returns by messes, official residences, and married quarter in tropical areas	A.S. 549—Supply Note.
Final returns by messes, &c., on closing or paying off	A.S. 116A—Parts I.–VIII.
Surplus found on stocktaking ..	A.S. 148—Stocktaking Report.
Other Services	Form received from Service supplying.

Issues.

Initial issues to messes, &c., on commissioning	Forms A.S. 116A—Parts I.–VIII.
To messes of consumable items ..	A.S. 38Y—Consumable Mess Gear issued.
To messes of permanent items ..	A.S. 549—Supply and Receipt Note.
To official residences and married quarters in tropical areas of all items	A.S. 549—Supply and Receipt Note.
To other ships or Services ..	A.S. 549—Supply and Receipt Note.
To Victualling Yards	A.S. 330Z—Return Note for Victualling Stores.
Deficiencies at Stocktaking ..	A.S. 148—Stocktaking Report.

5. All supporting vouchers except current forms A.S. 116A's are to be filed in chronological order. Vouchers in respect of each calendar month are to be bundled and retained by the Supply Officer or officers responsible for Victualling accounts.

6. Forms A.S. 83 are to be arranged in the binder in the same order as the items appear in the Fixed Issuing Price List for Mess Gear.

7. Stocks of forms A.S. 83 are to be kept in safe custody by the Supply Officer or his authorized representative, and are to be initialled and dated by the officer charged with their custody before being issued to the ledger-keeper. As each form is completed the remains thereon are to be transferred to a new sheet by the Supply Officer or his authorized representative; the completed form is then to be transferred to a dead ledger, in which the forms are to be kept in the same sequence as in the current ledger.

8. When stocktaking is carried out the quantities found are to be compared with Remains as per form A.S. 83, and the Stock Ledger Sheet is to be initialled and dated in the column provided. Stocktaking Report—form A.S. 148 is to be

prepared to adjust any discrepancies, one copy being used to support the entries in the Stock Ledger and two copies forwarded to Navy Office at the close of the month with form A.S. 148 (outside).

9. On first commissioning, details of issues to messes are to be recorded on the appropriate forms A.S. 116A (Series 1 to 8) which will support the entries in the Stock Ledger.

A.S. 116A, Part I.—Consumable Articles on Issue to Ratings Messes.

A.S. 116A, Part IV.—Consumable Articles on Issue to Wardroom.

A.S. 116A, Part VI.—Consumable Articles on Issue to Flag and Commanding Officers.

10. Details of all articles of consumable mess gear on issue to the various messes including the cafeteria mess are to be entered in the appropriate form, a separate form being used for each mess. All entries and signatures are to be recorded in ink.

11. Forms A.S. 116A are to be prepared in duplicate for each mess when the initial issue is made. The original copy is for retention by the Supply Officer or officer responsible for victualling and supports the entries in the Stock Ledger. The duplicate copy is for retention by the responsible member of the mess. Each form is to be noted with the mess no. and scale no. When the scale is altered for any reason, the date is to be shown. The signature of the appropriate officer or rating is to be given on each copy.

12. Care is to be taken to ensure that when a member whose signature appears on the form is transferred to another ship or mess, a new receipt is immediately obtained from the responsible person of the mess concerned.

13. When replacements are made, the date and value only are to be entered in appropriate column in form A.S. 116A from form A.S. 38Y.

14. At the end of each quarter, the following action is to be taken in regard to replacement allowances; viz., the number for which replacement allowance is to be claimed is to be entered in the appropriate column of form A.S. 116A; the replacement allowance computed; the value of issues totalled and the balances extended (*see* paragraphs 36 to 38 for method of computing). Debit balances, if any, are to be adjusted on 1st April and 1st October on form A.S. 126 showing mess, value of replacements, value of allowances and debit balance. Credit balances are to be carried forward.

15. When stocktaking is to be carried out a line is to be drawn if necessary under the last entry (*see* paragraph 16) and the balances brought down and entered on the the next line. Where the stock of any item is less than the authorized scale, the quantity necessary to bring the item up to the balance is to be issued from the Supply Officers stock form A.S. 38Y being completed and the procedure in paragraph 13 observed. No action is necessary where the stock of any item is surplus to the balance.

16. Where the mess numbers are altered, necessitating a variation in the scale the form is to be noted with the new scale no. and date of effect and any additional items required issued on form A.S. 549. Items held in excess of the appropriate scales are to be returned on form A.S. 549 to the Supply Officer's stock. Forms A.S. 549 are to be prepared in duplicate and one copy retained by the mess. Returns to the Supply Officer's stock are to be entered in red on form A.S. 116A.

17. On paying off, the stocks of serviceable items should be in accordance with the appropriate scale and are to be returned to the Supply Officer. The value of any deficiencies is to be offset against the replacement allowance and where the

balance of replacement allowance is insufficient to cover the value of deficiencies, the excess amount is to be dealt with on form A.S. 126.

18. When a mess is closed or paying off, a receipt for the serviceable items returned is to be given on the duplicate copy of form A.S. 116A. The items are to be taken on charge in the Stock Ledger (form A.S. 83) the original copy of form A.S. 116A being used as a voucher to support the entries.

A.S. 116A, Part II.—Permanent Articles on Issue to Ratings' Messes.

A.S. 116A, Part V.—Permanent Articles on Issue to Wardroom.

A.S. 116A, Part VII.—Permanent Articles on Issue to Flag and Commanding Officers.

19. The instructions contained in paragraphs 10, 11 and 12 are applicable to these forms.

20. When articles in excess of requirements are returned to the Supply Officer, form A.S. 549 is to be prepared in duplicate and a receipted copy retained by the mess to support the entry in the mess copy of form A.S. 116A and the other copy retained by the Supply Officer to support the entries in the Stock Ledger (form A.S. 83) and A.S. 116A. The entry in form A.S. 116A is to be in red.

21. When additional articles are issued, form A.S. 549 is to be prepared in duplicate. One copy is to be retained in the mess to support the entry in the mess copy of A.S. 116A and the other copy to be receipted and retained by the Supply Officer to support the entries in the Stock Ledger (form A.S. 83) and form A.S. 116A.

22. When stocktaking is being effected a line is to be drawn under the last entry and all remains brought down. For surpluses and any deficiencies which are offset by surpluses form A.S. 148 is to be prepared, two copies being forwarded to Director of Victualling, one copy held to support the entry in form A.S. 116A and a further copy held by the mess concerned. The form is to be clearly marked "A.S. 116A action only". Deficiencies other than those offset by surpluses are to be dealt with in the normal manner on form A.S. 126. Entry on form A.S. 116A is to be in red. Replacement of items found to be deficient at stocktaking and dealt with on form A.S. 126 is to be made, form A.S. 549 being utilized.

23. When a mess is closed, or paying off, a receipt for the items returned is to be given on the duplicate copy of form A.S. 116A. The items are to be taken on charge in the Stock Ledger (form A.S. 83) the original copy of form A.S. 116A being used as a voucher to support the entries.

A.S. 116A, Part III.—Articles on Issue to Galley, Bakery, Butcher, &c.

24. Details of all articles or permanent and consumable mess gear on issue to the galley, bakery, butcher, &c., are to be entered on this form, a separate form being used for each galley, &c.

25. For permanent items the instructions in paragraphs 19 to 23 are applicable.

A.S. 116A, Part VIII.—Issue to Married Quarters—Tropical Areas.

26. These forms are to be prepared in duplicate for initial issues to tenants of married quarters in tropical areas. The forms are to be valued and distributed as follows:—

Original—To be retained by Supply Officer and supports the entries in the Stock Ledger (form A.S. 83).

Duplicate—To be held by the tenant. When a tenancy is vacated, a receipt for items returned is to be given by the Supply Officer thereon.

Forms A.S. 549 are to be used for any subsequent transactions.

27. The original is to be revalued on 1st July each year in accordance with the appropriate Mess Gear Price List. Approval to waiver of percentage charges is to be noted on the form and, in such cases, revaluation is not necessary. Reference to recoveries of percentage charges is to be inserted on the form.

28. On the termination of tenancy, the mess gear is to be mustered by the Supply Officer's representative. Deficiencies due to fair wear and tear or arising from circumstances which are considered by the Captain as beyond the control of the tenant may be written off charge by certificate. Other deficiencies are to be dealt with in the normal manner on form A.S. 126.

29. The items returned are to be taken on charge in the Stock Ledger (form A.S. 83) from the original form which is to be supported by the manuscript certificate and duplicate copy of form A.S. 126. A copy of the manuscript certificate is to be forwarded to the Director of Victualling at the close of the month.

30. A register of all forms A.S. 116A is to be maintained by the Supply Officer or officer responsible for victualling stores in the following manner:—

No.	Type of Form.	On Issue to.	Date of Issue.	Date Returned.

A.S. 38Y.—Consumable Mess Gear issued to Messes.

31. Issued in replacement are to be made on form A.S. 38Y prepared in duplicate. A separate form is to be prepared for each mess and distributed as follows:—

Copy 1.—To be retained by Supply Officer to support Stock Ledger (form A.S. 83) and form A.S. 116A.

Copy 2.—To be retained by the respective mess to support copy of form A.S. 116A.

The form is to be rated and valued and total value entered on form A.S. 116A.

A.S. 549—Demand Supply or Receipt Note.

32. This form is to be used to record the following:—

(*a*) Issues or returns of permanent and consumable items from messes on change of scale.

(*b*) Issues of consumable items required in the operation of the galley, bakery, butcher, &c.

(*c*) Transactions with official residences and married quarters in tropical areas.

(*d*) Issues to other H.M.A. ships, Royal Navy, Allied Services, &c.

33. In the case of items (*a*) to (*c*) form A.S. 549 is to be prepared in duplicate, the Receipt Note copy being retained by the issuing or returning authority and the Supply Note copy by the other authority. In the case of (*d*) form A.S. 549 is to be prepared in triplicate and the Supply Note copy is to be retained by the receiving ship; the Receipt Note copy is to be forewarded to the Director of Victualling at the close of each month; and the third copy used to support the entries in the Stock Ledger.

A.S. 126—Losses by Neglect or Accident.

34. This form is used for the following:—

(*a*) Losses by individuals.

(*b*) Losses of permanent items in messes.

(*c*) Debit balances in replacement allowances.

35. The distribution of the form is as follows:—

Original—Forwarded to Director of Victualling at close of month.

Duplicate—Retained by Supply Officer or officer responsible for victualling to support the entries in his copy of form A.S. 116A or A.S. 83 as appropriate.

Triplicate—Retained by the mess concerned.

Calculation of Replacement Allowance.

36. A manuscript record is to be kept in the following form for the purpose of ascertaining the numbers for calculation of replacement allowance:—

(*a*) In Seagoing Ships—

Date.	Wardroom. No. Victualled.	Mess No.	Mess No.	Mess No.	Etc.

(*b*) In Establishments—

Date.	Wardroom.		Mess No.	Mess No.	Mess No.	Etc.
	No. Borne for Pay.	No. Victualled.				

37. The numbers shown in form A.S. 257C—Daily Numbers Victualled are to be posted daily in the record as follows:—

(*a*) Seagoing Ships—Officers and Ratings Messes—
The number shown in line 7.

(*b*) Establishments and Stationary Ships—Ratings Messes—
The sum of the numbers shown in lines 7 and 13. For (*a*) and (*b*) the form is to be totalled for each mess at the end of each quarter and divided by 90. The resultant figure is to be entered in the appropriate column in forms A.S. 116A for calculation of replacement allowance.

(*c*) Establishments and Stationary Ships—Officers Messes—
The number shown in line 7 is entered in the " victualled column ".

38. In the case of (*c*) the numbers borne for pay each fortnight are also to be entered in the " pay " column. At the end of the quarter each column is to be totalled; the " victualled " total divided by 90 and the " pay " total divided by the number of pays in the quarter. The latter figure obtained is to be reduced by 25 per cent. in the case of ALBATROSS, NIRIMBA, CERBERUS, TARANGAU and

MELVILLE and by 33⅓ per cent. in respect of all other establishments. The figure to be entered in the appropriate column of form A.S. 116A for calculation of the replacement allowance is the average number borne for pay less the percentage or the average number borne for victualling whichever is the greater.

Stocktaking.

39. The stocks on board of mess gear are to be mustered as follows:—

(*a*) In Ships with Supply Officer—

Articles.	*Frequency.*	*Stocktaker.*
Ratings messes	Monthly	Representative of Supply Officer.
Supply Officers stock (Reserve)	Quarterly	An officer.
Galley bakery, &c. ..	Quarterly	An officer.
Chief Petty Officers' and Petty Officers' messes	Quarterly	Representative of Supply Officer.
Wardroom	Half-yearly ..	An officer.
Flag and Commanding Officers	Half-yearly and on change of Flag Officer and Captain	An officer.

A stocktaking of all items of mess gear held in the ship is to be carried out on paying off and, excepting items on issue to Flag and Commanding Officer, on change of Supply Officer.

(*b*) In Ships without Supply Officer—

Articles.	*Frequency.*	*Stocktaker.*
Ratings messes	Monthly	Senior hand of mess.
Ratings messes	Quarterly	Divisional officer.
Reserve stock	Quarterly	An officer.
Galley, &c.	Quarterly	An officer.
Wardroom	Quarterly	An officer.

A stocktaking of all items of mess gear held in the ship is to be carried out on change of rating keeping the accounts, on change of Captain and on paying off.

(*c*) Official residences and married quarters in tropical areas.

On cessation of tenancy the mess gear is to be mustered by the Supply Officer's representative.

40. Details of musters performed are to be recorded on form A.S. 1053—Record of Muster of Victualling Stores.

41. Permanent items of mess gear are to be mustered against the appropriate form A.S. 116A or the Stock Ledger in the case of the reserve stock. The relevant column in the Stock Ledger is to be initialled by the officer taking stock.

42. The balances shown in forms A.S. 116A, Parts I., IV. and VI. represent the authorized scale and alterations to the quantities shown therein will only be made when the mess numbers are altered vide paragraph 16. Stocktaking does not result in any amendments to the balance but is to ensure that the quantities appropriate to the relative scale are held and deficiencies made good by an issue from stock and

charged against the replacement allowance. The retention by the mess of any surplus disclosed by the stocktaking will result in a lesser requirement in the succeeding quarter.

43. Casual breakages in the reserve stock are to be written off charge by manuscript certificate. A copy is to be forwarded to the Director of Victualling at the close of each month.

Official Residences of Commanding Officers—

44. The instructions in paragraphs 10, 11 and 12, and paragraphs 19 to 22 are applicable, the appropriate form A.S. 116A being used. Valuation of items is not necessary except where a percentage rental is applicable.

General—

45. Erasures are not to be made. If an error has been made the incorrect figure is to be struck through, the correct figure inserted, and the alteration initialled by the person concerned.

46. Where practicable, all entries are to be made in ink (purple or green ink must not be used).

47. When Flag Officer's mess gear is transferred to a new Flagship, the Supply Officer's copies of forms A.S. 116A are to be forwarded to the Supply Officer of the new Flagship and a receipt obtained for the forms. No other accounting action is necessary.

48. Navy Orders 383 of 1956 and 593 of 1957 are hereby cancelled.

(D.V. 4530/4/71.)

(*Navy Orders* 383 *of* 1956 *and* 593 *of* 1957.)

UNCLASSIFIED.

547.—Packages for Victualling Stores.

Packages issued from victualling yards are separately indicated on supply notes as accountable or non-accountable as follows:—

Accountable—

Baskets, wicker.
Cases, egg.
Jars, earthenwate (all types).
Casks and barrels (all types).

Non-accountable—

All other packages are to be regarded as non-accountable unless their cost or nature justifies accounting.

2. Supply officers should be guided by the description on the store issue notes for the purpose of taking packages on charge in ships' accounts.

3. The value of packages used with stores issued to recoverable services is to be recovered whenever it is not included in the cost price of the stores.

4. All types of packages are to be conserved and, where practicable, arrangements made with the (S) Victualling Store Officer for delivery and/or collection of any such packages held on board. The packages, which can be re-used at the Victualling Yard or which would provide a source of revenue to the Commonwealth either as credits on return to contractors, or by sale from the Department of Supply, are listed hereunder:—

Bags, general service.
Bags, flour, sugar, vegetable, potato, onion, &c.
Cases, wood (clothing and mess gear).
Case liners.
Cartons.
Canisters, tin (biscuit).
Containers for oilskin clothing.
Crates, wood (all types).

5. No documentation by H.M.A. ships and establishments for the return of non-accountable packages is required; the (S) Victualling Store Officer will take all necessary disposal action. Freight charges are not, in any circumstances, to be incurred in respect of empty packages.

6. Where it is impracticable or uneconomical to arrange for the return of non-accountable packages, disposal is to be arranged by the Supply Officer, or where no Supply Officer is borne, by the officer responsible for victualling duties. A certificate, approved by the Captain, is to be forwarded to the Director of Victualling for any empty accountable packages disposed of other than by return to the Victualling Yard, except in respect of packages destroyed on board, in which case a Report of Survey, form A.S. 331Z is to be furnished.

7. Navy Order 52 of 1956 is hereby cancelled.

(D.V. 3318/3/135.)

(*Navy Order* 52 *of* 1956.)

UNCLASSIFIED.

548.—Supply of Rations to Members of Other Services.

The following reciprocal arrangements have been made with the Departments of the Army and Air in connexion with the victualling of visiting services personnel.

2. In cases of a recurring nature, such as Inter-Service Sports, the service acting as host to competitors of the other two services is to arrange for the 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.

3. (*a*) For casual meals, i.e., meal 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 12 of form A.S. 257C—Daily Numbers Victualled.

(*b*) For casual meals supplied to visiting Army and Air Force officers by naval wardroom messes, however, the present arrangement is to continued whereby the visiting officer, personally, effects settlement with the mess concerned for any casual meal, together with any other extras such as wines, tobacco, &c., with which he may have been supplied.

4. Navy Order 577 of 1956 is hereby cancelled.

(D.V. 3818/3/127.)

(*Navy Order* 577 *of* 1956.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
7th July, 1959.

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

By direction of the Naval Board.

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

5128/59.

UNCLASSIFIED.

549.—Books—Distribution of Non-accountable Publications during May, 1959.

The non-accountable publications, amendments to A.P.'s, B.R.'s, miscellaneous publications, &c., and A.F.O. " S.C." Series, contained in the appendix to this order, have been distributed to ships and services during May, 1959. Navy Order 983 of 1957 is relevant.

2. Copies of A.F.O. " P " Series amendments and A.P. amendments, referred to in the appendix to this order, are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Navy Order 1063 of 1958.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date or Amendment No.*
Aeroplane	13th March, 1959.
Aeroplane	20th March, 1959.
Aeroplane	27th March, 1959.
Aircraft	Volume 38, No. 8, dated May, 1959.
The Communicator	Volume 13, No. 1, Easter, 1959.
D.E.F. 1234, Part 3, Section 9, Issue 2	Dated 5th November, 1958.
D.E.F. 1234	Amendment No. 7, dated 5th November, 1958.
Fibres	Volume 20, No. 4, April, 1959.
Fibres	Volume 20, No. 5, May, 1959.
Flight	Dated 6th March, 1959.
Flight	13th March, 1959.
Flight	20th March, 1959.
Joint Services Recognition Journal	Volume 14, No. 2, February, 1959.
Joint Services Recognition Journal	Volume 14, No. 3, March, 1959.
Journal of Naval Engineering	Volume 11, No. 3, December, 1958.
Journal of R.N. Medical Service	No. 1, Winter 1959, Volume XLV.

AMENDMENTS TO B.R.'S, ETC.

B.R. No.	*Amendment No.*
A.T.P. 10 (British Supplement No. 1)	1 and 2.
A.T.P. 16 (British Addendum)	1.
B.R. 70	Supplement, February, 1959.
B.R. 93 (51)	Amendment No. 21.
B.R. 125 (58/59)	Supplement No. 9, and New Entries No. 9, March, 1959.
B.R. 155C (1)	Amendment No. 6.
B.R. 155C (5)	1.
B.R. 155C (6)	3.
B.R. 266B (22), January, 1958	Australian Amendment No. A.N. 1.
B.R. 227 (6)	Amendment No. 1.
B.R. 227 (10)	1.
B.R. 227 (13)	1.
B.R. 227 (14)	1.
B.R. 268 (6/45)	13.
B.R. 268 (49) (2)	1.
B.R. 321 (1)	6.
B.R. 321 (2)	6.
B.R. 321 (3)	6.
B.R. 367A	2.
B.R. 632 (1/54)	18.
B.R. 672/51	13.
B.R. 728 (51)	17.
B.R. 811 (12)	2.
B.R. 811 (13)	1.
B.R. 819 (6/51)	18 and 19.
B.R. 911	1.
B.R. 1203 (Part 11)	35.
B.R. 1282/1957	2.
B.R. 1379/1958	1.
B.R. 1430	3.
B.R. 1544	23.
B.R. 1644 (2) (D) (Addendum 1)	2.
B.R. 1653	6.
B.R. 1705 (3)	7.
B.R. 1705 (5C)	5.
B.R. 1705 (8)	27.
B.R. 1706 (56)	5.
B.R. 1771 (10)	3.
B.R. 1822 (1)	15.
B.R. 1822 (3)	1.
B.R. 1837 (3), Division R, Section RA	1.
B.R. 1837 (3), Division R, Section RG	2.
B.R. 1837 (4), Division U, Section UL	3.
B.R. 1837 (4), Division U, Section UN	3.
B.R. 1837 (7), Division J, Intro	12.
B.R. 1837 (7), Division J, Section JA	4.
B.R. 1837 (7), Division J, Section JB	7.
B.R. 1837 (7), Division J, Section JG	3.
B.R. 1837 (7), Division J, Section JH	6.
B.R. 1837 (7), Division J, Section JJ	4.

AMENDMENTS TO B.R.'S, ETC.—*continued.*

B.R. No.	*Amendment No.*
B.R. 1837 (7), Division J, Section JP	5.
B.R. 1837 (7), Division J, Section JX	9.
B.R. 1837 (8), Division M, Intro.	12 and 13.
B.R. 1837 (8), Division M, Section MB	6.
B.R. 1837 (8), Division M, Section MC	6.
B.R. 1837 (8), Division M, Section ME	6.
B.R. 1837 (8), Division M, Section ML	7.
B.R. 1837 (8), Division M, Section MM	10.
B.R. 1837 (8), Division M, Section MP	11.
B.R. 1837 (8), Division M, Section MR	7.
B.R. 1837 (8), Division M, Section MX	5.
B.R. 1837 (8), Division M, Section MY	8.
B.R. 1856 (1)	18.
B.R. 1920A (5)	1.
B.R. 1926B (2)	3.
B.R. 1928	44 and 46.
B.R. 1933 (1954)	10.
B.R. 1944 (2)	6.
B.R. 1944 (3)	5.
B.R. 1944 (4)	5.
B.R. 1947/57	1.
B.R. 1956	2 and 3.
B.R. 1986	14, 15 and 16.
B.R. 1987 (3) (B)	3.
B.R. 1988	17 and 18.
B.R. 2009	16.
B.R. 2047B (6)	3.
B.R. 2050 (369)	3.
B.R. 2050 (373A)	3.
B.R. 2050 (373B)	3.
B.R. 2090	31.
B.R. 2101 (1)	6.
B.R. 2101 (3)	4.
B.R. 2101 (5)	8.
B.R. 2125 (6)	1.
B.R. 2127	9.
B.R. 2174	2.
A.C.P. 125B	Change No. 1.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
830, Vol. 2 (2nd Edition)	A.L. 59.
957C, Vol. 1	A.L. 23.
970, Vol. 3	A.L. 5, 6 and 7.
1086, Book 1 (2nd Edition)	A.L. 24.
1086, Book 2 (2nd Edition)	A.L. 88.
1086, Book 3, Part 2 (2nd Edition)	A.L. 109.
1086, Book 5 (2nd Edition)	A.L. 73.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1086, Book 8, Part 1 (2nd Edition)	A.L. 51.
1086, Book 8, Part 2 (2nd Edition)	A.L. 10 and 11.
1086, Book 11 (2nd Edition)	A.L. 134 and 134 (Errata).
1181, Vol. 2	(A.L. 83)–B.45 (Alt. 1) (A.L. 80)–B.69.
1181C, Vol. 6, Parts 2, 3 and 4	A.L. 31.
1182 (N), Vol. 2	(A.L. 64)–E.13 (A.L. 65)–G.17 (Alt. 1) (A.L. 63)–G.18.
1182A, Vol. 2, Part 1	D.11.
1182B, Vol. 4, Part 6	A.L. 12.
1182C, Vol. 2	(A.L. 70)–J.1.
1182D, Vol. 1 and Vol. 6	A.L. 74 and 75.
1182E, Vol. 1	A.L. 68 and 69.
1275A, Vol. 1, Section 14	A.L. 7.
1275A, Vol. 1, Section 15	A.L. 14 and 15.
1275A, Vol. 1, Section 16	A.L. 17.
1275A, Vol. 1, Section 17	A.L. 13, 14 and 16.
1275A, Vol. 1, Section 18	A.L. 17.
1275A, Vol. 1, Section 22	A.L. 14 and 16.
1275A, Vol. 1, Section 26	A.L. 12 and 13.
1275A, Vol. 1, Section 27	A.L. 13 and 14.
1275A, Vol. 2	(A.L. 74)–I.2 (A.L. 82)–K.16 (A.L. 75)–Z.1 (A.L. 76)–Z.2 (A.L. 77)–Z.3 (A.L. 78)–Z.4 (A.L. 79)–Z.40 (A.L. 80)–Z.50.
1275B, Vol. 1, Section 10	A.L. 10.
1275B, Vol. 1, Section 11	A.L. 12, 14, 15, 17 and 18.
1275B, Vol. 2	(A.L. 41)–D.21.
1275E, Vol. 2, Part 1	(A.L. 182)–D.45 (A.L. 192)–H.60.
1275G, Vol. 1	A.L. 49.
1275G, Vol. 2, Part 1	(A.L. 124)–K.9.
1275T, Vol. 1	A.L. 80.
1355P, Vol. 1	A.L. 4.
1374B, Vol. 1	A.L. 25.
1464D, Vol. 1	A.L. 186.
1464G, Vol. 1	A.L. 156.
1464G, Vol. 2, Part 1	97 (Canc.).
1538L, Vol. 1 and Vol. 6, Part 1	A.L. 57.
1538P, Vol. 2	B.10.
1641S, Vol. 1, Part 2 and Vol. 5	A.L. 27.
1661C, Vol. 1 (2nd Edition)	A.L. 71 and 72.
1661D, Vol. 1 (2nd Edition)	A.L. 111.
1661E, Vol. 1 (2nd Edition)	A.L. 75 and 76.
1661F, Vol. 1	A.L. 71 and 72.
1664A, Vol. 1	A.L. 144, 147 and 148.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1664A, Vol. 2, Part 1	A.81 (A.L. 2)
	A.96
	A.100.
1664C, Vol. 2, Part 3	A.L. 23.
1664D, Vol. 1, Parts 1 and 3	A.L. 35 and 36.
1664D, Vol. 1, Parts 1 and 3 (2nd Edition)	A.L. 37.
1803, Vol. 2, Part 1	B.47
	B.48
	D.145
	D.146
	D.147
	F.82
	F.83.
1803B, Vol. 1	A.L. 165, 166 and 167.
1803C, Vol. 1	A.L. 55.
1803C, Vol. 2, Part 2	A.L. 34.
1803C, Vol. 2, Part 3	A.L. 49.
1803D, Vol. 1, Book 1	A.L. 48 and 51.
1803D, Vol. 1, Book 4	A.L. 74.
1803D, Vol. 2, Part 2	A.L. 210, 211, 212 and 213.
1803E, Vol. 1	A.L. 108 and 109.
1803E, Vol. 2, Part 2	A.L. 72.
1803F, Vol. 1, Book 1	A.L. 20 and 21.
1803J, Vol. 1	A.L. 60.
1803J, Vol. 2, Part 2	A.L. 32.
1803P, Vol. 1	A.L. 88, 89 and 90.
1803P, Vol. 2, Part 2	A.L. 22.
1803R, Vol. 1	A.L. 69.
1803S, Vol. 1, Book 1	A.L. 3, 4 and 5.
1803S, Vol. 1, Book 2	A.L. 3, 4, 5, 6, 7, 8 and 9.
1803T, Vol. 1	A.L. 59.
1803T, Vol. 6	A.L. 39, 42 and 43.
2173C, Vol. 1 and Vol. 6, Part 1	A.L. 14.
2239A, Vol. 2, Part 3	A.L. 117.
2239B, Vol. 1	A.L. 15, 16, 17, 18, 19 and 20.
2240A, Vol. 1 and Vol. 6, Book 4	A.L. 13, 14 and 15.
2240A, Vol. 2, Part 1	112 (A.L. 1).
2276F, Vol. 1	A.L. 76, 77 and 78.
2276F, Vol. 3 (Covers 1 and 2)	A.L. 242.
2306B, Vol. 1 and Vol. 6	A.L. 17.
2337, Vol. 1, Book 1	A.L. 35, 36, 37 and 38.
2337, Vol. 1, Book 2	A.L. 26.
2337, Vol. 2	(A.L. 154)–C.72
	(A.L. 158)–C.73
	(A.L. 159)–C.74
	(A.L. 161)–C.76.
2337, Vol. 6	A.L. 70 and 71.
2463, Vol. 1	A.L. 154, 155, 156 and 157.
2531J, Vol. 1	A.L. 5.
2533C, Vol. 2, Part 1	14
	15.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
2534N, Vol. 1	A.L. 9, 10, 11, 12, 13, 14 and 15.
2536C, Vol. 1, Part 1	A.L. 20.
2538HA, Vol. 2	(A.L. 115)–B.72
	(A.L. 116)–B.73.
2550B, Vol. 1 (3rd Edition)	A.L. 4.
2552J, Vol. 2	(A.L. 16)–B.11.
2662B	A.L. 20.
2802A, Vol. 1, Parts 1 and 3 (2nd Edition)	A.L. 31, 32 and 33.
2817A, Vol. 1 and Vol. 6, Part 1	A.L. 140.
2850A, Vol. 1 and Vol. 6, Part 1	A.L. 119, 120, 121, 122 and 123.
2876A, Vol. 1	A.L. 20 and 21.
2887N, Vol. 1 and Vol. 6	A.L. 11.
2888H, Vol. 1	A.L. 19.
2892F, Vol. 2	(A.L. 76)–B.22 (Alt. 1).
2898D, Vol. 1 and Vol. 6, Part 2	A.L. 17 and 18.
2898D, Vol. 2	(A.L. 21)–B.18.
3042	A.L. 1.
3158, Vol. 2	(A.L. 420)–A.19
	(A.L. 425)–B.30 (Alt. 1 inc.)
	(A.L. 419)–C.2 (Alt. 18)
	(A.L. 415)–E.4 (Alt. 10 inc.)
	(A.L. 417)–F.3 (Alt. 13 inc.)
	(A.L. 423)–G.2 (Alt. 12)
	(A.L. 422)–J.2 (Alt. 9).
4099J, G.H.N.	A.L. 9.
4257B, Vol. 1 and Vol. 2	A.L. 100.
4269C–P.N. (2nd Edition)	A.L. 1.
4269C, Vol. 2, Part 1	J.13.
4269C, Vol. 4, Part 3 (N) (Office and Working Copies)	A.L. 8.
4269C, Vol. 5, Part 2 (N), Issue 3	A.L. 3.
4282A, Vol. 1	A.L. 57 and 58.
4282A, Vol. 2, Part 2	A.L. 15.
4288, Vol. 1, Part 2 and Vol. 5	A.L. 56
4288, Vol. 2	(A.L. 279)–B.165 (Alt. 1 inc.)
	(A.L. 282)–B.196 (Alt. 1)
	(A.L. 267)–B.197
	(A.L. 268)–B.198
	(A.L. 269)–B.199
	(A.L. 270)–B.200
	(A.L. 272)–B.201
	(A.L. 275)–B.204
	(A.L. 276)–B.205
	(A.L. 278)–B.206
	(A.L. 284)–B.210.
4300C, Vol. 6, Part 3	A.L. 5.
4303B, Vol. 1, Book 2	A.L. 14.
4303Z, Vol. 1	A.L. 48.
4320, Vol. 6, Part 2	A.L. 23.
4320A, B, C, Vol. 6, Part 4	A.L. 56, 57, 58, 59, 60, 61 and 62.
4322A, Vol. 1 and Vol. 6, Part 1	A.L. 4.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
4340, Vol. 6	A.L. 39.
4343, Vol. 1	A.L. 144.
4343A, Vol. 1	A.L. 77.
4343A, Vol. 2	(A.L. 54)–D.5 (A.L. 47)–K.3.
4343B, Vol. 1, Book 2, Sections 7 to 13	A.L. 6, 7, 8, 10, 11, 12, 13 and 14.
4343B, Vol. 2	(A.L. 109)–A.6 (A.L. 120)–A.7 (A.L. 114)–H.1 (A.L. 116)–H.2 (A.L. 110)–Q.4 (A.L. 117)–R.2 (A.L. 118)–Z.3 (Canc.).
4343D, Vol. 1, Book 1, Sections 1 to 6	A.L. 6.
4343D, Vol. 1, Book 4, Sections 20 to 22	A.L. 10.
4343D, Vol. 2	(A.L. 43)–Z.12.
4343E, Vol. 1	A.L. 121.
4343E, Vol. 2	(A.L. 3)–A.1.
4343S, Vol. 1	A.L. 62 and 63.
4343X, Vol. 1	A.L. 36.
4343X, Vol. 2	(A.L. 38)–V. 5 (Alt. 1).
4343X, Vol. 4, Part 6	A.L. 9.
4360, Vol. 6	A.L. 27 and 28.
4360B, Vol. 1	A.I.L. 3/58.
4360C, Vol. 2	A.L. 1 (Mod. No. Sea Venom/RAN. 7) (February, 1959).
4360C, Vol. 3, Part 2 (App. " A " 2083)	A.L. 86.
4361G, Vol. 1	A.L. 43, 44 and 45.
4389, Vol. 6, Part 2	A.L. 19.
4389A, Vol. 1	A.L. 54 and 55.
4389A, Vol. 6, Part 1	A.L. 33 and 36.
4401, Vol. 2	Mod. No. 3192/1 (February, 1959).
4471A, Vol. 1	A.L. 110, 111, 112, 113 and 114.
4483A, Vol. 1, Part 1	A.L. 41.
4487A, Vol. 2	D.10 (A.L. (RAN) 1) F.46 P.5 Q.14 (A.L. 1 inc.).
4487A, B, D and E, Vol. 5, Part 2 (Naval), Issue 3	A.L. 2.
4487A and D, Vol. 4, Part 3 (Naval) (Office and Working Copies)	A.L. 8.
4487B, Vol. 2	D.9 (A.L. (RAN) 1) F.31 F.32 P.5.
4487B and E, Vol. 5, Part 3 (Naval)	A.L. 10.
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4602, Vol. 2	(A.L. 9)–B.6.
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N.A.M.O. General	Q.78 (31.10.58) Q.78 Diagram Q.79 (5.11.58) Q.79 Diagram.
N.A.M.O. Miscellaneous	STI/Devon/19 (22.12.58).
R.A.N.A.M.O. Gannet	A.14 (January, 1959) STI/RAN. 58 (Issue 2) (March, 1959).
R.A.N.A.M.O. General	W.21 (April, 1959) STI/Instruments/RAN. 16 (March, 1959) STI/Safety Equipment/RAN. 9 (December, 1958) STI/Safety Equipment/RAN. 11 (March, 1959).
R.A.N.A.M.O. Goblin	SI/RAN. 3 (April, 1959).
R.A.N.A.M.O. Sea Venom	A.27 (April, 1959) STI/RAN. 44 (Issue 2) (April, 1959) STI/RAN. 51 (November, 1958) STI/RAN. 55 (February, 1959) STI/RAN. 57 (March, 1959) SI/RAN. 20 (April, 1959).
R.A.N.A.M.O. Vampire Trainer	STI/RAN. 31 (January, 1959) STI/RAN. 35 (April, 1959) SI/RAN. 17 (April, 1959).
Aviation Studies (International) Ltd.	Army Vehicle and Military Aircraft Data Sheets and Weapon Compendium (December, 1958).
D.C.A. Aeronautical Information Publications	A.G.A. (A.L. 16) C.O.M. (A.L. 22) R.A.C./2 (A.L. 26) R.A.C./3 (A.L. 16).
D.C.A. Airways Operations Instructions, Vol. 1	A.O.I.—Codes Section.
D.C.A. Airways Operations Instructions, Vol. 2	A.L. 3.
D.C.A. Aviation Safety Digest	No. 17 (March, 1959).
D.C.A. Operations Letters	A.T.C. 263 C.O.M. 164 (18.5.59).
I.C.A.O. Bulletins	Vol. XIII., No. 9—1958.
R.A.N. Aeronautical Inspection Leaflets (R.A.N.A.I.L.)	(November, 1958).
Smiths Instruments Limited	Modification Leaflets— No. 367 (October, 1958) No. 368 (October, 1958) No. 389 (October, 1958) No. 390 (October, 1958) No. 391 (October, 1958) No. 392 (October, 1958) No. 393 (October, 1958) No. 394 (October, 1958) No. 395 (October, 1958) No. 396 (October, 1958) No. 397 (November, 1958)

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A.P. No.	*A.L. or Leaflet.*
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	No. 398 (November, 1958)
	No. 399 (November, 1958)
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	No. W.15 (January, 1954)
	No. W.16 (November, 1953)
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	No. W.18 (January, 1954)
	No. W.19 (May, 1955)
	No. W.20 (December, 1954)
	No. W.21 (January, 1956)
	No. W.22 (May, 1955)
	No. W.23 (January, 1956)
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	No. W.25 (31.12.58)
	No. W.26 (31.12.58)
	No. W.27 (31.12.58)
	No. W.28 (31.12.58).

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	Leaflet No. 55 (Issue 3) (11.11.58)
	Leaflet No. 178 (Issue 2) (17.11.58)
	Leaflet No. 210 (Issue 2) (11.11.58)
	Leaflet No. 247 (Issue 3) (7.11.58)
	Leaflet No. 268 (Issue 2) (20.10.58)
	Leaflet No. 281 (Issue 3) (20.10.58)
	Leaflet No. 296 (Issue 3) (28.10.58)
	Leaflet No. 300 (A.L. 1) (16.10.58)
	Leaflet No. 340 (18.9.58)
	Leaflet No. 341 (16.10.58).
A.A.P. No. 2, A.B.C.S.C. Class 5805 ..	Sub A.L. 3 (A.L. 9971).
A.A.P. No. 2, Group A, Section 65, Parts 1, 2, 3 and 4 (3rd Edition)	Sub A.L. 4 (A.L. 4958)
	Sub A.L. 5 (A.L. 6799) with Errata
	Sub A.L. 6 (A.L. 7167) with Errata
	Sub A.L. 7 (A.L. 7749)
	Sub A.L. 8 (A.L. 8167)
	Sub A.L. 9 (A.L. 8394)
	Sub A.L. 10 (A.L. 8554).
A.A.P. No. 2 Group G, Section 5A, Vol. 3 (4th Edition)	Sub A.L. 20 (A.L. 9824).
A.A.P. No. 2, Group G, Section 5Q (2nd Edition)	Sub A.L. 16 (A.L. 9898).
A.A.P. No. 2, Group G, Section 5W (3rd Edition)	Sub A.L. 15 (A.L. 9706).
A.A.P. No. 2, Group G, Section 6F (6th Edition)	Sub A.L. 19 (A.L. 9767).
A.A.P. No. 2, Group G, Section 6T ..	Sub A.L. 10 (A.L. 9811).
A.A.P. No. 2, Group G, Section 105C (4th Edition)	Sub A.L. 30 (A.L. 9747).
A.A.P. No. 2, Group G, Section 106D (4th Edition)	Sub A.L. 17 (A.L. 9761).
A.A.P. No. 2, Group H, Section 128F, Vol. 1 (3rd Edition)	Sub A.L. 37 (A.L. 9675)
	Sub A.L. 38 (A.L. 9869).
A.A.P. No. 2, Group H, Section 128F, Vol. 4, Parts 1 and 2 (3rd Edition)	Sub A.L. 29 (A.L. 9850).
A.A.P. No. 2, Group H, Section 128F, Vol. 5 (3rd Edition)	Sub A.L. 23 (A.L. 9719).
A.A.P. No. 2, Group I, Section 1, Vol. 1 (5th Edition)	Sub A.L. 28 (A.L. 9873).
A.A.P. No. 2, Group I, Section 31A (10th Edition)	Sub A.L. 19 (A.L. 10092).
A.A.P. No. 2, Group K, Section 4 (15th Edition)	Sub A.L. 61 (A.L. 9819).
A.A.P. No. 2, Group K, Section 5 (9th Edition)	Sub A.L. 34 (A.L. 9841).
A.A.P. No. 2, Group T, Section 27A (7th Edition)	Sub A.L. 22 (A.L. 9519).
A.A.P. No. 2, Group W, Section 4G (4th Edition)	Sub A.L. 21 (A.L. 9870).

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A.A.P. No. 2, Group Y, Section 10AE (5th Edition)	Sub A.L. 11 (A.L. 9803).
A.A.P. No. 2, Group Y, Section 10AF (3rd Edition)	Sub A.L. 7 (A.L. 9804).
A.A.P. No. 2, Group Y, Section 10AJ (4th Edition)	Sub A.L. 12 (A.L. 9802).
A.A.P. No. 2, Group Y, Section 10P (4th Edition)	Sub A.L. 12 (A.L. 9903).
A.A.P. No. 2, Group Y, Section 10T (5th Edition)	Sub A.L. 16 (A.L. 9904).
A.A.P. No. 2, Group Y, Section 110AB (5th Edition)	Sub A.L. 24 (A.L. 9806).
A.A.P. No. 2, Group Y, Section 110FB (6th Edition)	Sub A.L. 19 (A.L. 9905).
A.A.P. No. 2, Group Y, Section 110KB (7th Edition)	Sub A.L. 21 (A.L. 9796).
A.A.P. No. 2, Group Y, Section 110P (6th Edition)	Sub A.L. 11 (A.L. 9785).
A.A.P. No. 2, Group Y, Section 110T (5th Edition)	Sub A.L. 10 (A.L. 9820).
A.A.P. 316	A.L. 115.
A.A.P. 702:1, Books 1, 2 and 3	A.L. 81.
A.A.P. 711:24, Vol. 3, Part 1	A.L. 6.
A.A.P. 721:79, Vol. 2, Part 2	A.L. 130 and 132.
A.A.P. 721:65, Vol. 4, Part 6	A.L. 3.
A.A.P. 721:79, Vol. 2, Part 2	A.L. 129.
A.A.P. 741:00, Vol. 2, Part 1	A.L. 35
A.A.P. 741:00, Vol. 2, Part 2	A.L. 53 (with Erratum).
A.A.P. 742:21, Vol. 3, Part 1 (Section 2) ..	A.L. 2 (with Errata).
A.A.P. 750:00, Vol. 2, Part 1	A.L. 49, 50 and 51 (with Erratum).
A.A.P. 750:00, Vol. 2, Part 2	A.L. 108, 109, 110, 111 and 114.
R.A.A.F. Aircraft Safety Equipment Instructions	A.L. 49 and 50.
R.A.A.F. Dakota Orders	A.L. 64 and 65.
R.A.A.F. Repair and Maintenance General Instructions	A.L. 274 and 278.
R.A.A.F. Summary of Defect Reports ..	Electrical Serial No. 3/58, 1.10.58 to 31.12.58
	Engine and Accessories Serial No. 16 (January to July, 1958)
	Engine and Accessories Serial No. 17 (July to November, 1958)
	Instrument No. 16.
R.A.A.F. Special Technical Instructions ..	Armament, Ammunitions and Explosives/4
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	Armament, Ammunitions and Explosives/6
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	Twin Wasp P.P./2
	Vampire/15
	Vampire/17
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	A.D. 6107S/MIN. Issue 3
	A.D. 6263D/MIN.
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	S.R. 1095/N.B. (Sheet 1)
	S.R. 1095/N.B. (Sheet 2)
	S.R. 1097/N.B.
	S.R. 1098/N.B.
	S.R. 1099/N.B.

Title.	*Date.*
Lloyds Shipping Index	4th May, 1959.
Lloyds Shipping Index	11th May, 1959.
Lloyds Shipping Index	19th May, 1959.

(D.N.A.S. 4139/3/184.)

(*Navy Orders* 983 *of* 1957 *and* 1063 *of* 1958.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

C.N.O.'s 550-572/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
8th July, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

5245/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

550.—" Daring " Class Destroyers—Gun Salutes.

(*A.F.O.* 1053/1959.)

The Naval Board have approved that " Daring " class destroyers should remain gun saluting ships despite their reclassification as destroyers in Navy Order 1150 of 1957.

2. Admiralty has advised that Q.R. and A.L., Article 1365 will be amended.

(D.T.S.R. 4280/15/101.)

(*Navy Order* 1150 *of* 1957.)

UNCLASSIFIED.

551.—H.M.A.S. GASCOYNE—Commissioning.

H.M.A.S. GASCOYNE commissioned on Monday, 8th June, 1959, under the command of Lieutenant-Commander J. M. Nicholas, R.A.N.

2. A.C.N.B. 095F of 16th June, 1959 which contained the above information is hereby cancelled.

(H.N.B. 4283/8/121.)

UNCLASSIFIED.

552.—Move to Canberra.

The first stage of the transfer of the Department to Canberra was effected in January, 1959. The following Offices, Branches and/or Directorates are now at Navy Office, Canberra located in the Administrative Building, Parkes—

(*a*) Chief of Naval Staff.
(*b*) Deputy Chief of Naval Staff.
(*c*) Naval Staff.
(*d*) " N " Branch (excluding the Confidential Books and College Sections).

2. Transfer of the second stage will commence on 14th September, 1959, and be completed by week ending 9th October, 1959. The following Offices and Branches will be transferred to Canberra during this period—

The Secretary and the Secretariat.
A Central Registry.
* Naval Personnel Branch.
Director of Naval Works.
Small liaison staff from Director of Civil Personnel.
2nd Naval Member.
Deputy Chief of Naval Personnel.
Director of Officer Appointments.
Director of Personal Services.
Fleet Work Study Unit.
Director of Manning and Training (including the Drafting Office).
Director Women's Royal Australian Naval Service.
3rd Naval Member.
Director of Scientific Services.

Note * The Naval Personnel Branch as now organized includes the staff associated with naval ratings records.

3. It is expected that the third stage of the transfer will now take place during the latter part of 1960. Until the amount of office accommodation available for the third move is known, it is not possible to state which branches will be transferred.

4. Department of the Interior houses, flats and hostels will be available to service and civil members as in the previous stages of the transfer. Single naval ratings and those unaccompanied by their families will be accommodated at H.M.A.S. HARMAN as will members of the W.R.A.N.S.

5. Navy Order 496 of 1958 is hereby cancelled.

(Secretary. 3406/112/15.)

(*Navy Order* 496 *of* 1958.)

UNCLASSIFIED.

553.—R.A.N. Personnel Serving with British Commonwealth Strategic Reserve—Reports.

From time to time, inquiries are received from government authorities in regard to the service of members of the R.A.N. in ships attached to the British Commonwealth Strategic Reserve.

2. Qualifying service for benefits administered by these authorities is normally calculated on the dates of entry into and departure from the Strategic Reserve area. So that these dates may be readily available, Captains of ships allotted for duty in the Strategic Reserve are requested to report in future the actual dates on which they enter and leave the area, quoting this order.

(H.N.B. 4002/11/57.)

RESTRICTED.

554.—Services Integration Sub-Committee—Reduction of Overlapping between the Services.

Navy Order 476 of 1959 is to be amended as follows—

Paragraph 3—

Delete " and so on ".

(H.N.B. 3406/113/57.)

(*Navy Order* 476 *of* 1959.)

UNCLASSIFIED.

555.—Voting Facilities for State Elections and Referenda.

The following information regarding voting by service personnel who are outside their home State on polling day 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.

3. Provision is made for a postal vote by a person whose place of living, as enrolled, is situated more than 5 miles, by the nearest practicable route, from any polling place in his electoral district. 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.

4. Victorian electors may now vote by post if they are temporarily absent in any other State or Territory of Australia, in the United Kingdom, or in New Zealand. At the time of election, forms of application for postal ballot papers are obtainable as follows—

(*a*) *Victoria*—The Chief Electoral Office, all post offices or electoral offices.

(*b*) *In other States or Territories of Australia*—At all State or Commonwealth electoral headquarters situated in the various capital cities (including Darwin). (A commissioned officer of Her Majesty's Forces may be an authorized witness in such cases.)

(*c*) *In the United Kingdom*—At the office of the Agent-General for Victoria, London.

(*d*) *In New Zealand*—

(i) The High Commissioner for Australia, Wellington.

(ii) The Chief Electoral Officer for New Zealand, Wellington.

(iii) The Australian Government Trade Commissioner, Christchurch.

(iv) The Australian Government Trade Commissioner, Auckland.

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 preceding 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. Western Australia electors may now record a postal vote if within Australia at the time of an election. The elector must make application for a postal vote on the prescribed form, which is obtainable from the State or Commonwealth Electoral Office in each capital city.

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 authorized witness in such cases.

9. Navy Order 729 of 1956 is hereby cancelled.

10. This order will be reprinted for posting on Notice Boards.

(H.P.B. 3461/1/32.)

(*Navy Order* 729 *of* 1956.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

556.—Funds—Herbert Lott Naval Trust Fund—Awards.

(*A.F.O.* 1143/1959.)

The following awards to individual naval personnel from the Herbert Lott Naval Trust Fund have been approved for inventions and modifications which have contributed to the improvement of naval fighting appliances—

(*a*) Electrical Sub-Lieutenant (A.L.) C. J. R. Morris, R.A.N. .. £5

(*b*) Elphick, R. E., O/N.R. 38154, E.A. (Air) 2, R.A.N. .. £5
Type " S " Relay Test Box.
(C.P. patents 10199/58).

(*c*) Gant, M. R., O/N.R. 28223, Chief Airman Fitter (A), R.A.N. £7
Target Towing Bracket for Sea Fury Aircraft.
(C.P. patents 10200/58).

2. Payment of the awards should be made by the Supply Officer of the ship or establishment in which the officer or rating is borne, and brought to account as a charge to Division 699—Other administrations—Recoverable Expenditure—Admiralty (i).

(D.T.S.R. 3593/41/99.)

UNCLASSIFIED. —Cancelled vide CNO 563/61

557.—Legal Assistance to Members of the Forces—Legal Service Bureaux.

Legal Service Bureaux are established to give free legal advice and assistance to members of the forces (including ex-members) and their dependants. The service is carried out by qualified lawyers who are themselves ex-servicemen.

2. The term " member " means a person (male or female) who served under certain conditions in the Defence Forces of the Commonwealth of Australia in the 1914–18 War, the 1939–45 War or in the Korea or Malaya Operations.

3. The bureaux are available to hear the legal difficulties of members, and their dependants, and to advise them in legal matters affecting rehabilitation or re-establishment and to act as the member's solicitor in seeing to the enforcement or protection of his rights. In other legal matters, the bureaux are available to advise and if, after hearing all the facts of the case, an officer of the bureaux considers that proceedings or other steps are necessary to assert or enforce the member's rights, he will, if the member has no solicitor of his own and does not desire to choose a solicitor for himself, place the member in contact with a solicitor who is willing to act for him at a reasonable fee.

4. If a member has a legal problem, he is advised to talk it over with an officer of a bureau. The service is free, but the member will be treated in the same way as a person who is paying for legal advice and, if it is possible to do so, practical help will be given.

5. If the wife of a member has any legal problems, she should take them to the bureau.

6. Where it is not possible to consult the bureau personally, correspondence on any matter on which legal advice is desired may be addressed to the officer-in-charge of a bureau, preferably in the home state of the inquirer. The bureau should be advised of the member's official number and if discharged, his date of discharge.

7. The addresses of the various bureaux are as follows—

Sydney	15 Pitt Street, Sydney.
Melbourne ..	2nd Floor, Miller House, 357 Little Collins Street (near Elizabeth Street), Melbourne.
Brisbane	T. & G. Building, Cnr. Queen and Albert Streets, Brisbane.
Adelaide	Epworth Buildings, 33 Pirie Street, Adelaide.
Perth	44 St. George's Terrace, Perth.
Hobart	18 Elizabeth Street, Hobart.
Darwin	Darwin, N.T.
Townsville ..	Cleveland Street, Townsville.
Rockhampton ..	C/o Commercial Banking Co., Sydney Banks Building, East Street, Rockhampton.

8. This order will be reprinted for posting on Notice Boards.

(H.P.B. 3406/21/51.)

UNCLASSIFIED.

558.—Making of Statutory Declarations, &c., Outside Australia.

Special provision exists for the making of statutory declarations, &c., in H.M.A. ships outside Australian territorial waters.

2. Officers of or above the rank of Lieutenant or equivalent rank (including Reserve and W.R.A.N.S. officers) are empowered by the Defence Force Regulations to administer oaths, take affidavits, and attest the execution of documents by officers or ratings (or other persons accompanying the ship or unit) while on service outside Australia. This power cannot be exercised in Australia or Australian territorial waters.

3. Officers of the army and air force are similarly empowered.

4. For the purpose of this order—

" affidavit " includes an affirmation, statutory or other declaration, acknowledgement or examination,

" oath " includes an affirmation or declaration,

" sworn " includes affirmed or declared.

5. An officer who, in accordance with the Defence Force Regulations administers an oath, takes an affidavit or attests the execution of a document must legibly write, type or stamp in the jurat or attestation of the document his name and rank, and should, preferably, add—

A competent officer authorized under the Defence Force Regulations to administer oaths, take affidavits, and attest the execution of documents.

It is not necessary to state the place where the oath is administered, the affidavit is sworn or the document is attested.

6. An affidavit or declaration sworn or made under the Defence Force Regulations is sufficient in law if it is substantially in accordance with the form provided by a law of the Commonwealth or of the State or Territory of the Commonwealth in which the affidavit or declaration is to be used.

(H.N.B. 3711/21/9.)

UNCLASSIFIED.

559.—Malaria and Scrub Typhus—Measures for Prevention and Control.

Navy Order 398 of 1958 is to be amended as follows—

Delete: " pattern 4864 " occurring in paragraphs 3 and 18.

Insert: " pattern 4293 ".

Delete: the note to paragraph 18.

Insert: " Mosquito spray, pattern 4293 must not be allowed to come into contact with food or cooking utensils. The spray has an immediate knock down and lethal effect against insects, but has only minimal residual capacity."

2. Details of the various insecticides in use in the R.A.N. are given in Navy Order 452 of 1959.

(M.D.G. 4018/1/78.)

(*Navy Orders* 398 *of* 1958 *and* 452 *of* 1959.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

560.—Marine Radar Performance—Effect of Sand and Dust Storms—Reports.

(*A.F.O.* 1259/1959.)

There is at present very little definite evidence concerning the effects of sand and dust storms on radar performance. There is good reason to believe that true sand storms can produce both appreciable echoes and significant attentuation at 3-cm. wavelength. In general dust particles are much smaller than sand particles; in consequence their effect on 3-cm. radars should be considerably less.

2. Whenever one of H.M.A. ships encounters sand or dust storm conditions, an unclassified manuscript report is to be forwarded to the Secretary, Department of the Navy, through the administrative authority, recording the occasion and giving full details of the effect of the sand or dust storm on 3-cm. and 10-cm. radar performance and in particular a comparison with performance immediately preceding and subsequent to the storm.

(D.T.S.R. 4519/31/1199.)

RESTRICTED.

561.—Radar—Type 262 M/P/Q—Cubicle K—Ingress of Salt Water.

(*A.F.O.* 1158/1959.)

During recent pre-wetting exercise in the R.N. damage was sustained by type 262 radar on a S.T.A.A.G. mounting due to the ingress of salt water through the Blower Air Intake Grill (cubicle K).

2. Care is to be taken that the blower is switched off before pre-wetting and that no direct spray is aimed at the Blower Air Intake Grill.

3. On completion of pre-wetting, an inspection of the interior of all cubicles should be carried out and any water present removed before switching on.

4. A minor modification, which will improve the splash-tightness of the Blower Air Intake Grill will be issued shortly.

(D.E.E. 4519/31/1195.)

RESTRICTED.

562.—Radar—Type 262 M/P/Q—Danger from Electric Shock.

(*A.F.O.* 1159/1959.)

An instance has been reported in the R.N. of a rating working inside a cubicle of type 262 (1) M, receiving an electric shock although the links on the door had been removed.

2. This danger exists in all cubicles of all versions of type 262, because the supplies for the arctic and anti-condensation heaters do not pass through the isolating links sited on the doors of cubicles.

3. Maintenance personnel are warned of this danger and are to ensure that the fuses for the arctic and anti-condensation heaters are removed before working inside any cubicle.

(D.E.E. 4519/31/1194.)

RESTRICTED.

563.—Type 692/CUJ (Send-Receive Working).

(*A.F.O.* 1254/1959.)

It was originally intended that A.P. 71234 Resonator Assembly (1 Way) associated with type 692/CUJ and A.P. 67771 send-receive unit, should be connected between the aerial and the send-receive unit.

2. Recent tests have shown, however, that for a given frequency, the resonator tuning points for optimum transmission and reception are not identical. It has therefore been decided that the resonator should be connected between the send-receive unit (receive plug) and receiver CUJ (Socket H) and installation instructions have been amended accordingly.

3. In ships already fitted with type 692/CUJ with send-receive working, ships' staffs are to check the resonator installation. Where not already so fitted, action is to be taken to fit the resonator as in paragraph 2. In some cases this will only entail a physical exchange of connexions but in others it may be necessary to lengthen the UR65 cable which originally connected the resonator to the aerial input socket of the send-receive unit.

(D.E.E. 4519/11/1927.)

UNCLASSIFIED.

564.—Fuelling of H.M.A. Ships—Forms A.S. 229.

Cases have occurred where particulars of furnace fuel oil or diesel fuel received by H.M.A. ships have not been reported to Navy Office on Fuelling Returns A.S. 229.

2. It is important that details of all fuellings be received at Navy Office as early as practicable and forms A.S. 229 should be completed and despatched as soon as possible after supply is completed. C.O.R. article 514, clause 6, is also relevant.

3. Navy Order 362 of 1957 is hereby cancelled.

(D.N.A.S. 3325/3/438.)

(*Navy Order* 362 *of* 1957.)

UNCLASSIFIED.

565.—Diving—S.S.B.A. and C.A.B.A.—Demand Valves.

Navy Order 445 of 1959 is to be amended as follows—

Delete: Paragraph 4.

Insert: "When diving with the pattern CA2-D demand valve and type 'C' hood, divers are to be warned that some flooding of the swim-suit may occur, which although uncomfortable is not dangerous".

(D.O.U.W. 4512/50/570.)

(*Navy Order* 445 *of* 1959.)

UNCLASSIFIED.

566.—Naval Stores (General) (Class E, Group 8)—Grease, Hypermatic Lubricant for Lubricated Plug Valves.

(*A.F.O.* 2902/1957.)

The following lubricants are introduced into class E, group 8 of the Rate Book and Authorized List of Naval Stores—

Newman Hender No. 18.	*Audley No.* 633.
¼-in. x 1½-in. Patt. No. 7862.	¼-in. x 1½-in. Patt. No. 7725.
½-in. x 2-in. Patt. No. 7863.	½-in. x 2-in. Patt. No. 7726.
⅝-in. x 2½-in. Patt. No. 7864.	⅝-in. x 2½-in. Patt. No. 7727.
1½-in. x 6-in. Patt No. 7865.	1½-in. x 6-in. Patt. No. 7728.

2. H.M.A.S. MELBOURNE is fitted with Audco valves in the Avcat and Avgas systems for which Audley lubricant no. 631 has, up to the present, been used. Arrangements are being made for the supply of Audley lubricant no. 633 which is to be used for these valves as soon as stocks are available.

3. Daring class destroyers are fitted with Newman Milliken valves in the forced lubrication system and stocks of Newman Hender lubricant no. 16 are held. These stocks will be used until exhausted. Future purchases for these valves will be Newman Hender lubricant no. 18.

4. A/S frigates type 12 are being fitted with Newman Milliken valves in the furnace fuel oil system for which stocks of Newman Hender lubricant no. 17 are held. These stocks will be used until exhausted. Future purchases for these valves will be Newman Hender lubricant no. 18.

(D.M.E. 4512/80/260.)

UNCLASSIFIED.

567.—Photographic Equipment—Printer, Contact, for Air Films, Pattern 6000—Allowances.

Authorized allowances of pattern 6000 printer, contact, introduced into naval service to meet requirements for the rapid production of contact printer for air films, are as follows—

H.M.A.S. MELBOURNE (whilst employed on operational flying duties) .. 1 no.

R.A.N.A.S., NOWRA (for Photographic Training School) .. 1 no.

2. The existing allowance of 1 no. pattern 2641 printer, contact, 10-in. x 8-in. complete, to Aircraft Carriers is withdrawn. This printer will be allowed only to R.A.N.A.S., NOWRA.

(D.N.A.S. 4518/51/51.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

568.—Fixed Issuing Prices for Dry Provisions—Unsweetened Condensed, Milk, 14½-oz. Cans.

Unsweetened condensed milk in 14½-oz. cans is now available from H.M.A. victualling yards. The issuing price is 1s. 1d. per can and the fixed issuing price list for provisions dated 1st January, 1959 is to be noted accordingly.

(D.V. 4528/31/222.)

UNCLASSIFIED.

569.—Introduction of Boots, Heavy—6 Fitting.

To increase the variety of footwear available for issue in the R.A.N., it has been decided to introduce heavy boots in a 6 fitting.

2. Supplies in the sizes indicated hereunder will shortly be available for issue from H.M.A. victualling yards—

Boots, heavy, 6 fitting, sizes 5, 6, 7, 8, 9, 10, 11, 12.

3. Demands should normally be lodged for equal quantities of 5 and 6 fittings.

(D.V. 4532/42/168.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

570.—Books—B.R. 11 Admiralty Memorandum on Court-Martial Procedure (Revised Version).

A revised edition of B.R. 11 based on the new Naval Discipline Act has now been distributed.

2. New covers are not being issued for the new edition.

(D.N.A.S. 4139/13/2968.)

Section 6.
ESTABLISHMENTS.

UNCLASSIFIED.

571.—Married Quarters in Tropical Areas—Waiver of Percentage Charges Furniture and Mess Gear.

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

2. The removal to married quarters of essential supplementary items such as bedding, radio or radiogram and records, musical instruments, electrical household appliances, children's furniture comprising high chair, low chair, playground and similar articles, toys, sewing machine, books, ornaments and prams, will not debar a member from waiver of furniture rental, i.e., the supplementary items should not be regarded as furniture which is required to be stored in accordance with paragraph 1.

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

4. A member who draws mess gear in accordance with the authorized scale may apply for waiver of the percentage charges on the mess gear where the normal requirements of kitchen equipment and utensils are stored at departmental expense. In view of this concession, members should as far as possible, limit the transfer of kitchen equipment to essential items not included in the authorized scale of mess gear for married quarters in tropical areas, vide appendix II. to this order.

5. The authority for endorsement of the official furniture and/or mess gear inventories as to waiver of charges will be a certificate in the terms of paragraphs 1, 3 or 4 to be furnished by the Naval Authority in the area of the member's domicile prior to transfer to the tropical area, and who was responsible for storage arrangements. The certificate is to be furnished (together with the required copies as in the case of the application form, vide paragraph 6) to the Naval Authority for the area to which the member is proceeding.

6. In order to ensure that these provisions are brought to the notice of all personnel concerned the form, "Application of Waiver of Percentage Charges on Furniture and Mess Gear supplied to Departmental Married Quarters," set out in appendix I. to this order, should be produced locally by Naval Officers in Charge, New Guinea Area and North Australian Area, by the roneo or similar process for issue to personnel at, or prior to the commencement of each tenancy. Personnel who consider they are eligible for waiver of percentage charges in accordance with the above should complete the form—

(*a*) original only—where mess gear only is involved;

(*b*) in duplicate—where furniture only is involved;

(*c*) in triplicate—where both furniture and mess gear are involved;

and sign all copies.

7. If the required certificate in accordance with paragraph 5 has been received at the establishment in the tropical area, it should be attached to the application form completed by the member and dealt with as indicated in paragraph 8. If the certificate has not been received, the copies of the application form should be forwarded to the Naval Authority for the area of the member's domicile prior to transfer to the tropical area, for certification and return.

8. Certificates and/or application forms which have been duly certified, should be distributed by Naval Officers-in-Charge, New Guinea Area and North Australia Area, as follows and action as requisite taken—

(*a*) Original—If furniture is involved—To be placed in the original (Navy Office) copy of the relevant furniture inventory (forms AD 508 series). If only mess gear is involved—To be attached to the inventory of mess gear.

(*b*) Duplicate—To be attached to the duplicate copy of the furniture inventory (forms AD 508 series) held by the establishment during the tenancy and utilized as the closing inventory at the termination of the tenancy.

(*c*) Triplicate—To be attached to the inventory of mess gear.

9. Where waiver of charges on the official furniture is approved, the appropriate certificate on the front sheets of the furniture inventory (form AD 508 no. 1) should be clearly endorsed accordingly before transmission to Navy Office.

10. 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.

11. Navy Order 534 of 1956 is hereby cancelled.

APPENDIX I.

Application for Waiver of Payment of Percentage Charges on Furniture and Mess Gear supplied to Departmental Married Quarters *1.

Residence No.....

Establishment .....

Name and Rank of Rating and Number of Occupant .....

.....

Date of Occupancy .....

I hereby apply for exemption from payment of Percentage Charges on furniture and/or mess gear supplied to the above-mentioned married quarters now occupied by me and supply the following particulars in support of my application.

I possess private household furniture and/or mess gear in another command

.....

Such furniture comprises (1 room, 2 rooms, 3 rooms, 4 rooms, &c.)

.....

Storage charges are being paid by the Department through .....

.....

A refrigerator is/is not included in the furniture stored on my behalf at department expense.....

my furniture and/or mess gear is at present located at.....

.....

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

.....

(Signature of Member.)

APPENDIX I—*continued.*

I certify that the particulars *re* furniture, mess gear and refrigerator shown above have been verified, and the furniture and/or mess gear is such as would normally be required by a comparable civilian household. Storage charges are being borne by the Department of the Navy in this Command or I certify that the furniture and effects shown on the attached statement are stored at Departmental expense in this command *2.

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

(Naval Officer-in-Charge.)

.....

Area.

The Supply Officer,

Establishment .....

Application for waiver of normal furniture and/or mess gear percentage charges approved.

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

(Commanding Officer.)

.....

(Establishment.)

Notes—*1 Original only required in respect of mess gear. To be prepared in duplicate in the care of furniture only. To be prepared in triplicate when both furniture and mess gear are involved.

*2 Alternative certificate for use when less than a full household of furniture, &c., is involved.

APPENDIX II.

Scale of Issue of Mess Gear to Personnel Occupying Married Quarters in Tropical Areas.

Vocab. No.	*Item.*	*Scale.*
52046	Basins, pudding, aluminium, 2 pints	2
52053	Basins, sugar, aluminium, without stand	2
54004	Beaters, rotary	1
52094	Boards, meat	1
52096	Boards, paste	1
—	Castors, pepper, plastic	1
—	Castors, salt, plastic	1
52225	Colanders, aluminium, small	1
51221	Corkscrews	1
51252	Cups, egg, footless	4
52348	Dishes, butter, small, without cover	2
52349	Dishes, butter, small covers for	2

APPENDIX II—*continued.*

Vocab. No.	*Item.*	*Scale.*
52366	Dishes, meat, enamel, 12-in.	
52359	Dishes, meat, aluminium No. 3	
52383	Dishes, pie, aluminium, 10-in.	
52385	Dishes, pie, aluminium, 8½-in.	1
51496	Graters, bread	1
51628	Jars, salt, aluminium	3 for food canisters
52640	Jugs, aluminium, 2 quart	1
52642	Jugs, aluminium, 1 quart	1
52786	Kettles, tea, aluminium, 2 quart	1
52924	Ladles, soup, N.S.	1
53082	Machine, mincing, small, hand	1
53133	Mashers, potato	1
51684	Openers, can	1
53301	Pans, frying, medium, 10½-in.	1
53341	Pans, stew, aluminium, 4 quart, with cover	1
53350	Pans, stew, aluminium, 2 quart, with cover	1
53351	Pans, stew, aluminium, 1 quart, with cover	2
53352	Pans, stew, aluminium, 1 pint, with cover	1
53436	Pans, washing, tin	1
51699	Pins, rolling	1
53462	Platters, bread	1
53437	Pots, coffee, aluminium, 4 pint	1
51777	Pots, mustard, composition, small	1
51877	Slices, cooks', tinned	1
51891	Spoons, iron, small	1
51919	Spoons, wood, 14-in.	1
51895	Spoons, mustard, composition	1
—	Strainers, gravy, domestic	1
53754	Tins, baking, bread, 2 lb.	1 (for use as cake tin)
53817	Trays, round, japanned, 12-in.	1
53820	Trays, tea, japanned, 20-in.	1
53894	Tubs, washing, oval, with foot, 6 gallon	—

Earthenware and Glassware.

51238	Cups, earthenware	6
51526	Jars, preserve, glass	1
51557	Jugs, milk, china	1
51564	Jugs, water, glass, 1 quart	1
51714	Plates, dinner, earthenware	6
51729	Plates, pudding, earthenware	6
51738	Plates, soup, earthenware	6
51800	Pots, tea, earthenware, 3½ pint (53566—Pots, tea, aluminium, 2 quart may be issued in lieu)	1
51806	Pots, tea, earthenware, 1 pint	1
51842	Saucers, tea	6
51978	Tumblers, table, ½ pint	6

APPENDIX II—*continued.*

Vocab. No.	*Item.*	*Scale.*
	Cutlery.	
51430	Forks, carving, horn handled	1
51434	Forks, table, small, N.S.	12
52822	Knives, bread, saw-edged	1
51586	Knives, carving, horn handled	1
52862	Knives, table, medium, stainless, N.S. handled	12
51883	Spoons, dessert, N.S.	6
51915	Spoons, table, large, N.S.	4
51917	Spoons, tea, N.S.	6
51944	Steels, table	1

Note.—Items of earthenware and cutlery of wardroom pattern may be issued to officers occupying married quarters.

(D.N.A.S. 3021/51/67.)

(*Navy Order* 534 *of* 1956.)

Section 7.

CANCELLED LIST.

572.—Cancellation of Navy Orders.

Navy Order 943 of 1958, and paragraph 4 of Navy Order 1149 of 1958 are hereby cancelled.

(H.N.B. 4139/112/460.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

C.N.O.'s 573-592/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
17th July, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

5398/59.

CONTENTS.

Section 1.

ADMINISTRATIVE AND GENERAL.

RESTRICTED.

573.—General Messages to be Held at Ports and by Establishments.

General message series to be held at ports and by establishments have been reviewed and the revised requirement is shown in the appendix.

2. A.C.N.B. will distribute mail copies of General Messages as necessary to authorities. It should be noted that only A.C.N.B. holds General Messages of the G, U, and C series. These will be passed when required or on request.

3. Sydney, Fremantle and Darwin are the only M.S.O.'s which will normally be required to supply ships and other establishments in their area with General Messages.

APPENDIX.

Authority or Establishment.	*General Message Series.*
A.C.N.B.	A, LA, LX, R. G, U. C. P, PX. M. F, RF. Hydropacs, Naveams, WC, WP, WM, WF.
F.O.I.C., E.A. (Sydney M.S.O.) ..	A, LA, LX, R. P, PX. M. F, RF. Hydropacs, WP, WM, WF.
N.O.I.C., N.A. (Darwin M.S.O.) ..	A, LA, LX.
N.O.I.C., W.A. (Fremantle M.S.O.)	P, PX. F, RF. Hydropacs, WP, WF, WM.
N.O.I.C., N.G. (Manus M.S.O.) ..	A, LA, LX. P, PX. F. Hydropacs, WP, WF, WM.
N.O.I.C., Vic. (Melbourne) ..	A, LA, LX.
S.A. (Adelaide)	F.
Tas. (Hobart)	Hydropacs, WF.
Q'ld (Brisbane)	
Jervis Bay ..	
N.A.S. Nowra	A, LA, LX, R. F, RF.
Other Establishments	A, LA, LX, F.

Note.—Naveams are held by Deputy Directors of Navigation at capital cities.

(D.S.D. 4363/112/34.)

Cancelled 70/19

UNCLASSIFIED.

574.—H.M.A.S. DIAMANTINA AND VAMPIRE — Commissioning — H.M.A.S. COOTAMUNDRA AND FREMANTLE—Paying Off.

H.M.A.S. DIAMANTINA commissioned at Sydney on the 22nd June, 1959, under the command of Lieutenant-Commander B. D. Gordon, R.A.N.

2. H.M.A.S. VAMPIRE commissioned at Sydney on the 23rd June, 1959, under the command of Captain E. J. Peel, D.S.C., R.A.N.

3. H.M.A.S. COOTAMUNDRA and H.M.A.S. FREMANTLE paid off on the 8th and 22nd June, 1959, respectively.

4. A.C.N.B. 100F of 23rd June, 1959 and 102F and 103F of 24th June, 1959, which promulgated the above information, are hereby cancelled.

(H.N.B. 4276/5/450.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

575.—Conditions of Entry and Service of Dental Officers in the R.A.N.

The following are the general conditions of entry and service of dental officers in the Royal Australian Navy.

Entry.

2. A candidate must—

(*a*) be a duly registered dental practitioner under the laws of the Commonwealth of Australia or of a State of the Commonwealth or hold qualifications which entitle him to become a legally registered dental practitioner under any such laws.

(*b*) be recommended by the Registrar or other responsible person of his dental school.

(*c*) produce two certificates of good character and a recent photograph.

(*d*) be not less than 21 or more than 30 years of age. In special cases applicants over 30 years of age may be accepted.

(*e*) be a natural born or naturalized British subject and substantially of European descent.

(*f*) be free from any mental or constitutional disease or weakness, or any other imperfection or disability which may interfere with the most efficient discharge of the duties of a dental officer in any climate.

3. The candidate will normally be interviewed by a Committee and his physical fitness will be determined by a naval medical officer.

General Conditions of Service.

4. (*a*) Officers will be entered initially for a period of four years. Entry will be in the probationary rank of Surgeon Lieutenant (D) (for short service), and confirmation will be effected, subject to recommendation, on completion of twelve months' service. They may elect to transfer to a permanent commission or alternatively extend their short service commissions up to a maximum of eight years, subject in each case to the approval of the Naval Board.

(*b*) Subject to the approval of the Naval Board an officer with previous full-time service as a dental officer in the same or higher relative rank in one of the Australian services or of the services of the United Kingdom or a British Commonwealth nation may be permitted to count that service towards increments of pay in the rank of Lieutenant provided not more than five years have elapsed since his previous full-time service.

(*c*) Resignations will not normally be recommended for acceptance in the case of short service dental officers except in special circumstances, e.g., strong compassionate reasons. Navy Order 740 of 1958 refers.

(*d*) Officers will be liable to immediate discharge for misconduct or if, for any reason, they are considered by the Naval Board to be unsuitable for retention.

(*e*) Six months before expiration of their short service commissions, Surgeon Lieutenants (D) entered for short service are required to forward a statement, indicating whether or not they desire to extend their short service commissions or transfer to a permanent commission after the expiration of their appointment.

(*f*) Should the services of an officer who desires to continue beyond his original appointment not be required beyond the expiration thereof, he will normally receive three calendar months' notice to that effect.

Transfer to Permanent Service.

5. If he is accepted for transfer to a permanent commission, or it is approved for him to extend his short service commission beyond four years, he will, subject to recommendation, be promoted to the rank of Surgeon Lieutenant-Commander (D) on completion of four years' service. Further promotion is by selection in vacancies.

Gratuity.

6. (*a*) A dental officer entered on a short service commission will become eligible for payment of a gratuity as under, on discharge—

£500—on completion of four year short service commission,

plus gratuity at the rate of £125 per annum for each completed month of service beyond the original commission up to a total of eight years.

(*b*) As a general rule the total gratuity in respect of service under a short service commission is payable on conclusion of all service under short service commission, and only 5 per cent. is assessable for income tax purposes. However, if the officer concerned requests payment of the £500 (which amount would be taxable in full) after completing the initial four years' service and the Naval Board is satisfied that he is in need of the money, payment will be made.

(*c*) On transfer to a permanent commission, an officer who has completed at least two years' service will be given the option of being paid the amount of gratuity due in respect of his service and not counting the service as service for pension or of foregoing the gratuity and having the service counted as service for pension. If the officer elects to be paid the gratuity he will be refunded the contributions made to the D.F.R.B. fund, and will recommence contributions to the fund from date of transfer to a permanent commission at a rate dependent upon rank held and age at date of transfer.

(*d*) An officer whose appointment is terminated on disciplinary grounds will not be eligible for a gratuity.

Post Graduate Courses.

7. Dental officers (permanent list) may be granted once in every six years a post-graduate course of study on full pay up to three months' duration.

8. Other conditions of service for direct entry officers, e.g., removal of families, leave, furlough, &c., are similar to those for other officers of the permanent service.

(M.D.G. 4002/28/28.)

(*Navy Order* 740 *of* 1958.)

UNCLASSIFIED.

576.—Conditions of Entry and Service of Medical Officers in the R.A.N.

The following are the general conditions of entry and service of medical officers in the Royal Australian Navy.

Entry.

2. A candidate must—

(*a*) be a duly registered medical practitioner under the laws of the Commonwealth of Australia or of a State of the Commonwealth or hold qualifications which entitle him to become a legally registered medical practitioner under any such laws.

(*b*) be recommended by the Registrar or other responsible person of his medical school

(*c*) produce two certificates of good character and a recent photograph.

(*d*) be not less than 21 or more than 30 years of age. In special cases applicants over 30 years of age may be accepted.

(*e*) be a natural born or naturalized British subject and substantially of European descent.

(*f*) be free from any mental or constitutional disease or weakness, or any other imperfection or disability which may interfere with the most efficient discharge of the duties of a medical officer in any climate.

3. The candidate will normally be interviewed by a committee and his physical fitness will be determined by a naval medical officer.

General Conditions of Service.

4. (*a*) Officers will be entered initially for a period of either two or four years. Entry will be in the probationary rank of Surgeon Lieutenant (for short service), and confirmation will be effected, subject to recommendation, on completion of twelve months' service. They may elect to transfer to a permanent commission or alternatively extend their short service commissions up to a maximum of eight years, subject in each case to the approval of the Naval Board.

(*b*) Subject to the approval of the Naval Board an officer with previous full-time service as a medical officer in the same or higher relative rank in one of the Australian services or of the services of the United Kingdom or a British Commonwealth nation may be permitted to count that service towards increments of pay in the rank of Lieutenant provided not more than five years have elapsed since his previous full-time service.

(*c*) Resignations will not normally be recommended for acceptance in the case of short service medical officers except in special circumstances, e.g., strong compassionate reasons. Navy Order 740 of 1958 refers.

(*d*) Officers will be liable to immediate discharge for misconduct or if, for any reason, they are considered by the Naval Board to be unsuitable for retention.

(*e*) Six months before expiration of their short service commissions, Surgeon Lieutenants entered for short service are required to forward a statement, indicating whether or not they desire to extend their short service commission or transfer to a permanent commission after the expiration of their appointment.

(*f*) Should the services of an officer who desires to continue beyond his original appointment not be required beyond the expiration thereof, he will normally receive three calendar months' notice to that effect.

Transfer to Permanent Service.

5. If he is accepted for transfer to a permanent commission, or it is approved for him to extend his short service commission beyond four years, he will, subject to recommendation, be promoted to the rank of Surgeon Lieutenant-Commander on completion of four years' service. Further promotion is by selection in vacancies.

Gratuity.

6. (*a*) A medical officer entered on a short service commission will become eligible for payment of a gratuity as under, on discharge—

£250—on completion of a two year short service commission,
£500—on completion of a four year short service commission,

plus gratuity at the rate of £125 per annum for each completed month of service beyond the original commission up to a total of eight years.

(*b*) As a general rule the total gratuity in respect of service under a short service commission is payable on conclusion of all service under short service commission, and only 5 per cent. is assessable for income tax purposes. However, if the officer concerned requests payment of the £500 (which amount would be taxable in full) after completing the initial four years' service and the Naval Board is satisfied that he is in need of the money, payment will be made.

(*c*) On transfer to a permanent commission an officer who has completed at least two years' service will be given the option of being paid the amount of gratuity due in respect of his service and not counting the service as service for pension, or of foregoing the gratuity and having the service counted as service for pension. If the officer chooses to be paid the gratuity he will be refunded the contributions made to the D.F.R.B. fund, and will recommence contributions to the fund from date of transfer to a permanent commission at a rate dependent upon active pay for rank held and age at date of transfer.

(*d*) An officer whose appointment is terminated on disciplinary grounds will not be eligible for a gratuity.

Post Graduate Courses and Refresher Training.

7. Medical officers (permanent list) may be granted once in every six years a post-graduate course of study on full pay up to twelve months' duration.

8. A medical officer whose appointment to a short service commission in the Royal Australian Navy is effected within two years after the date of his graduation, will be eligible on completion of four years' continuous service, to be granted 90 days' special leave on full pay, if he undertakes an approved full-time course of refresher training. Gratuity under paragraph 6 will not be payable in respect of the period of such leave, nor will the Commonwealth be liable for payment of fees or the purchase of books, equipment or instruments involved in the course. Any earnings received from civil sources during the period of leave will be payable to the Department of the Navy. Officers will not be eligible for promotion whilst undergoing such training.

General.

9. Short service medical officers will as a general rule be appointed in the first instance to Flinders Naval Hospital, Victoria, or to Balmoral Naval Hospital, Sydney. The remainder of their period will be spent as far as possible in the ships or depots of the Royal Australian Navy.

10. Both Flinders Naval Hospital (200 bed capacity) and Balmoral Naval Hospital (150 beds) possess well equipped pathological and X-ray departments and offer considerable scope for clinical experience.

11. There is a full panel of consultants and specialists of high standing attending each hospital.

Naval Hospitals Recognized as Training Hospitals.

12. The naval hospitals at Sydney and Flinders Naval Depot have been recognized by the medical boards of New South Wales and Victoria, respectively, as training schools for resident medical officers.

13. The granting of this recognition brings them into line with other hospitals in which doctors may obtain in-patient hospital training which is a prerequisite to entry into private practice required by the legislation of the United Kingdom and certain Commonwealth countries.

14. Other conditions of service for direct entry officers, e.g., removal of families, leave, furlough, &c., are similar to those for other officers of the permanent service.

15. Navy Order 539 of 1957 is hereby cancelled.

(M.D.G. 4002/27/90.)

(*Navy Orders* 539 *of* 1957 *and* 740 *of* 1958.)

UNCLASSIFIED.

577.—Officers—Seamen—Modified Arrangements for the Training of Officers in the Navigation and Direction Branch.

(*A.F.O.* 1068/1959.)

As a result of experience gained and in order to avoid unnecessary instruction the arrangements for training officers in the Navigation and Direction Branch are being modified.

General List Officers.

2. Officers selected for the N.D. branch will undergo a common N.D. course to be followed immediately by the N. or the D. course, and will no longer be required to complete a commission at sea between the courses. The syllabus for the common N.D. training has been confined to subjects required by both Navigating and Direction Officers.

3. On qualifying, officers will be known by the short title N. or D. Some officers have already qualified N.D. in accordance with Navy Order 827 of 1957 (hereby cancelled) and from the date of this order these officers will be designated D. sub-specialists.

4. After sea experience suitable N. and D. officers will be selected for the N†. and D†. courses. These courses will be run concurrently and some of the instruction will be common to both. This will ensure that Ns. and Ds. work together during their advanced training.

5. An outline of the common N.D. and subsequent N. and D. courses, and of the advanced N†. and D†. courses, are contained in the appendix to this order.

(*S.D.*) (*P.R.*) *Officers.*

6. In order that (S.D.) (P.R.) officers may be fitted to shoulder the wider responsibilities required of them in the future, the scope of their qualifying course is being enlarged to include interception training. In addition their navigation syllabus will include the teaching of astronomics, so that those officers who prove suitable will be better fitted for subsequent qualification as Navigating Officers.

7. It is intended that suitable (S.D.) (P.R.) Officers should be eligible to qualify (N.) or (D.) subject to recommendation. Captains may forward recommendations for (S.D.) (P.R.) Officers to qualify (N.) or (D.) provided that the officer concerned—

(*a*) Has obtained a certificate of competence and a watchkeeping certificate.

(*b*) Has completed eighteen months sea service as an (S.D.) (P.R.).

(*c*) If being recommended for (N.) has been awarded an Ocean Navigation Certificate as laid down for General List Officers in Navy Order 95 of 1959. (*General list officers (new scheme)—Award of Ocean Navigation Certificate.*)

8. Recommendations, which must specify whether they are for qualification as (N.) or as (D.) should be forwarded to the Secretary, Department of the Navy. From the date of this order (S.D.) (P.R.) Officers will no longer be required to obtain a certificate of competence to navigate and the title (P.R.†) is abolished.

9. (S.D.) (P.R.) Officers selected to qualify in Navigation and Direction, under paragraph 8 above, will undergo the N. or D. courses with the general list candidates, preceded by an abbreviated common N.D. course. An outline of this course is contained in the appendix to this order.

" d " Officers.

10. Officers who have qualified " d " under the scheme detailed in Navy Order 631 of 1958 (*Officers—Navigation Direction Branch—N.D.(D.) Sub-Specialist Training and Little " d " Scheme*) and who later sub-specialize as Direction Officers, will undergo the common N.D. course followed by the full D. course.

Qualifications.

11. The main aims of the training outlined above will be to produce G.L. and S.D. Officers capable of carrying out duties as follows—

(*a*) (*N.*)—*On First Qualifying*

(i) Navigating Officer and A.I.O. Officer of a private destroyer or frigate.

(ii) 2nd Navigating Officer of a carrier and ORO in a carrier at cruising stations.

(*b*) (*N.*)—*After Sea Experience*

(i) Navigating Officer of a " Daring ".

(ii) 2nd Navigating Officer of a carrier and ORO in a carrier at cruising stations.

(*c*) (*D.*)—*On First Qualifying*

Intercept Officer and other A.I.O. duties in a carrier or small ship fitted with aircraft direction facilities

(*d*) (*D.*)—*After Sea Experience*

(i) Direction Officer and A.I.O. Officer of a small ship fitted with aircraft direction facilities.

(ii) More important A.I.O. duties in a carrier.

(*e*) *N*†

(i) Navigating Officer of a carrier.

(ii) Navigating Officer of a destroyer or frigate squadron.

(iii) Navigating Officer of Staff Officer status.

(*f*) *D*†

(i) Direction Officer of a carrier.

(ii) Operations Room Officer of a carrier.

(iii) Direction Officer of Staff Officer status.

(*g*) (*S.D.*) (*P.R.*)

(i) Intercept Officer and other A.I.O. duties in carriers.

(ii) A.I.O. Officer in small ships.

12. The arrangements outlined above are to be brought into force as from the date of this order. Admiralty has advised that B.R. 1933 and Q.R. and A.I. will be amended accordingly.

13. Navy Order 827 of 1957 is hereby cancelled.

APPENDIX.

COURSES TO BE TAKEN BY G.L. AND S.D. OFFICERS QUALIFYING IN THE N.D. BRANCH.

1. *G.L. Officers*

(*a*) *N.D. Common Course*

Radar	3 weeks
A.I.O.	5 weeks
Communications	1 week
Fleetwork	2 weeks
J.A.S.S. Londonderry	2 weeks
Met.	1 week
	14 weeks

(*b*) *N. Course*

Navigation	14 weeks

(*c*) *D. Course*

Radar	1 week
Aircraft Direction and Interception Training	7 weeks
Air Station visits	2 weeks
	10 weeks

(*d*) *N*† *Course*

Radar/A.I.O.	2 weeks
Fleetwork/Communications	2 weeks
War Game	1 week
Navigation	2 weeks
Sea Time	2 weeks
	9 weeks

(*e*) *D*† *Course*

Radar/A.I.O.	2 weeks
Fleetwork/Communications	2 weeks
War Game	1 week
A/D Tactics	3 weeks
	8 weeks

2. *S.D. Officers*

(*a*) (*S.D.*) (*P.R.*) *Course*

School	6 weeks
Radar	2 weeks
A.I.O.	3 weeks
Communications	1 week
Fleetwork	1 week
Navigation	7 weeks
Air Station visit	1 week
Interception Training	3 weeks
Seamanship	2 weeks
	26 weeks

APPENDIX—*continued.*

COURSES TO BE TAKEN BY G.L. AND S.D. OFFICERS QUALIFYING IN THE N.D. BRANCH—*continued.*

(*b*) (*S.D.*) *Preliminary N.D. Course*

Part I.	Radar/A.I.O.	1 week
	Fleetwork and Communications	2 weeks
Part II.	Informative Control/J.A.S.S.	2 weeks
	Londonderry Met.	1 week
		6 weeks

(*c*) (*S.D.*) *N, D, N† and D† Courses*

(S.D.) (P.R.)s will qualify with G.L. Officers in appropriate N, D, N† and D† courses, as in paragraph 1 of this appendix.

(D.T.S.R. 4006/23/136.)

(*Navy Orders* 827 *of* 1957, 631 *of* 1958 *and* 95 *of* 1959.)

UNCLASSIFIED.

578.—Religious Films and Film Strips—Serial No. H.1112, "Glass Eyes that See", and Serial No. H.1113, "Experiences with an Eel"—Distribution.

(*A.F.O.* 343/1959.)

A copy of each of the religious films detailed in paragraph 2, is being obtained for issue to the R.A.N. Film Library, Sydney, for re-issue on temporary loan.

2. Details of the films are as follows—

Glass Eyes that See (*H.*1112).

(*a*) A short film about light showing some of the practical uses of the photo-electric cell. A demonstration that a beam of light may be used for the secret transmission of speech, leads to a consideration of the nature of prayer.

(*b*) The film has a running time of thirteen minutes and is issued on one spool.

Experiences with an Eel (*H.*1113).

(*a*) This film is an attempt to answer the perennial question of youth about the reasonableness of the Christian Faith.

(*b*) The narrator illustrates his answer with some scientific observations of the electric eel—a fish which can electrocute horses and cattle and, though blind, can locate its food by radar.

(*c*) The film has a running time of 23 minutes and is issued on one spool.

3. The showing of these films is subject to the following copyright conditions, which are to be strictly observed—

(*a*) The films are available to Chaplains for showing in H.M.A. ships and establishments to naval personnel and their families. They are not to be shown to purely civilian audiences and on no account are they to be made available to non-service users.

(*b*) The films are always to be shown in their entirety, no deletions are permitted.

(*c*) The films are religious, and are to be used by the Chaplains themselves for religious and educational purposes only. They are not to be shown as part of an entertainment programme and no admission charge is to be made.

(D.N.A.S. 4518/62/158.)

UNCLASSIFIED.

579.—Special Duties List—Promotion to—Educational Requirement.

It has been decided that the educational requirement for promotion to the Special Duties List, as set down in Navy Order 364 of 1958, must in future be fulfilled before a candidate can appear before a Selection Board for promotion. The principal effect of this decision is that all candidates for Sub-Lieutenant (S.D.) (B) and (C) must pass practical mathematics, or obtain exception by virtue of holding an equivalent civilian qualification. A pass in this subject is necessary to reduce the possibility of failure in pre-promotion courses in the United Kingdom, particularly in the navigation course.

2. Navy Order 780 of 1958 is hereby cancelled.

(D.O.A. 4008/3/97.)

(*Navy Orders* 364 *and* 780 *of* 1958.)

UNCLASSIFIED.

580. Treatment of Prisoners of War and Internees under the Geneva Conventions 1949.

It is expected that the Geneva Conventions Act, 1957, will come into force in the Commonwealth on 1st August, 1959. Proclamation of this Act places an obligation on the services to disseminate knowledge of the 1949 Geneva Conventions for the Protection of War Victims.

2. In Australia, responsibility for the establishment and administration of camps for prisoners of war and internees will be vested in the Army; the responsibilities of naval personnel will be confined to handing over prisoners to the Army for internment, taking care to see that in the process treatment of prisoners is in accordance with the requirements of the conventions.

3. Copies of the Geneva Conventions Act, 1957, and schedules, will be distributed to ships and establishments, together with copies of the Army publication "Unit Guide to the 1949 Geneva Conventions for the Protection of War Victims", a condensed version of the conventions suitable for instructional purposes.

(H.N.B. 5045/51/21.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

581.—4.5 Twin R.P. 41 Mountings Mks. 6 and 6* Fuse Setting Contactor Panels.

To be recorded as modification A.N. 95—

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted.
(*b*) *Type and mark of mountings*	4.5 R.P. 41 mtgs. mks. 6 and 6*.
(*c*) *Part of mounting affected*	Fuze setting contactor panels.
(*d*) *Purpose of modification* ..	To prevent fracture of cables.
(*e*) *Nature of modification* ..	The solid conductor cables connected to the zeroizing magslips of the above panels are to be replaced by flexible cables pattern 13458A or similar.
(*f*) *By whom to be done* ..	Ships staff.
(*g*) *When to be done* ..	At the earliest opportunity.

2. Navy Order 391 of 1958 refers.

(D.O.U.W. 4429/123/248.)

(*Navy Order* 391 *of* 1958.)

UNCLASSIFIED.

582.—A/S Weapons—Recovery of Light A/S Projectiles—Use of Recovery Line.

(*A.F.O.* 953/1959.)

Successful trials have been carried out in the Royal Navy for the rapid recovery of light A/S projectiles fired from Squid or A/S mark 10 mortars, and the following method is recommended for general use.

2. *Description.*—The recovery line consists of a 17-fathom length of 1½-in. sisal, fitted with six tails, each 3-ft. 6-in. long at 10-ft. intervals, the sixth tail being the end of the main strop. The tails are eye spliced into the main strop as shown in Navy Order Diagram Issue 8/59. Each eye is fitted with a pattern 101 Inglefield clip, and the end of each tail is fitted with a pattern 100 swivel Inglefield clip.

3. *Operation.*—After firing a pattern of light projectiles, the motor cutter is slipped as the ship approaches the edge of the circle of projectiles. The motor cutter follows the circle, slowing down alongside each projectile. Two U.W.'s in the stern sheets clip one of the recovery line tails round the tail of each projectile, the end clip being the first used. The projectiles are then towed astern from the after cleat of the motor cutter where they tow easily without affecting the boat's manoeuvrability. On return to the ship the inboard end of the recovery line is passed up to a suitable hoist on the quarter deck. Three hands hoist the bombs singly, the length between tails being sufficient to hoist only one bomb at a time clear of the water. On reaching the deck, the bombs are quickly released from the line.

4. Navy Order 508 of 1959 is hereby cancelled.

(D.T.S.R. 4437/3/19.)

(*Navy Order* 508 *of* 1959.)

UNCLASSIFIED.

583.—P. R. Mk. 4 Torpedo Tube Mountings—Corrosion Prevention.

It has been reported that the aluminium clips retaining the tube heater elements for P.R. mk. 4 torpedo tube mountings, are corroding due to the use of steel shakeproof washers beneath the clip securing nuts.

2. The clips are to be examined and where shakeproof or similar type washers are found they are to be replaced by aluminium alloy or cadmium plated steel washers.

3. Navy Order 124 of 1958 titled " Torpedo tubes, P.R. mark 4—repair and prevention of corrosion—battle and daring class destroyers ", refers.

(D.O.U.W. 4431/13/90.)

(*Navy Order* 124 *of* 1958.)

UNCLASSIFIED.

584.—Alteration and Addition Item—Daring Class Destroyer H.M.A.S. VOYAGER.

The following alteration and addition item is approved for H.M.A.S. VOYAGER—

Class List Item No. 18. *Classification* " *A* ".

Item: The following compartments are to be re-arranged in accordance with relevant drawings—

Drawing No.	*Title.*
201/521 Fly ..	Hold flats aft. Structural details Engineers' spare gear store.
210/329 Tracing no. 2	Arrangement of provision and issue room.
201/489 Rev. 1	Arrangement of A/S stabilizer plane converter compartment.
201/541 Tracing no. 2	Arrangement of Engineers' and Electrical office and A.B.C. head-quarters.
201/1182 ..	Arrangement of Engineers' spare gear store.
201/1183 ..	Arrangement of canteen bulk store.
201/726 ..	A.B.C. store.

References: (*a*) Navy Office letter 5554 of 28th February, 1958.
(*b*) Navy Office letter 80826 of 11th November, 1958.
(*c*) F.O.I.C.E.A. memorandum 6/61/6 of 5th March, 1959.

Remarks: As the item is not applicable to other ships of the class it is to be entered in ship copies of form A.S. 345 " Record of Alterations and Additions Proposal " with appropriate notation.

(D.C.C. 4280/15/91.)

UNCLASSIFIED.

585.—Naval Stores (General) (Class B, Group 8, Part E)—Pan, W.C., Pattern B8E/2606—Deletion from the Rate Book.

(*A.F.O.* 1325/1959.)

Pan, pattern B8E/2606 for use with W.C. pattern B8E/2604A, has been deleted from B.R. 810, the Rate Book and authorized list of naval stores. Pan, pattern B8E/2597 which will remain in the Rate Book will not be supplied in the R.A.N. Pans for shanks—Kyle 8416 water closets will be supplied in lieu of both patterns 2606 and 2597.

2. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4505/84/383.)

UNCLASSIFIED.

586.—Stores—Joint Service Cataloguing of Items of Overseas Origin.

(*A.F.O.* 491/1958.)

British joint-service catalogue numbers as printed in Admiralty publications have hitherto consisted of six digits, but as a result of a recent agreement between N.A.T.O. countries they will in future consist of seven digits in conformity with the A.B.C. Supply Classification System.

2. Existing six-digit numbers assigned by the British central cataloguing authority are to be converted to seven-digit numbers by the insertion of the figure " 9 " in front of the six-digit numbers. Where existing six-digit joint-service numbers are prefixed by an " X " the number " 9 " will replace the prefix. Where existing six-digit numbers are prefixed by a " Z ", the " Z " will be replaced by an " 0 " the " 0 " being used to signify a type-approved electronic component. The existing C.V. range used for valves will also be converted by the insertion of sufficient figures " 0 " to create seven-digit numbers.

3. Action to implement this change is not to be taken until receipt of specific instructions which will be promulgated separately by Navy Orders in respect of individual items or ranges of stores.

4. The N.A.T.O. agreement referred to provides also for all N.A.T.O. countries in due course to institute a common system of classifying and referencing stores of all kinds, but the rate of adoption of this system by each country remains a matter for national discretion. Australia is not a member of N.A.T.O. but has accepted an invitation to make use of the system. Separate instructions will be issued regarding the introduction into the R.A.N. of the A.B.C. Supply Classification System for cataloguing of new items of Australian origin, common user items and items standardized for Australian joint-service use.

5. The salient features of the agreed system are—

(*a*) Stores are classified under 75 groups sub-divided into some 500 classes. The group and class are identified by a four-figure code number, the first two figures identifying the group and the last two the class within the group. For example, group 31 is a general grouping of bearings and the classes within this group are shown as follows—

Group/class.	*Description.*
3110	Bearings, antifriction, unmounted.
3120	Bearings, plain, unmounted.
3130	Bearings, mounted.

(*b*) Each individual item is identified by a reference number of seven digits.

(*c*) The country of origin is identified by a two-figure national code number. The Australian national code number is " 66 ", the British " 99 " and the American " 00 ".

(*d*) The full joint-service reference number for any item consists of the group/class number, followed by the national code number, followed by the individual item reference number. An American unmounted antifriction bearing could thus be numbered—

3110-00-174-9153

and a different description of a British unmounted antifriction bearing might be—

3110-99-471-6234

Note.—The hyphen splitting the final figure of seven numbers into two groups of three and four is for ease of reading.

6. It is not intended that the Service Departments should, at present, undertake the full-scale conversion from their existing systems to the new system. Joint-service identification numbers assigned by the British central cataloguing authority are, however, being adopted gradually by the Admiralty. The following general rules will apply when British joint-service numbers are adopted by the Admiralty and are included in Admiralty publications.

(*a*) Each description of stores will be given an individual identification number of seven digits. A hyphen is to be used to split the identification number into a group of three digits followed by a group of four, and in no other way. The hyphen need not be used, however, where this would cause difficulty with certain accounting machines.

(*b*) When joint-service numbers are added to existing Admiralty vocabularies a reference to the joint-service group/class will be made either in brackets after the description of individual items or at the head of the page for a group of items.

(*c*) There is no need to use the national code number in correspondence, &c., except when it is clearly necessary to establish the country of origin of the items in question. The national code number is not therefore to be used either for stockholding purposes or in internal supply transactions within the naval service. It may, however, become necessary on occasion to use the full joint-service number in correspondence between the services or with the Department of Supply and further instructions will be issued on this point.

7. As an illustration of the foregoing, a bearing having a full British joint-service number of say " 3120-99-642-1728 " would be known as " pattern 642-1728 " and would be shown in the rate book of naval stores under class/group B.10 as follows—

Pattern.	*Description.*
642-1728	.. Bearing, plain, unmounted . . . &c. (3120).

8. Certain stores and items of equipment received from the U.S.A. will be classified and numbered to an increasing extent in accordance with the new system. Replacements of stores already held under U.S. Navy stock numbers will have to be effected in due course in conformity with the new system, and some retrospective re-numbering of stores may be involved. Separate instructions will be issued as necessary on this subject.

(D.N.A.S. 4476/30/64.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

587.—Cafeteria Messing.

Earthenware plates and soup bowls are to be regarded as normal utensils for the victualling of junior ratings.

2. Trays, self-service, aluminium, vocabulary 53808 may be drawn optionally by ships and establishments in which earthenware plates are in use in junior messes.

3. In any instances where a departure from the above arrangements is considered desirable, the circumstances are to be represented to the Naval Board by the administrative authority concerned.

4. Navy Order 347 of 1957 is hereby cancelled.

(D.V. 4530/1/236.)

(*Navy Order* 347 *of* 1957.)

UNCLASSIFIED.

588.—Flying Clothing for R.A.N. Aircrew Undergoing Flying Training in the United Kingdom.

All aircrew officers proceeding to the United Kingdom for flying training are to be fully kitted up with flying clothing before departure from Australia.

2. Should additional or different clothing be required whilst in the United Kingdom, it may be drawn and brought back to Australia.

3. Navy Order 366 of 1957 is hereby cancelled.

(D.V. 4533/1/112.)

(*Navy Order* 366 *of* 1957.)

UNCLASSIFIED.

589.—Steel Cabin Trunks.

A steel cabin trunk has been adopted for use in the R.A.N. for issue to Cadet Midshipmen as part of their kit on entry and is also available for purchase by R.A.N. personnel as an optional item of kit.

2. The external dimensions of the trunk are as follow—

Length ..	Including handle brackets	35½-in.
	Excluding handle brackets	34-in.
Breadth ..	Including reinforcing stays	20¾-in.
	Excluding reinforcing stays	20-in.
Depth ..	Including bottom stay	12½-in.
	Excluding bottom stay	12-in.
Weight ..	.. ..	34 lb. 7 oz.

3. The item is to be known as trunks, cabin, steel and supplies are available from H.M.A. victualling yards at the cost of £5 19s. 6d. each. Price and nomenclature will be included in the Fixed Issuing Price List operative during the financial year 1959–1960.

(D V. 4532/32/14.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

590.—Form A.S. 273—Recommendations for Naval Penalties—Reprint.

It has been decided to reprint form A.S. 273 (Report of Arrest and Trial by Civil Power) following the recent changes to naval penalties.

2. The revised form A.S. 273 retitled " Recommendations for Naval Penalties " has been printed and will be supplied without demand. On receipt of the revised forms A.S. 273, old stocks are to be destroyed.

3. With reference to note (iv) on the revised form A.S. 273, forms A.S. 241 are to be used in accordance with Navy Order 535 of 1959, paragraph 6.

(D.G.S. 3526/12/2138.)

(*Navy Order* 535 *of* 1959.)

UNCLASSIFIED.

591.—Form A.S. 330Z—Return Note for Victualling Stores.

Victualling stores returned by H.M.A. ships and establishments to H.M.A. victualling yards should be covered by form A.S. 330Z.

2. Five copies of form A.S. 330Z are to be prepared. Copies 1, 2, 3 and 4 are to accompany the stores when delivered by the ship's transport or where they are collected by (S) V S.O.'s transport. Where returns are effected by any other means copies 1, 2, 3 and 4 are to be forwarded together with any other appropriate documents (i.e., Bill of Lading, &c.) direct to the (S) V.S.O. concerned, to arrive before the receipt of the stores.

3. Copy 5 is to be used to support the entries in the Stock Ledgers (form A.S. 71 or A.S. 83). After check of the stores at the appropriate yard, copy 4 will be receipted by the (S) V.S.O. and returned. Details of quantities shown on copy 4 are to be checked against copy 5 and, where the quantities shown as being received are at variance with the quantities shown on copy 5, appropriate action to adjust the entries in the Stock Ledger should be taken. Copy 4 is to be attached to copy 5 and filed.

4. Separate forms A.S. 330Z are required for the stores shown in each of the groups set out in the appendix to this order. The correct nomenclature, vocabulary number, &c., as detailed in the official price lists are invariably to be used. The quantities of each pattern of badges returned are to be shown on a separate line and, for items where a range of sizes and/or fittings is involved, the quantities of each size and fitting are to be shown thus—

Shoes, Black, 5 fitting, 50 pr.

6	7	8	9	10
10	15	15	8	2

5. Navy Order 384 of 1956 is hereby cancelled.

APPENDIX.

GROUP I.

(*a*) *Officers' Clothing, Materials and Accessories.*

Braid, Mohair, 1¾-in.
Buttons, gilt, R.A.N. officers' coat.
" " " " coat shankless.
" " " " jacket.
" " " " jacket shankless.
" " " " vest.
" " " " shoulder strap long shank.
Cloth, for greatcoats, 56-in.
" blue for officers' uniforms, 60-in.
" distinction strips, 15-in. ⅛-in.
" superfine.
Dungaree, brown, 27/28-in.

(*b*) *Repayment Clothing.*

Laces, boot, black.
" " leather.
" " white.
" shoe, black.
" " white.

(*c*) *Materials and Accessories.*

Braid, mohair, 1¾-in.
Button, fasteners—ring, split, brass.
Button, fasteners—split pin.
" black, brace.
" " fly.
" " R.A.N. cuff, $\frac{9}{16}$-in.
" " " jacket, ⅞-in.
" " " overcoat, 1⅛-in.
" " for raincoats, 1-in.
" " " " $\frac{11}{16}$-in.

APPENDIX—*continued.*

GROUP I—*continued.*

(*c*) *Materials and Accessories*—continued.

Button, blue for action-working shirts.
" mottled fawn.
" gilt, R.A.N., cuff, $\frac{9}{16}$-in.
" " " jacket, ⅞-in.
" " " overcoat, 1⅛-in.
" plated, for Stewards.
" white, brace.
" " fly.
" " R.A.N., for tunics, ⅞-in.
" " shirt.
Denim, blue, 28-in.
" satin, dark blue, $^{28}/_{29}$-in.
" " " " 36-in.
" " white, 36-in.
Dungaree, mid-blue, $^{27}/_{28}$-in.
Linen, terylene, for W.R.A.N.S. dresses, 36-in.
Serge, diagonal.
" lightweight, $^{58}/_{60}$-in.
" seamen's, 60-in.
Shirting, blue and white stripes, 29-in.
" cotton/terylene, 30-in. (Blue for action-working shirts.)
" cotton, white, 29-in.
Tape, blue worsted
" composite, mid blue, for blue jean collars.
" white, $\frac{3}{16}$-in.
" " ½-in.
" " 1-in.
Thimbles.
Worsted, blue, mending.

GROUP II.

Repayment Clothing.

Bags, kit.
" " small, blue drill.
" soap.
" travelling.
Bar fastener for kit bags.
" " " " " padlocks, for.
Belts, gymnastic (P.T. ratings only).
Berets for Air Crew.
Boots, cricket.
" football.
" for Cook and Stoker ratings.
" heavy.
" " Army type (for forward areas).
" light.
Braces.
Brooches for medal ribbons.
Brushes, blacking.
" clothes.
" hair.
" nail.
" polishing.
" tooth.
Caps, blue, working.
" peaked, lightweight.
" white, class II.
Cases, attache.
" suit, large.
Cleaner, white, in tubes.
" " liquid.
Collars, paper.
" semi-stiff.
" semi-stiff, fused.
" stiff, double.

APPENDIX—*continued.*

GROUP II—*continued.*

Repayment Clothing—continued.

Combs, hair.
Comforters, blue, woollen.
Covers, cap, white, marcelline.
Discs, identity, with cord.
Drawers, knicker, net cotton
,, ,, ,, ,, with elastic waistband.
,, poplin, with elastic tops.
,, ,, with side tapes.
,, winter.
Gloves, cotton, white.
,, woollen, blue or white.
Goloshes.
Handerkerchiefs, white.
Hangers, coat.
Hats, white.
Housewives, filled.
Jackets, cardigan.
Jerseys, blue.
,, ,, sleeveless.
Jersey, football, white.
Knives, with marline spike.
Lanyards, knife.
Paint, plastic, white.
Pullovers, sleeveless, blue.
Raincoats, plastic.
Razors, blade.
,, safety.
Sandals.
Scarves, black.
,, ,, white.
Scissors.
Shirts, white, double cuffs.
,, ,, single cuffs.
,, ,, with collar.
Shoes, black.
,, ,, with rubber heels.
,, gymnastic.
,, white, canvas.
Singlets, cotton, styles 1 and 2.
,, net cotton.
,, cotton, sleeveless.
,, gymnastic (P.T. ratings only).
Slippers, black.
Socks, black.
Socks, stretch nylon, black.
,, white.
Stockings, blue.
,, nylon, blue.
,, ,, white.
,, white.
Suits, blue, overall, one piece.
,, pyjama, heavyweight.
,, ,, lightweight.
Sweaters, gymnastic (P.T. ratings only).
Ties, black, evening, double-ended, C.P.O.'s only.
,, ,, ,, single-ended, C.P.O.'s only.
,, ,, rayon, day wear.
Tooth powder.
Towels bath, medium.
Vests, winter.
Waistbelts, blue with pouch.

GROUP III.

(*a*) *Officers' Clothing, Material and Accessories.*

Aiguillettes.
,, Royal cyphers for.
Blouse, lightweight serge, working dress.
,, Seamen's serge, working dress.
Caps, blue cloth for naval Chaplains.
,, ,, ,, ,, Commanders.
,, ,, ,, ,, officers.
,, lightweight, officers.
,, white, horsehair crowns, Commanders.
,, white, horsehair crowns, officers.
Collars, soft, pique for evening shirts, soft fronts.
,, soft, plain or evening shirts, soft fronts.
,, stiff, single winged.
Covers, cap, pique.
Gaiters, patent leather or P.V C
Gloves, leather, brown.
Gold, curling paper.
Kamarband.
Lace, gold (all widths).
,, ,, non-metallic.
Raincoats, officers.
Scarves, Chaplains, embroidered.

APPENDIX—*continued.*

GROUP III—*continued.*

(*a*) *Officers' Clothing, Material and Accessories*—continued.

Shirts, evening, soft front.
,, tropical, white, long sleeves.
,, ,, ,, short sleeves.
,, White, dress.
,, ,, tunic.
Shoes, patent leather.
,, white, buckskin.
,, ,, leather sole.
Socks, blue, woollen.
Suits, brown, overall, one piece.
,, white, overall, one piece.
Swords with scabbards.
,, covers for.
,, knots for.
,, belts, undress
,, ,, ,, lightweight.
Ties, black silk, day wear.
Towels, bath, large.
Trousers, lightweight serge, working dress.
,, Seamen's serge, working dress.

(*b*) *Repayment Clothing.*

Belts, spare, for ratings raincoats.
Collars, blue jean.
Dickey fronts.
Flannels, cotton.
,, woollen, heavy.
,, ,, light.
Raincoats.
Ribbons, cap.
Sheets, cotton.
Shirts, action-working.
,, white, tropical.
Shorts, blue.
,, tropical, white.
Soap, hard.
Trousers, action-working.

(*c*) *Ratings Uniforms.*

Classes I and III.

Jackets, diagonal serge, D.B., G.B. C P.O.'s.
,, diagonal serge, D.B., G.B., P.O.'s.
,, diagonal serge, H.B.
,, lightweight serge, D.B., G.B., C.P.O.'s.
,, lightweight serge, D.B., G.B., P.O.'s.
,, lightweight serge, H.B.
Tunics, drill, G.B., C.P.O.'s.
,, ,, ,, P.O.'s.
,, ,, H.B.
,, ,, W/O buttons, C P.O.'s
,, ,, other ratings.
,, ,, with blue facings.
Trousers diagonal serge, fly.
,, lightweight serge, fly.
,, white, drill, fly.
,, serge, gymnastic (P.T. ratings only).
Overcoats, gilt buttons.
,, horn buttons.

Class II.

Jumpers, white, drill.
,, seamen's serge.
Trousers, white, drill, fall.
,, ,, ,, fly.
,, seamens's serge, fall.
,, ,, ,, fly.
Overcoats.

GROUP IV.

All items of loan clothing and bedding (except special items for W.R.A.N.S.).
All items of flying and flight deck clothing.

APPENDIX—*continued.*

GROUP V.

(*a*) *Officers' Clothing, Materials and Accessories.*
Badges, cap, embroidered.
" " metal.
" " for naval Chaplains.
" flying, pilot, full size.
" " " miniature.
Badge, flying observer.
" for beret.
Letters " R " and " A " for Reserve Officers uniforms.
" " SC " for Sea Cadet Corp.
Ribbon for decorations (C.B.E., O.B.E., M.B.E., D.S.O., D.S.C., R.D., V.R.D.).

(*b*) *Repayment Clothing.*
Flashes " Australia ", cotton.
" " gold wire.
Squares, coloured.
Ribbons for service medals and decorations.
Rosettes, silver.

(*c*) *Ratings' Uniforms.*
Musicians—
Tunics, white, drill, gilt buttons.
" " " W/O buttons.
" serge, with gilt buttons.
Trousers, white, drill.
" serge.

(*d*) *Musicians' Clothing and Accessories.*
Items as per clothing price list.

(*e*) *Naval Dockyard Police Clothing and Accessories.*
Items as per clothing price list.

(*f*) *W.R.A.N.S. Clothing and Accessories.*
Items as per clothing price list including special items of loan clothing.

(*g*) *Badges.*
All badges.

(*h*) *Books.*
Officer's reference and ship's library books.

(*i*) *Miscellaneous.*
Special items for native labour line.

GROUP VI.

Items of clothing recovered from personnel on discharge.
Items of kit forfeited by deserters.

GROUP VII.

Items of dry provisions.

GROUP VIII.

Items of fresh provisions.

GROUP IX.

Permanent items of mess gear.

GROUP X.

Consumable items of mess gear.

(D.V. 4526/7/9.)

(*Navy Order* 384 *of* 1956.)

RESTRICTED.

592.—Form S.1148 Series—Report of Failures of Gun Armament and Underwater Weapon Material and Explosives.

The following instructions are to be observed when rendering forms S.1148 series—

2. Guns breech mechanisms and explosives—
(*a*) S.1148(H).—Report of all failures of guns above 20-mm., depth charge throwers and mortars (including A/S types), breech mechanisms, and associated armament stores occurring during firing or drill.
(*b*) S.1148(I).—Report of failure of cartridges for guns, depth charge throwers and mortars (including A/S types) above 20-mm., tubes, primers and grenades.
(*c*) S.1148(J).—Report of failure of shell above 20-mm. squid and hedgehog projectiles and fuzes.
(*d*) S.1148(L).—Report of failure rocket motors and rocket shell.
(*e*) S.1148(N).—Report of failure of naval aircraft gun armament ancillary equipment and ammunition.
(*f*) S.1148(O).—Failure of S.A.A. 20-mm. and below (other than in naval aircraft).
(*g*) S.1148(P).—Failure of pyrotechnics and power cartridges.

3. Reports on failure of armament stores, other than those listed above, are to be rendered on one of the forms provided in the S.1148 series. Where no appropriate form is provided, reports are to be typed and prepared on the lines shown in the S.1148 series.

4. Forms S.1148(H) to (P) inclusive are to be rendered as follows—
(*a*) The original and one copy to the administrative authority who should forward the original together with remarks for information of the Naval Board.
(*b*) Copies one each to the Naval Ordnance Inspecting Officer and the Naval Armament Supply Officer at the port which the ship will next visit.
(*c*) Copies one each to the Naval Ordnance Inspecting Officer, and the Naval Armament Supply Officer at the port at which the defective stores will be landed (if different from (*b*),) and preferably accompanying the defective stores.
(*d*) Where applicable ONE COPY TO BE ATTACHED TO EACH ANALYSIS.

5. The Naval Ordnance Inspecting Officers and the Naval Armament Supply Officers referred to at 2 (*b*) and (*c*) will forward their remarks to the Director of Ordnance and Underwater Weapons, Navy Office, with copies to the administrative authority, the reporting ship, and any other recipients of the original reports.

6. The Naval Ordnance Inspecting Officers and the Naval Armament Supply Officers on the Australia station are situated as follows—

New South Wales and Queensland—

Deputy Inspector of Naval Ordnance,
35 Circular Quay West,
SYDNEY.

Superintending Armament Supply Officer,
R.A.N. Armament Depot,
Spectacle Island,
SYDNEY.

Victoria, South Australia, Western Australia and Tasmania—

Deputy Inspector of Naval Ordnance,
Private Bag No. 8,
P.O. Ascot Vale, W.2,
VICTORIA.

Victoria only—

Naval Armament Supply Officer,
R.A.N. Armament Depot,
MARIBYRNONG.

Western Australia only—

Naval Armament Supply Officer,
R.A.N. Armament Depot,
BYFORD.

There are no armament depots in Queensland, South Australia or Tasmania.

7. Special appointments of Deputy Inspector of Naval Ordnance (Air) are not held in the Royal Australian Navy, and these duties will be carried out by the Naval Ordnance Inspecting Officer of the area in which the R.A.N. air station is situated.

8. Requisitions from H.M.A. ships for inspections at ports in Australia other than Sydney or Melbourne should only be made in accordance with paragraph 6 if it is considered that the matter is of such importance that it is unacceptable to wait until the ship next visits either of these two ports.

9. It is important that all reports of failures on form S.1148 series be clearly identified with the ships serial number and date. The " number/year " method of allocating serial numbers should be used, commencing with no. 1 at the beginning of each year (e.g., no. 1/59, 2/59, &c.).

10. In order to ensure positive identification, the serial number is to be quoted in all correspondence, and packages containing stores landed for examination, should be marked with the serial number and name of the forwarding ship or establishment.

11. The return of defective explosives is to be carried out in accordance with the Naval Magazine and Explosives Regulations, B.R. 862/1956, chapter 18, and Royal Naval Air Station Magazine and Explosives Regulations, B.R. 863/1943, chapter 9.

12. All forms S.1148 are to be signed as appropriate by the Captain of the ship, and the Administrative Officer concerned.

(D.O.U.W. 3325/103/36.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Registrar

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FOR OFFICIAL USE ONLY.

C.N.O.'s 593-613/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
24th July, 1959.

The enclosed 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.

RESTRICTED.

5674/59.

CONTENTS.

Section 1.

ADMINISTRATIVE AND GENERAL.

RESTRICTED.

593.—A.C.N.B.—General Messages.

In accordance with Navy Order 336 of 1959 the present state of A.C.N.B. general messages as at 1st July, 1959 is shown in the appendix to this order.

APPENDIX.

1. The following F messages may now be withdrawn—

1958—

022 *see* B.R. 155C part 2.
073 *see* C.N.O. 500/59.
115 *see* S3/59.
133 *see* I.P.I.
156.
159 *see* C.N.O. 1145/58.
174.
175.
238.
250.
272.

1959—

009.
015.
025.
031 *see* C.N.O. 286/59.
032.
035.
037.
040.
041.
042.
043 *see* C.N.O. 330/59.
044.
045.
046.
047.
065 *see* A.B.R. 10 Amend. 1/59.
066 *see* C.N.O. 370/59.
071 *see* C.N.O. 407/59.
073 *see* C.N.O. 603/59.
078 *see* C.N.O. 439/59.
094.
095 *see* C.N.O. 514/59.
100 *see* C.N.O. 574/59.
103 *see* C.N.O. 574/59.
106 *see* I.P.I.
110 *see* C.N.O. 603/59.

APPENDIX—*continued.*

2. As at 0001Z, 1st July, 1959 the following F messages are still in force—

1958—148	150	165	168	195	196	197	203	209	213	230
232	253	254	257	258	264					
1959—002	004	016	036	049	052	070	072	075	081	082
087	088	089	091	092	096	097	099	101	107	108
109										

3. The following RF messages may now be withdrawn—

1958—

016 *see* S1.
036 *see* ST1.
038 *see* ST1.
040 *see* S1.
043 *see* ST1.
044 *see* RANAMO.
045.

1959—

006 *see* S1.
007 *see* RANAMO.
009 *see* RANAMO.
011 *see* RANAMO.
012 *see* RANAMO.
014.
015 *see* ST1.
016 *see* S1.
019 *see* SI.
020 *see* S1.

4. As at 0001Z 1st July, 1959, the following RF messages are still in force—

1959—021 022 023 024 026 027 028 029 030

(H.N.B. 4363/12/97.)

(*Navy Order* 336 *of* 1959.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

594.—Duties—Telephone Exchange Operators in Ships.

(*A.F.O.* 1062/1959.)

In ships fitted with a manual main telephone exchange, the exchange is to be operated at all times including when in the Action state, by Seamen.

2. In ships fitted with an automatic main telephone exchange which requires to be manned only when connected to shore lines in harbour, the exchange may be manned on these occasions by ratings of any branch. Communication ratings, however, should only be employed on such duties provided there is no interference with communication exercises or duties.

3. Navy Order 540 of 1957 is hereby cancelled.

(D.S.D. 4002/51/142.)

(*Navy Order* 540 *of* 1957.)

UNCLASSIFIED.

595.—Ian MacDonald Memorial Prize.

The Ian MacDonald Memorial Prize for 1957 has been awarded to Lieutenant G. W. Furlong, R.A.N.

2. Navy Orders 308 of 1957 and 224 of 1958 are hereby cancelled.

(H.P.B. 3593/41/79.)

(*Navy Orders* 308 *of* 1957 *and* 224 *of* 1958.)

UNCLASSIFIED.

596.—Instructional Films and Film Strips SA 1140—" Anchor Work " (Parts 1-3)—Distribution.

(*A.F.O.* 628/1959.)

Copies of the Admiralty instructional film strip, serial no. S.A. 1140, " Anchor Work " (parts 1-3) are being obtained and the initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale—

H.M.A. naval establishments.	*No. of copies.*
F.N.D. (for Recruit School)	1
H.M.A.S. CRESWELL	1
H.M.A.S. NIRIMBA	1
H.M.A.S. HUON (for Reserve training)	1
H.M.A.S. LEEUWIN (for Reserve training)	1
H.M.A.S. LONSDALE (for Reserve training)	1
H.M.A.S. MORETON (for Reserve training)	1
H.M.A.S. RUSHCUTTER (for Reserve training)	1
H.M.A.S. TORRENS (for Reserve training)	1
H.M.A.S. TARANGAU (for P.N.G. Division of R.A.N.)	1
R.A.N. Film Library, Sydney	2

2. Details of the strip are as follows—

Part 1—First Principles	62 frames.
Part 2—Cable Gear	60 frames.
Part 3—Coming to Anchor	34 frames.

3. This filmstrip supersedes the original filmstrip S.A. 84, " Anchor Work ", parts 1A, 1B and 1C, copies of which are to be withdrawn from service and destroyed.

(D.N.A.S. 519/56/1.)

UNCLASSIFIED.

597.—Instructional Films and Film Strips—Serial No. U.S. 1133—" Mess Personnel—Profit and Loss in the Kitchen "—Distribution.

(*A.F.O.* 12/1959.)

Copies of the American Army film, serial no. U.S. 1133, " Mess Personnel—Profit and Loss in the Kitchen " are being obtained and the initial distribution will be made, without demand, by the S.N.S.O., Sydney, on the following scale—

H.M.A. Naval Establishments.	*No. of Copies.*
Flinders Naval Depot	1
R.A.N. Film Library, Sydney	1

2. The film teaches methods of controlling waste in the kitchen. Points covered include: hoarding, inspection of supplies on receipt, storage methods, operation of kitchen equipment, use of leftovers, use of meat and vegetable trimmings, use of incidental nutrients derived from cooking, prescribed cooking practices, proper serving of food, salvage control and vermin and rodent control.

3. The film, which is in colour, has a running time of eighteen minutes and is issued on one spool.

(D.N.A.S. 4518/62/151.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

598.—Aircraft—Motors, Rocket—A/C 3-in. No. 1, Marks 3th, 4th and 5—Instructions for Electrical Testing.

(*A.F.O.* 1312/1959.)

The instructions in A.P. 2802A for electrical tests of 3-in. aircraft rocket motors, require that these be carried out as a matter of routine when rockets are being prepared for use.

2. A large number of rockets are tested annually and no failure reports have been rendered as a result of these pre-firing electrical tests.

3. The policy for routine testing has therefore been reviewed and, for a trial period, electrical testing is to be carried out on the following occasions only—

(*a*) Whenever rocket motors are suspected to be damaged by rough handling, &c.

(*b*) As part of the investigation into failures experienced in firings.

(*c*) On such other occasions as may be required by the Gunnery Officer.

4. The preparation, assembly and testing of 3-in. aircraft rocket motors is to be carried out in general accordance with the instructions given in A.P. 2802A, as modified by this order. In H.M.A. ships 3-in. aircraft rocket motors may be assembled and tested in approved positions between decks, or in the open well clear of other operations provided the head is not on.

5. *Armament Depots only.*—This order does NOT apply to testing in armament depots which is to continue in accordance with departmental instructions.

6. Admiralty has advised that A.P. 2802A and B.R. 862 will be amended.

(D.O.U.W. 4443/13/147.)

UNCLASSIFIED.

599.—Guns—Q.F. 40/60 Mk. 10 (L.H. Only)—Modification to Facilitate Removal of DV/262 Pin, Axis.

(*A.F.O.* 1316/1959.)

The following modification is approved—

Gun	Q.F. 40/60, mk. 10 (L.H. gun only).
Part affected	Cradle (L.H. gun only).
Purpose	To facilitate the removal of DV 262 Pin, axis from L.H. gun, with guns (L.H. and R.H.) assembled in cradle and mounting.
Nature of modification ..	Drill hole ½-in. diameter in L.H. side of cradle.
Drawing	N.O.D. 3138/648.
New parts required ..	None.
By whom to be done ..	R.A.N. armament depots.
When to be done ..	When convenient.

2. Schedule of modifications, part 1—

Gun	Q.F. 40/60 mk. 10 and accessories. Add serial number 42.

(D.O.U.W. 4428/43/465.)

UNCLASSIFIED.

600.—Naval Stores (Technical) Type 6 Gyro Gunsight Mk. 3 and Associated Aim Recording Equipment—Allowances.

The type 6 gyro gunsight mk. 3 and associated equipment have been designed to record and analyse the performance of aimers of close range weapons and directors using the type 6 gyro gunsight. Instructions for use of the equipment are given in B.R. 869 (6).

2. The type 6 gyro gunsight, mk. 3 (gunnery equipment stores) becomes the normal operational sight of the mounting or director so fitted and is being issued to services on the following basis without demand—

Shore Establishments.

5 sets to H.M.A. gunnery school at Flinders Naval Depot.

H.M.A. Ships in Commission—Frigates and above.

1 per 2 mk. 2 gyro gunsights fitted as primary control.

1 to ships carrying mk 2 gyro gunsights as secondary control only.

These allowances are subject to a maximum of 6 to Aircraft Carriers, 2 to Destroyers and 1 to A.S. Frigates (converted fleet and type 12).

3. Type 6 gyro gunsights, mk. 2, should be returned to the Gunnery Equipment Depot, Sydney, on a one for one basis, on receipt of the type 6 gyro gunsights mk. 3.

4. The following items of naval stores have been added to the Rate Book and Authorized List of Naval Stores under class F, group 5—

Admiralty Patt. No.	*Description.*	*Denom. of Qty.*	*Ship's Accounting Classification.* (P = Permanent) (C = Consumable)
8777	Camera, aim recording mk. 1	no.	P
8778	Processing unit, aim recording, mk. 1 ..	no.	P
8779	Analyser, aim, recording mk. 1 ..	no.	P
8821	Developer D.171 to make 40-oz. solution	tin	C
8822	Densitizer, Pinacryptol green to make 40-oz. solution	tube	C
8823	Clip, miniature film	box of 12	C
8824	Safelight lamp, amber, Brownie, complete	no.	C
8825	Film pan F, 16-mm. x 10-ft.	tin of 20	C
8826*	Holder, filter	no.	C
8827*	Filter, glass, yellow	no.	C

* Component of camera, pattern 8777.

5. The allowances or first outfit quantities of the above items and of other naval stores required for use with the equipment are shown in the appendix to this order. Where necessary, services concerned should render demands to the appropriate (S) N.S.O. to complete to the allowances shown in the appendix to this order.

6. Navy Order 378 of 1956 is hereby cancelled.

APPENDIX.

CAMERA, AIM RECORDING AND ASSOCIATED NAVAL STORES—ALLOWANCES.

Class and Group.	*Pattern No.*	*Description.*	*Denom. of Quantity.*	*Ships Accounting Classification. P = Permanent. C = Consumable*	*Aircraft Carriers.*	*Destroyers.*	*A/S Frigates (Converted Fleet and Type 12).*	*H.M.A. Gunnery School F.N.D.*
F.5	8777	Camera, aim recording, mk. 1 ..	No.	P	6	2	1	5
F.5	8778	Processing unit, aim recording, mk. 1	No.	P	1	1	1	1
F.5	8779	Analyser, aim recording, mk. 1 ..	No.	P	3	1	1	2
F.5	162044	Magazine, for pattern F5/8777 camera	No.	P	*36	*12	*6	*30
F.5	5099	Timer, darkroom	No.	P	1	1	1	1
F.5	8720	Jug, mixing	No.	P	2	2	1	2
F.5	8882	Thermometer	No.	P	1	1	1	1
F.5	2572	Funnel, polythene, 5-in.	No.	P	1	1	1	1

FIRST OUTFIT QUANTITIES.

F.5	8821	Developer D.171, to make 40-oz. solution	tin	C	30	10	5	25
F.5	8822	Densitizer Pinacryptol, green ; to make 4-oz. solution	tube	C	30	10	5	25
F.5	8823	Clip, miniature film	Box of 12	C	1	1	1	1
F.5	8824	Safelight lamp, amber, Brownie, complete	No.	C	1	1	1	1
F.5	8825	Film, pan F, 16-mm. x 10-ft. ..	Tin of 20	C	36	12	6	30
F.5	8826	Filter holder	No.	C	*6	*2	*1	*5
F.5	8827	Filter, glass, yellow	No.	C	*30	*10	*5	*25
F.5	2489	Apron, darkroom	No.	C	1	1	1	1
F.5	2646	Rod, stirring	No.	C	3	3	1	3
F.5	9503	Fixer solid amfix to make 1 gallon ..	Tins	C	12	4	4	8

APPENDIX—*continued.*

CAMERA, AIM RECORDING AND ASSOCIATED NAVAL STORES—ALLOWANCES—*continued.*

Class and Group.	*Pattern No.*	*Description.*	*Denom. of Quantity.*	*Ships Accounting Classification. P = Permanent C = Consumable*	*Aircraft Carriers.*	*Destroyers.*	*A/S Frigates (Converted Fleet and Type 12).*	*H.M.A. Gunnery School F.N.D.*
E.11	C.30	Skin, chamois	No.	C	To be met from stock held for general purposes			
E.7	107	Methylated spirits ..	Gall.	C				
E.11	596	Bottle, glass, stoppered, 40-oz. ..	No.	C	2	2	1	2
E.11	2500	Bottle, glass, stoppered, 80-oz. ..	No.	C	2	2	1	2

* Additional to one carried in pattern 8777 as component.

(*Navy Order* 378 *of* 1956.)

(D.N.A.S. 4430/5/68.)

UNCLASSIFIED.

601.—4.5-in. Twin R.P. 41 Mountings Mks. 6 and 6* Shell Hoists—Revolving and Fixed Structures.

To be recorded as modification A.N. 92—

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted, gunnery equipment depots
(*b*) *Type of equipment* ..	4.5 R.P. 41 mountings mks. 6 and 6*.
(*c*) *Part of equipment affected*	Catch, tilting tray.
(*d*) *Purpose of modification* ..	To prevent fouling between lever and slotted end piece.
(*e*) *Nature of modification* ..	Form a clearance radius in the lever.
(*f*) *Drawings*	Navy Order Diagram Issue 10/59.
(*g*) *By whom to be done* ..	Ships staff.
(*h*) *When to be done* ..	At the earliest opportunity.

2. Navy Order 391 of 1958 refers.

(D.O.U.W. 4429/123/248.)

(*Navy Order* 391 *of* 1958.)

UNCLASSIFIED.

602.—Anti-submarine—Asdic Types 170 and 170B—Relays, Patterns Z.530003 and Z.530004.

(*A.F.O.* 1162/1959.)

Following further reports on form A.S. 2022 and the examination of relays forwarded therewith, it has been decided to replace relay Z.530003 in its board control (RLC) application in asdic 170B and relay Z.530004 in its range recorder (MOR) application in asdics 170 and 170B.

2. Pending the implementation of the decision at paragraph 1, increased allowances of spare relays have been authorized for ships fitted with asdic 170 or 170B, viz.—

Pattern No.	*Description.*	*Quantity Allowed per Ship.*
053–0003 ..	Relay, magnetic, 670 ohms ..	4 only to ships fitted with asdic 170B.
053–0004 ..	Relay, magnetic, 2,500 ohms ..	2.

Demands to complete to the above allowances are to be rendered to the appropriate (S) N.S.O. quoting this order as authority.

3. The new relays and associated modifications will be introduced by B.R. 1653 in due course.

4. Navy Order 230 of 1958 is hereby cancelled.

(D.N.A.S. 518/52/2.)

(*Navy Order* 230 *of* 1958.)

UNCLASSIFIED.

603.—Diving—Surface Swimming Breathing Apparatus.

A case has been reported in the R.A.N. where excessive tightening has fractured the spigot of the 60-ft. air hose connexion, with the resultant parting of the joint.

2. Pending modification of the connexions, a separate life line is to be used when diving with the S.S.B.A. The life line may be stopped to the air hose if desired.

3. Modified connexions will be issued without demand as they become available.

4. A.C.N.B. general messages 073F of 13th May, 1959 and 110F of 30th June, 1959 are hereby cancelled.

(D.O.U.W. 4512/50/577.)

UNCLASSIFIED.

604.—Magnetic Tape Recorder, Type TPR-1—Modification No. 1.

Magnetic Tape Recorder type TPR-1 is to be modified in accordance with instructions given hereunder.

2. The object of the modification is to improve spooling in order to permit the use of either " light-weight " P.V.C. tape or the heavier " Scotch Boy " tape without recourse to the procedure promulgated in Navy Order 1198 of 1957.

3. Modification Kit no. 1 comprising the items shown in appendix to this order has been introduced. The modification is to be carried out by ships staffs. Stocks of Magnetic Tape Recorders type TPR-1 held in naval stores are to be modified by dockyards concerned before further issues are made.

4. Demands (form A.S. 134) for " Modification Kit no. 1 for Magnetic Tape Recorder type TPR-1 " are to be lodged, as necessary, by H.M.A. ships and services concerned, on the Superintending Naval and Air Store Officer, Sydney, quoting this order as authority.

5. Completion of the modification is to be recorded on form A.S. 3007 Equipment Card (for TPR-1) in the Planned Maintenance system. The serial no. of the TPR-1 modified is also to be recorded on form A.S. 3007.

6. Concurrent with the completion of the work of modification, a " Modification Label Adhesive A.P. 70864 " is to be affixed to the deck of the tape recorder and the figure " 1 " on the label scored out. (Instructions regarding modification labels are contained in Navy Order 868 of 1958 and B.R. 1917 (1) " Index of Modifications to Sub-Units ").

7. A.B.R. 17 will be amended.

8. Navy Order 1198 of 1957 is hereby cancelled.

APPENDIX.

R.A.N. STANDARD TAPE RECORDER TYPE TPR-1 MODIFICATION KIT.

No.	*Item.*	*Description.*
2	PE/TR 141	Guide with top flange.
2	PE/TR 142	Guide with bottom flange.
1	PE/TR 143	Guide stud.
2	PE/TR 144	1-in. 2BA bolts.
3	PE/TR 145	Spring washers.
3	PE/TR 146	2BA nuts.

APPENDIX—*continued.*

Instructions for Fitting.

(*a*) Remove the tape deck according to instructions in handbook A.B.R. 17.

(*b*) Remove the two tape ramps PE/TR 34 as these are no longer required.

(*c*) Drill and tap the three 2BA holes as indicated on Navy Order Disgram Issue 10/59. Screw in the guide stud and lock below the panel with a spring washer and 2BA nut. Screw in from below the deck in the remaining two holes the two 1-in. 2BA bolts, with spring washers under the heads. Make sure they are quite tight.

(*d*) Screw on the guide bottom and then the guide top.

(*e*) Install the tape deck as instructed in handbook A.B.R. 17.

(*f*) Fit full and empty spools as instructed with the following exceptions—

(i) Take the tape around the top of the new left hand guide, through the heads in the usual way, around the top of the guide stud and below the right hand guide and thence to the right hand spool.

(ii) Start the deck operating and raise or lower the guide until the tape is feeding at the correct height on to the spools. Lock the guides by screwing top and bottom halves together.

(iii) The above tape lacing is for the newer light based tapes. If the older heavy based tapes are used it is only necessary to neglect taking the tape round the guide stud to ensure adequate rewind spooling.

(D.E.E. 4519/11/1897.)

(*Navy Orders* 1198 *of* 1957 *and* 868 *of* 1958.)

UNCLASSIFIED.

605.—Alteration and Addition Item—Aircraft Carrier—H.M.A.S. MELBOURNE.

The following alteration and addition item is approved for Aircraft Carrier, H.M.A.S. MELBOURNE—

Class List Item No. 94. *Classification " A ".*

Item: To fit red lamps on the hangar bulkheads as follows—

(*a*) " *A* " *Hangar.*—One red lamp for each white light to the forward two rows.

(*b*) " *B* " *Hangar.*—One red lamp for each white light to the after two rows.

(*c*) " *C* " *Hangar.*—One red lamp for each white light.

Change-over switches A.P. 4101A to be fitted in the existing white light circuits close to the existing D.P. switches so that either red or white lights may be switched on.

Garden Island drawing nos. 561/537 (as amended) and 538/178 are relevant.

References:

(*a*) Navy Office Letter No. 62795 dated 14th May, 1958.

(*b*) H.M.A.S. MELBOURNE's memorandum No. 108/36 dated 26th June, 1958.

(*c*) F.O.C.A.F. memorandum No. A.F. 1904/50 (1114) dated 5th July, 1958.

(*d*) F.O.I.C.E.A. memorandum No. 7098 dated 1st August, 1958.

(D.C.C. 4278/2/559.)

UNCLASSIFIED.

606.—Naval Stores—(General) and (Air)—Desalting Apparatus—Identification and Allowances.

The requirements of desalting apparatus in the R.A.N. will, in future, be provided from the following air stores items—

Stores Ref.	*Description.*	*Class of Stores.*	*Service for which Issued.*
27C/2161 ..	Apparatus desalting, 2 pint	P	Single seat dinghy packs.
27C/2398 ..	Apparatus desalting, 6 pint	P	Multi-seat aircraft dinghy packs, used in Dakota aircraft and in type G search and rescue equipment only.

2. Desalting apparatus, patterns 3565, 3571 and 3572 (class E, group 6) will no longer be dealt with as items of general naval stores and separate instructions are being issued to dockyards regarding disposal of remaining stock.

3. Desalting apparatus has an effective life of five years from date of manufacture. Action will be taken to issue, without demand, sufficient type 27C/2161 from new stocks to replace present service holdings of this item. Upon receipt of supplies now on order, type 27C/2398 will be issued, without demand, to replace existing service holdings of patterns E6/3565, 3571 and 3572, subject to the revision of allowances for this larger size apparatus as detailed below.

4. Service holdings of desalting apparatus so replaced are to be returned to the appropriate naval or air store depot for recovery of the silver content.

5. Consequent on the introduction of type 27C/2398 6 pint apparatus in lieu of the existing 4½ pint apparatus, the scale of contents of type G search and rescue equipment and the allowances of the desalting apparatus have been revised as follows—

Contents of type 15C/407 *Apparatus Sea Rescue, type G.*

Ref. No.	*Description.*	*Present Scale.*	*Revised Scale.*
27P/8 ..	Canned water	6 tins	9 tins.
27C/2398	Desalting apparatus, 6 pint ..	5 no. (4½ pint size) ..	2 no.

It is to be noted that this scale of contents supersedes that shown in A.P. 1182(D) (Naval) Vol. 1.

Allowances of type 27C/2398.

2 no. per multi-seat aircraft dinghy pack used in Dakota aircraft.

4 no. to both Air Station and Carrier.

6. Air Stores Establishment A.P.(N) 377 and 378 will be amended.

(D.N.A.S. 4404/3/168.)

UNCLASSIFIED.

607.—Naval Stores (General) (Class F)—Electrical and Electronic Stores—Revised Rate Book Classification.

(*A.F.O.* 617/1959.)

The rapid changes which have taken place in the electrical and electronic fields have resulted in the introduction into the Naval Service of a considerable range of equipments and units of various types, and, in so far as Naval Stores are concerned, these have automatically been included in the class F portion of the Rate Book of Naval Stores.

2. In earlier years a comparatively simple and well-defined division existed as to where each item should be included in the Rate Book but the ever-expanding range of stores being introduced into the service has meant inevitably that the class F portion of the Rate Book has been progressively enlarged, whilst distinctions which in earlier years were quite clear have become increasingly difficult to maintain.

3. The United States Defence Departments have for several years been working on schemes for the closer integration of service stores, with a view to the largest measure of common usage being achieved and the Federal Supply Classification system which was evolved has been adopted as the N.A.T.O. Supply Classification system. This aims to classify all service stocks into groups, some of these being self-contained as to their end-use (e.g., Radar equipments under class 5840) whilst others relate to a specific class (e.g., Electric Cable under class 5995).

4. In the light of the foregoing a review has been carried out of the methods hitherto adopted for classifying for Rate Book purposes the electrical and electronic, &c., stores which are introduced into the service, consideration at the same time being given to the extent to which the N.A.T.O. system of classification could form the basis for any revision which may be necessary.

5. As a result, as from 1st October, 1957, a new range of numerical groups under class F was introduced and details of these groupings, and other relevant information are shown in the appendix to this order. It will be observed that a total of 35 class F groups are now brought into existence. This compares with nine at present shown in the Rate Book, although many of the existing Rate Book groups have sub-divisions as well as those bearing their own suffix letterings. Taking these into account there are 30 groups in the present Rate Book.

6. It is not intended that any wholesale re-classification of the existing items shown under class F in the Rate Book shall, for the present, be undertaken, but as new items are introduced into the service these will automatically be assigned to the new groups. Certain existing class/groups, as indicated in column 5 of the appendix are, however, suitable for immediate assimilation to the new groups.

7. Where existing groups are being re-classified, amendments to Books of Reference, drawings, specifications, &c., will be promulgated in due course. Amendments will, however, only be issued when justified by other alterations that have to be made.

8. Existing pattern numbers are not affected by any of the above re-classifications.

9. When first supplies of equipment are received under the new classifications indicated in the appendix, new ledgers should be raised as necessary.

10. The undermentioned class/groups are to be transferred immediately to the new groups indicated. In the case of H.M.A. ships and establishments, naval store ledgers are to be adjusted in the manner detailed—

Present Group.	*Transfer to.*	*Method of Adjustment of Ship's Ledgers.*
F1C, Part I. ..	F23	Action in accordance with Navy Order 1107 of 1958, para. 8 (*a*)—(i), (ii) and (iii) is required. The pages are then to be assembled in a new ledger, a new form A.S. 155A raised, and details of the pages transferred entered thereon.
F3A	F3	No action necessary in ships and establishments as ledger is not divided into parts.
F3B		
F4A	F4	Amend class and group on all ledger pages, and certificates forms A.S. 155A and A.S. 155C.
F4B	F14	
F4C	F15	
F4D	F16	
F5, Parts I. and II.	F5	No action necessary in ships and establishments as ledger is not divided into parts.
F6A and B ..	F6	No action necessary in ships and establishments except where separate ledgers are held for F6A and F6B, when the following action is to be taken. Amend class and group on all ledger pages. Rearrange in one series in pattern number order. Close certificates, forms A.S. 155A and A.S. 155C for F6B and hold with certificates for F6A which are to be used as the certificates for the new F6 and amended accordingly. At the next inspection of the naval stores accounts, the ledger will be renumbered and a new certificate provided as detailed in Navy Order 1107 of 1958, para. 9.
F7A, B, C and D	F7	As for F6A and B, F7A and F8A certificates being used as the certificates for F7 and F8 respectively.
F8A, B, C, D, E and F	F8	

11. When a first supply of items included in a class/group for which a ledger certificate, form A.S. 155A is not held (e.g., new items introduced into the service *vide* paragraph 6) is received on board H.M.A. ships and establishments, a fresh ledger certificate, form A.S. 155A is to be prepared but the certificate for signature by the (Suptg.) Naval Store Officer or Inspecting Officer is to be left blank and will be completed by the Inspecting Officer during examination of the naval store account.

12. The analogous N.A.T.O. Supply Classification group particulars in column 3 of the appendix are those having a specific relationship in current Admiralty usage. As additional items are introduced which fall appropriately into N.A.T.O. groups not included in the order these will be classified under the pertinent class F groups, details being promulgated. In some instances, the N.A.T.O. supply groups will be appropriate to Rate Book classes other than class F, and will be accounted for accordingly.

APPENDIX.

New (or existing) Class/ Group.	*Description of Items included therein.*	*Analogous N.A.T.O. Supply Classification Group No.*	*Former Rate Book Class/ Group.*	*Remarks.*
F1 (All suffixes)	—	—	—	No additional items will be added to these class/groups, but to avoid confusion class/group F1 and F2 will not be used to the new classification. The items in these old groups will gradually disappear from service through obsolescence and other reasons. When the list of items remaining has been reduced to manageable proportions, the remainder will be considered for transfer to the appropriate new class/group. With the exception of F1C, part I. (concerning which attention is drawn to the new class F23) the remainder of the existing class F, groups 1 and 2, are unaffected by this order, and items should continue to be stocked and demanded under the existing class/groupings (*see also* remarks per F25).
F2 (All suffixes)				
F3	Time measuring, meteorological, navigational, optical and radiac instruments. Compasses	6605 6645 6650 6660 6665 6675 6685 6695	F3A F3B	
F4	Electronic valves, transistors and cathode ray tubes	5960	F4A	Existing valves, &c., to be transferred *in toto* to F4. No physical movement of stock is involved, and the suffix "A" will gradually die out from all documents, &c.

APPENDIX—*continued.*

New (or existing) Class/ Group.	*Description of Items included therein.*	*Analogous N.A.T.O. Supply Classification. Group No.*	*Former Rate Book Class/ Group.*	*Remarks.*
F5	Photographic equipment ..	6525 6710 6720 6740 6750 6760 6780	F5 (part I.) F5 (part II.)	Existing items to be transferred *in toto* to the new F5. No physical movement or stock re-classification is involved.
F6	Photographic projection equipment and processed film	6730 6770	F6A F6B	Existing items to be transferred *in toto* to the new F6 and F7. No physical movement of stock or re-classification is involved.
F7	Cryptographic and teleprinter equipment auto transmitters	5810 5815	F7A, B, C and D	
F8	Radio and underwater equipment of American origin	Grouped according to type of equipment	F8A, B, C, D, E and F	Existing items will, in due course, be authorized for transfer to the new F8. Detailed instructions will be issued in due course.
F9	Air radio and radar (i.e., items dealt with under sections 10 and 110 of the R.A.F. vocabulary)	5821 5826 5831 5841	F9	Existing items to be transferred *in toto* to the new F9. No physical movement of stock or re-classification is involved.
F10	Radio and radio navigation equipment	5820 5825 5835 (part) 5895	F1A (part I.)	
F11	Radar equipment	1285 5840	F1A (part I.)	
F12	Coils and transformers.. ..	5950	At present scattered through various parts of Class F	
F13	Antennae, waveguides and related equipment	5985	F1A (part I.) Also scattered through various parts of class F	
F14	Crystals	5955	F4B	Items in the existing groups, F4B, F4C and F4D to be transferred *in toto* to the new groups F14, F15 and F16 respectively. No physical movement of stock is involved, and the old Rate Book classification will gradually be superseded in all documents, &c., and replaced by the new.
F15	Capacitors	5910	F4C	
F16	Resistors	5905	F4D	
F17	Underwater detection equipment de-gaussing and minesweeping equipment	5845 6655 1075	F1A (part II.) F2C	
F18	Fire control equipment, synchros, magslips, resolvers, servo-motors and components	1220 1230 1240 1250 1260 1270 1290 5990 6320	F1B	
F19	Electrical and electronic measuring and testing instruments	6625 6630 6635 6680	F1C F1A (part I., &c.)	

APPENDIX—*continued.*

New (or existing) Class/ Group.	*Description of Items included therein.*	*Analogous N.A.T.O. Supply Classification Group No.*	*Former Rate Book Class/ Group.*	*Remarks.*
F20	Telephone and telegraph equipment. Intercommunication and public address system, sound recording and reproducing equipment, &c. Visible and invisible light communication equipment	5805 5830 5835 (part) 5850 5965	F1C, &c.	
F21	Miscellaneous electrical and electronic components	5920 5940 5970 5975 5977 5999 6350	F2B F4E (part)	
F22	Relays, contactors, solenoids, filters and networks and labels	5945 5915 9905	F4E (part)	
F23	Electrical cable, wires, cords, &c.	5995 6145 8130	F1C (part I.) F2B (part IV.)	The existing F1C, part I., to be transferred *in toto* to the new F23. No physical movement of stock is involved, and the old Rate Book classification will gradually be superseded in all documents, &c., and replaced by the new.
F24	Batteries, cells, &c.	6135 6140	F2A	
F25	Lighting fixtures and lamps ..	6210 6220 6230 6240 6250	F2A F2B	Certain lamps, &c., in existing F2A, part 3 will be transferred to the new F23.
F26	Power supply control and distribution equipment	5925 6105 6110 6115 6120 6125 6130 6150	At present scattered through various parts of Class F	
F27	Power operated electrical equipment (including hand tools)	3432 3540 4140 4450 4930 5130 6520 7910	F1C (V.) F2A (II.)	
F28	Electrical heating equipment ..	3590 4520 4540 6530 7290 7310	F2B (IV.)	
F29	Commercial electronic equipments and spares	—	F1A (part I.) F4	To continue to be patternized in the 100,000 series, but no further items will be allocated to F29. Future introductions will be accounted for under the appropriate class/group.
F30	Switches	5930	F2B	

58741/59.—3

APPENDIX—*continued.*

New (or existing) Class/ Group.	*Description of Items included therein.*	*Analogous N.A.T.O. Supply Classification Group No.*	*Former Rate Book Class/ Group.*	*Remarks.*
F31	Connectors, electrical, plugs and sockets	5935	F2B	
F32	Miscellaneous components not exclusively electrical or electronic but used in electrical or electronic assemblies	2910 2920 3010 3020 3040 4120 4130 4310 4320 4810 5355 5670	F2B	
F33	Guided missile components and maintenance, repair and test equipment	1420 4935	—	F33 and F35 will cover all items in the guided weapon range which fall appropriately to be dealt with by Director of Stores under class F of the Rate Book.
F34	Operational and communication training aids and devices	6910 6930 6940	At present scattered through various parts of Class F	
F35	Guided missile remote control systems	1430	—	*See* remarks against F33.

Notes.

A.—The above relates only to items normally stocked under class F. Certain of the N.A.T.O. group/classes shown in this appendix embrace ranges of items some of which, in current Admiralty practice, are to be found in classes A, B, D, E and FF3. It is not intended that the re-classification should apply to newly-introduced items in these classes.

B.—Exceptionally, special-to-contents boxes and containers classified under N.A.T.O. supply classification group no. 8115 will be stocked under the class/group appropriate to the contents of the box.

(D.N.A.S. 4518/1/1454.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

608.—Naval Stores (General)—Helmets, Blastproof, Pattern E5/2931—Transfer to Class E, Group 12.

(*A.F.O.* 958/1959.)

Helmets, blastproof, are at present stocked in various sizes under class E, group 5, pattern 2931. The helmets are not connected with diving, &c., gear, and will in future be accounted for under class E, group 12, as follows—

Pattern.	*Size.*
9180	6¾
9181	7
9182	7¼

2. Transfer of stock and amendment of records should be arranged accordingly. H.M.A. ships concerned should adjust their naval store accounts in accordance with Navy Order 1107 of 1958.

(D.N.A.S. 4514/21/476.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

609.—Naval Stores (General) (Class F, Group 5) Photographic Equipment—"Kodachrome" Film—Authorization of Issue.

Supply of 16 mm. or 35 mm. Kodachrome or similar colour film to H.M.A. ships and establishments will be made only as a special allowance for a specific purpose approved by the Naval Board.

2. Demands for all requirements of this type of film are therefore to be submitted for approval by the Naval Board, through the appropriate administrative authority, giving full details of the occasion for which the use of colour film is desired.

3. Navy Order 521 of 1956 is hereby cancelled.

(D.N.A.S. 519/55/1.)

(*Navy Order* 521 *of* 1956.)

UNCLASSIFIED.

610.—Portable Steam Cleaning Apparatus—Supply to H.M.A. Ships.

All ships in commission in which a steam supply is available have been supplied with a portable steam cleaning apparatus for cleaning machinery space bilges and boilers externally.

2. *Equipment.*—The apparatus is known commercially as the "Kerrick Hydro-Steam Kleaner", model S-C, and consists of the following equipment—

Mixing unit.
4½-ft. length of suction hose and strainer.
20-ft. length of discharge hose.
Cleaning gun with swivel handle.
Round nozzle.
Fan shaped nozzle.
Solution tank (44-gallon drum or similar container).

3. *Operation.*—Oily deposits are removed from bilge plating, frames, machinery pedestals, &c., by jetting with a steam/detergent mixture. The detergent solution is prepared in the solution tank; the hoses, cleaning gun and appropriate nozzle are assembled ready for use and the mixing unit is coupled to a suitable steam supply connexion. On turning on the steam supply, detergent solution is drawn into the steam flow through the mixing unit. Operating instructions will be issued with each set of equipment.

4. *Detergent Solution.*—Teepol is to be used as the detergent. A 2½ per cent. solution of Teepol and water in the tank has given satisfactory results on trials, but variations in the strength may be advantageous for particular cleaning applications.

5. Unpleasant fumes from the detergent may be experienced when using the equipment in restricted spaces and care is to be taken to provide adequate ventilation and protective eye shields and face masks for operators working in such spaces.

6. *Steam Supply.*—The steam supply required is 70–100 lb. per sq. in. from a ¾-in. bore connexion. A supply point will be required in each main machinery compartment and in large auxiliary machinery compartments. Reducing valves will be supplied where these are necessary.

7. Ships are to prepare proposals for modifications to the steam system necessary to provide suitable supply points. These proposals are to be forwarded through the ship's administrative authority to the General Manager, Garden Island Dockyard, who will co-ordinate the requirements for each class of ship and prepare the necessary drawings.

8. The modifications will be carried out during the ship's refitting period and ships concerned are to include an item in the defect list "To modify the existing steam system to provide 100 lbs./in.² steam supply points in the following machinery spaces .....", quoting this order as the authority.

9. *Scale of Supply.*—The equipment will be supplied on demand by Central Machinery and Spares Depot on the following scale—

	No. of Sets.
Aircraft carriers	2
Other ships	1

10. Solution tanks will not be included in the equipment supplied. Oil drums or similar suitable containers in common use in the Service are to be used for this purpose.

11. Additional lengths of discharge hose and joining adaptors will be supplied on demand.

12. *Reports.*—After three months' experience in the use of the portable steam cleaner, ships are to forward a report including the following—

(*a*) The various tasks on which the equipment has been successfully used.
(*b*) Suggestions for improvements in the equipment and modifications required to extend its application (e.g., for cleaning boilers, fuel tanks, &c.).

13. Navy Order 87 of 1957 is hereby cancelled.

(D.M.E. 1128/52/1.)

(*Navy Order* 87 *of* 1957.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

611.—Compressed Yeast for Breadmaking.

Compressed yeast is extremely perishable and care must be exercised in storing and handling it. The following information on these aspects is promulgated for general guidance—

(*a*) At a temperature of approximately 40° F., compressed yeast may be held safely for up to 14 days.

(*b*) The ideal temperature for storage is 33° F. and compressed yeast should not be stored at a temperature below 29° F.

(*c*) When compressed yeast is hard frozen it will require at least two to three days to allow gradual thawing. Yeast which has been stored below freezing point should be transferred to a temperature of approximately 40° F. As soon as possible after transfer to this storage, pats should be separated to allow free air circulation. The period of thawing out is a critical period, and the process should proceed very clowly so that the water is re-absorbed by the yeast blocks, otherwise the product becomes a sticky useless mess. It is advisable to use such reconstituted yeast as soon as possible and not to consider keeping any residue.

(*d*) When required for use, compressed yeast should be dissolved in water between 75° F. and 85° F., no salt being added to the liquid. If put into water at higher temperatures the yeast is seriously affected and its usefulness may be totally destroyed.

2. Stocks of fresh compressed yeast are not to exceed the quantities for which suitable storage space is available on the following basis—

(*a*) For storage at 29° F. to 33 °F.—quantities which can be consumed within four weeks.

(*b*) For storage at approximately 40° F.—quantities which can be consumed within two weeks.

(D.V. 4528/19/49.)

UNCLASSIFIED.

612.—Victualling Stores—Safety Equipment—Flying Clothing—Use of Flying Helmets Types " F " and " G ".

(*A.F.O.* 856/1959.)

The type " G " flying helmet was introduced in 1956 to replace the type " F " helmet at wastage rates. The type " G " has differently arranged press studs for the attachment of oxygen equipment and incorporates a non-elastic permanently fitted neck adjuster, whereas the neck adjuster for the type " F " helmet is elastic and detachable.

2. As the type " F " helmet is incompatible with the oxygen masks with toggle harnesses now being worn in modern fighter aircraft, issues of residual stocks are to be confined to aircrew flying helicopters and communication aircraft where oxygen equipment is not used.

3. Accordingly demands for fabric flying helmets for aircrew flying these aircraft (and any others not fitted with oxygen equipment) should be for the type " F ".

4. Admiralty has advised that A.P.'s (N) 377 and 378 (Air Stores Establishment) will be amended.

(D.V. 4533/4/28.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

613.—B.R. 1597, A, B, and C—" Ports and Anchorages ".

Paragraph 2 of Navy Order 455 of 1959, title as above, is hereby cancelled and the following substituted—

" Copies are to be disposed of in accordance with paragraph 17 of Navy Order 787 of 1957."

(D.N.A.S. 465/52/11.)

(*Navy Orders* 787 *of* 1957 *and* 455 *of* 1959.)

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C.N.O.'s 614-641/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
31st July, 1959.

The enclosed 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.

RESTRICTED.

5861/59.

CONTENTS.

CONTENTS—*continued.*

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

614.—Aviation—Observer and Air Signals School—Terms of Reference.

The Observer and Aircrewman School is located at the Royal Australian Naval Air Station, Nowra, New South Wales.

2. The school is to be known as "The Observer and Air Signals School", and the Officer-in-Charge is responsible for the execution of the school's task to the Captain, R.A.N., Air Station, Nowra.

3. The general functions of the Observer and Air Signals School are as follows—
   (*a*) To provide such training courses in observer matters as may be directed by the Naval Board. (*See* paragraph 4.)
   (*b*) To act as an advisory authority on all aviation duties, except photographic, performed by Observers.
   (*c*) To provide basic operational training for observers.
   (*d*) To work in close co-operation with the Australian Joint Anti-Submarine School, Nowra, in the development of naval anti-submarine aircraft tactics and equipment, and in the associated training of observers.
   (*e*) To carry out any suitable trials on the Australian Joint Anti-Submarine School's behalf.
   (*f*) To co-operate with the Officer-in-Charge, Naval Signals School, H.M.A.S. CERBERUS, on common air signal matters.
   (*g*) To act as an advisory authority on the user aspect of airborne radio and radar.

4. The training commitments will include—
   (*a*) All the basic operational stages involved in the training of R.A.N. R.A.N.V.R., and British Commonwealth officers and ratings qualifying as naval Observers.
   (*b*) Refresher training for Observers and Aircrewmen.
   (*c*) Conversion and familiarization on new types of anti-submarine radar and radio equipments, and on A.I. radars, sonar, and electronic detection devices, normally operated by an Observer.
   (*d*) Familiarization courses in air radar operating for specialist officers concerned.

5. The flying task will be met by No. 725 Air Squadron.

6. The school is to carry out any technical and tactical trials of naval aircraft and their equipment which may be directed. For the purpose of such trials the school is permitted to carry out minor modifications (in accordance with R.A.N.A.M.M. 218), of aircraft and equipment applicable to air anti-submarine operations.

7. All correspondence and signals for the attention of the Observer and Aircrewman School should be addressed to the Commanding Officer, R.A.N. Air Station Nowra, New South Wales.

8. The Captain, R.A.N. Air Station, Nowra, is authorized to communicate direct with the Air Welfare Organization and Training Division, Navy Office, and with similar establishments of the Royal Navy, on matters solely concerned with training at the school. All matters of policy are to be submitted through the Flag Officer-in-Charge, East Australia Area.

(D.A.W.O.T. 3031/13/279.)

UNCLASSIFIED.

615.—Commands—Formation of the Canada Station—Revised Limits of Naval Stations.

(*A.F.O.* 1460/1959.)

The Canada Station was formed on 2nd June, 1959. The station boundaries are—
   (*a*) *On the east*—from the North Pole south along the meridian 30° west to 43° north; thence to 35° north 40° west; thence south to 32° 32′ north; thence west to the coast of North America.
   (*b*) *On the west*—from the North Pole south along the International Date Line to 32° 32′ north; thence east to the coast of North America.

2. The two sections of the Canada Station are designated "Canada Station—Atlantic" and "Canada Station—Pacific", respectively, and the dividing line between them is longitude 95° west.

3. The following consequential adjustments of other stations' boundaries were made on 2nd June, 1959—
   (*a*) The western limit of the Home Station north of latitude 32° 30′ north was altered to match with the eastern limit of the Canada Station.
   (*b*) Far East Station boundaries were adjusted—
      (i) to include all the area west of 150° west and lying between latitudes 21° 22′ north and 32° 32′ north;
      (ii) to make the boundary between the Far East Station and Canada Station north of 32° 32′ north run along the International Date Line.
   (*c*) West Indies Station boundaries were extended—
      (i) in the north to the latitude of 32° 32′ north;
      (ii) to include that part of the Pacific not included in other stations.

4. The following are the revised limits of Naval Stations—

HOME	
West	From the North Pole south along the meridian of 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 between Spain and Portugal and the western end of the boundary between Spanish Morocco and French Morocco.
In the Red Sea	The parallel of 22° north.
WEST INDIES	
In the Atlantic Ocean	
North	From the coast of North America along the parallel of 32° 32′ north to longitude 40° west.
East	Latitude 32° 32′ north, longitude 40° west; thence south to longitude 40° west, latitude 20° north; thence to the point where latitude 4° north cuts the South American coast.

WEST INDIES

In the Pacific Ocean

North .. .. From the coast of North America along the parallel of 32° 32′ north to longitude 150° west.

West .. .. Latitude 32° 32′ north, longitude 150° west south to the Equator.

South .. .. Longitude 150° west on the Equator; thence along the Equator to 120° west, thence to 10° south along the parallel of 10° south to the coast of South America.

SOUTH ATLANTIC AND SOUTH AMERICA

In the Atlantic Ocean

North .. .. From the coast of Africa along the parallel of 20° north to longitude 40° west; thence to the point where latitude 4° north cuts the South American coast.

In the Indian Ocean

North .. .. From Cape Delgado through 2° south, 58° east to 2° south, 78° east.

East .. .. From 2° south, 78° east, south along the meridian of 78° east.

In the Pacific Ocean

North .. .. From the coast of South America along the parallel of 10° south to 120° west.

West .. .. From 10° south 120° west, south along the meridian of 120° west.

ARABIAN SEAS AND PERSIAN GULF

In the Red Sea .. .. The parallel of 22° north.

In the Indian Ocean south From Cape Delgado through 2° south, 58° east; to 2° south, 79° east.

East .. .. 2° south, 78° east; thence northwards along the meridian of 78° east to the coast of India.

FAR EAST

East .. .. .. From the North Pole southward along the International Date Line to the latitude 32° 32′ north; thence east to 150° west; thence south to latitude 21° 22′ north, longitude 150° west.

South .. .. From longitude 78° east, latitude 10° south; thence east to 120° east; thence north to the north coast of the Celebes at 120° east; thence along the coast of the Celebes to 125° east; thence north to 125° east, 3° 30′ north; thence east to 169° east; thence north to 5° north; thence east to 180°; thence north to 21° 22′ north; thence east to 21° 22′ north, 150° west.

West .. .. .. From the point where the meridian of 78° east cuts the coast of India to 10° south.

AUSTRALIA

East .. .. .. From latitude 3° 30′ north, longitude 169° east to 1° south; thence 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 latitude 3° 30′ north, longitude 169° east, west to 125° east, thence south to the north coast of Celebes; thence west along the coast to Celebes to 120° east; thence south to 10° south; thence west to 10° south, 78° east.

West .. .. .. From 10° south, 78° east; thence south along the meridian of 78° east.

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 the meridian of 169° east 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 the meridian of 160° east.

East .. .. .. From the Equator, south along the meridian of 120° west.

CANADA

Atlantic

East .. .. From the North Pole southward along the meridian 30° west to 43° north; thence to 35° north 40° west; thence south to latitude 32° 32′ north.

South .. .. Latitude 32° 32′ north, longitude 40° west to the coast of North America.

Pacific

West .. .. From the North Pole south along the International Date Line to 32° 32′ north.

South .. .. From 32° 32′ north, 180°; east to the coast of North America.

The dividing line between the Atlantic and Pacific sections of the Canada Station is longitude 95° west.

(D.O.D. 1606/1/1.)

UNCLASSIFIED.

616.—Ensigns and Flags Worn by Naval Establishments.

Navy Order 74 of 1959, title as above, is to be amended as follows—

Appendix—Under A.C.T., after Admiralty House (official residence of C.N.S.)—

Delete:

H.M.A.S. HARMAN*	—	Yes	—	—	Yes
Belconnen W/T Station	—	Yes	—	—	Yes

Insert:

H.M.A.S. HARMAN*					
No. 1 mast ..	—	Yes	—	Yes	—
No. 2 mast ..	—	—	Yes	—	—
BELCONNEN W/T STATION ..	—	Yes	—	—	Yes

(D.S.D. 3712/19/159.)

(*Navy Order* 74 *of* 1959.)

UNCLASSIFIED.

617.—H.M.A.S. WARRAMUNGA—Paying Off.

It is intended that H.M.A.S. WARRAMUNGA will commence de-storing at Sydney on 9th November, 1959 in preparation for de-commissioning and will pay off into dockyard hands for operational reserve on 30th November.

(H.N.B. 5100/2/28.)

UNCLASSIFIED.

618.—Maintenance of Support Craft.

Support craft are defined as powered craft of 125-ft. or less in length overall, and all dumb craft except floating docks. Navy Order 37 of 1959, para. 3 (*c*) refers.

2. The following instructions apply to all support craft excepting pulling and sailing boats, whether in use, held by H.M.A. establishments or ships in commission or in reserve.

Docking and Slipping Intervals.

3. The following docking and slipping intervals are to be observed—

Powered steel craft	12 months.
Dumb steel craft	18 months.
Concrete barges	24 months.
Powered wooden craft—Sheathed	6 months.
Powered wooden craft—Unsheathed	3 months.
Dumb wooden craft—Sheathed	12 months.
Dumb wooden craft—Unsheathed	6 months.

4. Specific slipping intervals are not necessary for power boats allocated to H.M.A. ships, since they are regularly hoisted out of the water.

Surveys.

5. Where a craft is slipped at intervals of less than twelve months, all structural, mechanical and electrical items are to be surveyed annually.

6. At intermediate slippings an external examination of the underwater hull is to be made for damage by impact, corrosion or marine organisms, and any such damage made good.

7. Where a craft is slipped at intervals of twelve months or more, a survey of all structural mechanical and electrical items is to be carried out on each occasion of slipping.

8. Power boats stowed ashore (e.g., in store) are to undergo a survey every twelve months. Power boats actually carried in ships are to undergo a survey every two years, but ships staff are to carry out normal maintenance throughout the intervening period.

9. It is the responsibility of the operating authority to initiate action to have the craft surveyed. The work is normally to be carried out by the operating authority, but if it is beyond the capacity of ships staff, a naval dockyard is to be requested to arrange for the work to be done. Where no dockyard exists the request is to be forwarded to the Naval Officer-in-Charge. In places such as Darwin or Manus Island where only limited slipping or docking facilities are available, the Naval Board is to be informed of the date on which a craft is due for survey at least six months in advance, so that arrangements can be made to tow the craft elsewhere, or for replacement if necessary.

10. When forwarding a request for survey, the operating authority is to state the date on which the craft is due for survey and is to furnish the refitting authority with all information which will assist surveying officers in their work. This should include—

(*a*) a list of known defects and tests due;

(*b*) engine running hours;

(*c*) copy of previous survey report.

Maintenance and Repair.

11. All defects found on survey are to be made good before the craft is returned to service, reserve or store. In exceptional cases where this is not possible the reason is to be stated in the report of survey and repair.

12. The running maintenance and routine testing and overhaul of machinery, equipment, &c., is to be carried out in accordance with current instructions. The operating authority is to undertake as much of this work as is within the capacity of the ships staff. Engine overhauls need not necessarily be done at the same time as the surveys, but some latitude in running hours may be allowed to enable the work to be done at the one availability.

13. The underwater paint systems to be applied, are to be in accordance with A.B.R. 19/1956 (Manual of Painting Instructions).

Reports of Survey and Repair.

14. Forms A.S. 2110Z (outside) and (inside)—Report of Survey and Repair of Non-Combatant Craft—are being introduced. These forms are to be used for reporting the results of survey and the action taken. Form A.D. 495 (inside) is to be used for reporting the condition of the underwater paint system of steel craft.

15. Forms A.S. 2110Z (outside) and (inside) will be available on demand from S.N.S.O. Sydney on completion of printing.

16. Navy Orders 135 and 437 of 1957 are hereby cancelled.

(D.N.C. 464/54/24.)

(*Navy Orders* 135 *and* 437 *of* 1957 and 37 *of* 1959.)

UNCLASSIFIED.

619.—Medical—Disinfection and Disinfestation Procedure.

As the result of advances in knowledge in the methods of spread of infectious diseases and the discovery of powerful insecticides, the following procedure of disinfection and disinfestation to be adopted on the occurrence of a case of infectious disease and for personnel infected with lice or pediculi or suffering from scabies, is outlined as a guide to Medical Officers.

Disinfection.

2. Accommodation.—In quarters in which a case of infectious disease has occurred, stripping of the cabin or mess, and fumigation by gassing methods are not normally necessary. All that is required is thorough ventilation of the space, and washing of the floor and other surfaces with soap and hot water. Disinfectant should be added in cases of cholera, smallpox, pneumonic plague, pulmonary tuberculosis and typhus.

3. Following cases of typhus, relapsing fever or trench fever, the space should be sprayed with liquid insecticide in addition.

4. Bedding and clothing.—In all cases of infectious disease, clothing and bedding should be well laundered. Steam disinfection must always be carried out, prior to laundering, in the case of typhus fever, relapsing fever, cholera, smallpox, streptococal infections, plague, diphtheria, enteric group, dysentery, pulmonary tuberculosis and glanders. Disinfection should be done if laundering is not possible or when disinfection is insisted upon before acceptance by a public laundry. The bedding and clothing of immediate contacts of infectious disease need only be disinfected if the Medical Officer thinks this advisable.

5. No routine periodical disinfection of blankets is necessary. These should be shaken exposed to air and sun at frequent intervals, as circumstances permit.

6. Boots and other articles, uniform caps, &c., which would be spoilt if subjected to steam disinfection, should be treated by spraying with a formalin solution, and exposed to the air to dry.

Disinfestation.

7. Clothing of infested persons should be dealt with by dusting with D.D.T. insecticide powder. Blankets and spare clothing can be dusted before being laundered.

8. The need for provision of disinfectors in ships and establishments has been greatly reduced. Where disinfectors are not installed, recourse should be made to local civil authorities. When this is not possible, disinfection prior to laundering can be carried out by steeping in a solution of disinfecting fluid.

(M.D.G. 327/53/3.)

UNCLASSIFIED.

620.—Signal Communication with N.O.I.C., South Australia and H.M.A.S. TORRENS.

At present the normal means of passing signal traffic to N.O.I.C., South Australia and H.M.A.S. TORRENS is by commercial telegram. This is more expensive than much of the traffic warrants.

2. In future all deferred and routine messages to Port Adelaide which are routed through the Main Signal Offices at Navy Office, Canberra or Melbourne, will be scrutinized and air mail will be used where this is considered appropriate. Air mail despatched in the afternoon from Canberra and Melbourne is delivered in Port Adelaide on the following morning.

3. Ships and establishments can assist in this regard by despatching signals to Port Adelaide direct by airgram when practicable.

4. Before a message is originated, consideration is to be given to the need for despatching it by signal. Wherever practicable letter form is to be used.

(H.N.B. 16/207/3.)

UNCLASSIFIED.

621.—Transfer of Sections of Navy Accounts Branch to Naval Personnel Branch.

The responsibility for the assessment of removal entitlements, the naval personnel official records of service and certain functions associated with those records have been transferred from the Director of Navy Accounts to the Head of Naval Personnel Branch with effect from 16th July, 1959.

2. The functions transferred comprise—

(*a*) recording movements of personnel including all other changes occurring which affect a member's official record of service;
(*b*) activities relevant to ratings entering or re-entering the R.A.N.;
(*c*) check of eligibility for advancement, re-advancement, award and restoration of Good Conduct Badges, removal of " R " and award of character assessments;
(*d*) authorization of payment of arrears and recovery of overcredits where applicable at (*c*);
(*e*) assess eligibility of a rating to count former service;
(*f*) redirection of mail;
(*g*) custody and disposal of certificates of service;
(*h*) preparation of statements of service or certified true copies to replace lost or destroyed certificates of service of ratings;

(*i*) handling of all inquiries concerning service particulars of members and ex-members received from Repatriation, War Service Homes and other departments or organizations, &c.;
(*j*) maintain records of ratings in desertion;
(*k*) assessment of foreign service leave due to R.N. loan and exchange personnel;
(*l*) determination of eligibility for removals, temporary accommodation, temporary rental, depreciation and living out away from home allowances and the issue of finance authority numbers, as appropriate in respect thereof;
(*m*) leave concession warrant entitlement; and
(*n*) furlough entitlement.

3. Action to amend any forms used in conjunction with the functions referred to which show D.N.A. as addressee will be initiated subsequent to the transfer of the Naval Personnel Branch to Navy Office, Canberra, in September this year.

(H.P.B. 2/4/1.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

622.—Certificate of Services of Master or Engineer in the Mercantile Marine.

Navy Order 405 of 1959 is to be amended by deleting the heading and inserting "Certificate of Service of Master or Engineer in the Mercantile Marine" in its stead.

(H.N.B. 3712/51/19.)

(*Navy Order* 405 *of* 1959.)

UNCLASSIFIED.

623.—Charges for Radio Telephone Service—H.M.A. Ships.

Charges applicable to H.M.A. ships for radio telephone 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.
  (i) 6s. 8d. per minute.
  (ii) Report charge for an ineffective call 2s.
(*b*) Outside the area in (*a*)—
  (i) 16s. 8d. per minute.
  (ii) Report charge for an ineffective call 2s. 8d.

Notes.—(*a*) Charges include trunk line charges to all parts of the Commonwealth.
(*b*) Report charges are made for calls that have been finalized and subsequently cancelled by the originator.

2. Navy Order 1099 of 1956 is hereby cancelled.

(D.N.A. 16/1/1.)

(*Navy Order* 1099 *of* 1956.)

UNCLASSIFIED.

624.—Courses—Medical Officers' Refresher Courses in Anaesthetics.

All medical officers should from time to time undergo a brief refresher course given by a specialist in anaesthetics, of instruction in the administration of anaesthetics. Such refresher courses will 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 in Victoria.

2. Medical Officers-in-Charge of Royal Australian Naval Hospitals are to ensure that all medical officers serving therein are fully versed in giving anaesthetics by modern methods.

3. Applications for these courses are to be made through the usual service channels to the Naval Board.

4. When approval has been given for the course, the medical officer is to take early action to register with the Medical Board of Victoria, 295 Queen Street, Melbourne, C.1. To register, the medical officer is to apply by letter to the Secretary of the Medical Board for registration and indicate which meeting of the board he can attend. The board meetings are held on the second Tuesday of each month. With the letter he will be required to forward a passport type photograph and £3 3s. for registration fee. When appearing before the board he will be required to produce his Degree Certificates.

5. Courses for officers coming from outside Victoria will be arranged, so that the commencement date of the course is close to the second Tuesday of the month.

6. The registration fee will be accepted by the department as a charge to public funds and reimbursement will be made on production of the official receipt from the Medical Board of Victoria.

7. The attention of all medical officers is to be drawn to the contents of this order.

8. Navy Order 1147 of 1956 is hereby cancelled.

(M.D.G. 4007/15/30.)

(*Navy Order* 1147 *of* 1956.)

RESTRICTED.

625.—Instructional Films and Film Strips—Serial SA. 604, "Preparation of Mines", Part 7—"The 'A' Mark 12 Mine and 'A' Mark 12 Mod. 1 Mine"—Distribution.

(*A.F.O.* 1010/1959.)

Copies of part 7 of the Admiralty film strip serial SA. 604 "Preparation of Mines" titled "The 'A' Mark 12 Mine and 'A' Mark 12 Mod. 1 Mine" are being obtained and the initial distribution will be made, without demand, by the S.N.S.O., Sydney, on the following scale—

H.M.A. Establishments.	*No. of Copies.*
H.M.A.S. WATSON	1
R.A.N. Film Library, Sydney	1

2. This filmstrip shows the routines for changing the instrument container of the "A" mark 12 mine and for fitting the sterilizing coil and testing the electrolytic switch of the "A" mark 12 mod. 1 mine.

3. The film strip consists of 25 frames and is classified restricted.

(D.N.A.S. 519/256/2.)

UNCLASSIFIED.

626.—Promotion from the Lower Deck to Permanent Commissioned Rank—Acting Sub-Lieutenant, R.A.N.—Supply and Secretariat Specialization.

(*A.F.O.* 1474/1959.)

The following alterations to the procedure laid down in Q.R. and A.I., appendix I., part 2, section IV., governing promotion from the lower deck to permanent commissioned rank in the Supply and Secretariat Specialization are re-promulgated—

(*a*) *Professional Preparation* (*paragraphs* 12 *and* 13).—While a period of 12 months under special supervision, employed as laid down in these paragraphs is to be regarded as the normal minimum, Captains are granted discretion to nominate a candidate after 9 months, provided he is in all other respects qualified to appear before a Fleet Selection Board and having regard to his maturity, character, ability and previous experience. A note should be made on form A.S. 1304 giving the reasons for reducing the period of professional preparation.

(*b*) *Fleet Selection Boards to be convened three times a year* (*paragraph* 15).—Arrangements are to be made by the appropriate administrative authorities to convene Fleet Selection Boards three times a year at the beginning of April, August and December. Reports should reach the Naval Board by the 15th of the month in which the board is held.

(D.O.A. 316/4/1.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

627.—Wireless—Automatic HF DF Calibration Equipment—Introduction.

(*A.F.O.* 2420/1958.)

Automatic HF DF calibration equipment has now been developed which will produce automatically a curve of correction for quadrantal error for HF DF outfit FH4 much more quickly than by the manual plotting method.

2. Details of this equipment, which may be used by E.E.T.U. or Ship's Officers, are contained in B.R. 1935(B) " Instructions for the Use of Automatic HF DF Calibration Equipment ". Distribution of B.R. 1935 (B) will be made to authorities, ships and establishments concerned, without demand, as soon as stocks are available.

3. The equipment will be held by E.E.T.U. at Sydney and by N.S.D. Port Melbourne and may be drawn on loan by H.M.A. ships fitted with HF DF outfits.

(D.E.E. 4519/111/367.)

UNCLASSIFIED.

628.—Amplifier A.P. 32020 16-Watt—Reports of Overheating.

(*A.F.O.* 1479/1959.)

Several adverse reports have been received in the R.A.N. of overheating and bursting of the mains transformer in A.P. 32020 16-watt amplifiers especially when two or more of the amplifiers are stacked one above the other.

2. Ships already experiencing this and ships in which the ambient temperature of the cases of the amplifiers exceeds 70° C. are to investigate the possibility of reducing stacking and/or fitting of additional ventilation and where appropriate to raise forms S.1182 for any work to be carried out.

(D.E.E. 737/71/1.)

UNCLASSIFIED.

629.—Ammunition—Gauges N1, Mk. 2, Testing Fuze Setting Machine, Mk. 7.

(*A.F.O.* 1313/1959.)

A number of gauges N1, mk. 2, testing fuze setting machine, mk. 7, have been found to be inaccurate. The inaccuracies are inherent in the gauge design and additionally in some instances are also due to slight divergence from manufacturing drawings. It has been established that the design tolerances on the gauge use up the fuze setting machine tolerances.

2. H.M.A. ships using the gauge are warned to look for, and allow for, gauging errors when testing fuze setting machines. Graduation errors of up to $\pm$ 3 minutes may be found on the engraving on top or bottom rings, this error may be aggravated by the eccentricity tolerance on the mating parts of the gauge permitting a misalignment of up to $\pm$ 35 minutes.

3. The gauge is being re-designed, but until supplies become available, the use of gauge should be used as a rough guide where accuracies no greater than one fuze number is required. For accuracies of less than a fuze number, the gauge reading should be viewed with reserve.

(D.O.U.W. 4435/11/330.)

UNCLASSIFIED.

630.—Ammunition—Propellant—Landing—Destruction—Report.

(*A.F.O.* 1314/1959.)

Propellant of the following lots and sub-lots is due for withdrawal from serivce and any cartridges containing them 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 to Navy Office for instructions.

Propellant Lot or Sub-lot No.	*Propellant Nature and Size.*	*Nature of Gun Ammunition, &c., which may be involved.*
RNC 765 ..	SC 109 ..	B.L. 6-in.; Q.F. 4.7-in.
RNC 767 ..	SC 103 ..	B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4-in.
MEC 132XP		
RNC 6201XB	ASN/T 190–054..	Q.F. 4.7-in.; Q.F. 4-in. (F.A.).
RNC 2174 ..	HSC/T 134–055..	Q.F. 3-pdr.; Q.F. 2-pdr.
RNC 2176 ..		
RNC 2178 ..		
RNC 2180 ..		
RNC 2181 ..		
RNC 2186 ..		
RNC 2187 ..		
RNC 2188 ..		
RNC 2193 ..		
RNC 2194 ..		
RNC 2195 ..		
RNC 2199 ..		
RNC 2200 ..		
RNC 2205 ..		
RNC 2208 ..		
RNC 2210 ..		
RNC 2216 ..		
RNC 2217 ..		
RNC 2410XA		
RNC 2414XA		
RNC 4915XH	HSCK/T 134–055	Q.F. 3-pdr.; Q.F. 2-pdr.; D.C.T.; squid, A/S mortar.
RNC 4929XH		
RNC 4930XH		
RNC 4938XH		
MEC 37 ..	HSC/T 124–058..	Q.F. 3-pdr.; Q.F. 2-pdr.
RC 1751 ..	FNHP 022 ..	Q.F. 40/60.
RC 1752 ..		
RC 1753 ..		
RC 1754 ..		

2. Attention is drawn to article 211 of B.R. 862 Naval Magazine and article 53 Explosives Regulations 1956, and paragraphs 6, 7 and 9 of B.R. 862A Naval Cordite Regulations.

3. Separate instructions have been issued to R.A.N. armament depots.

(D.O.U.W. 729/57/9.)

UNCLASSIFIED.

631.—Ammunition—Pyrotechnics—Allowances to Naval Harbour Craft.

Naval craft employed on duties within harbours and ports are to be supplied with naval pattern pyrotechnics that may be needed to comply with local port orders.

2. The pyrotechnics referred to are to be exchanged annually by arrangement with the nearest Naval Armament Depot.

3. Navy Order 27 of 1957 is hereby cancelled.

(D.O.U.W. 728/51/1.)

(*Navy Order* 27 *of* 1957.)

UNCLASSIFIED.

632.—Admiralty Gyro-Magnetic Compass, Types 5 and 6—Modification to D.A.T.E.C. Units.

(*A.F.O.* 1085/1959.)

The cam for correction of the residual deviation in the A.G.M.C. type 5 and type 6 has been designed to suit areas where the horizontal component of the Earth's field is 0.18 oersted (i.e., waters of the United Kingdom). The corrector system is a current-operated device wherein certain ampere turns give a correction for one given value of the horizontal component of the Earth's magnetic field. It therefore, follows that when the ship changes her magnetic latitude small errors in correction will be introduced in the same way as they would in the residual deviation table of any conventional compass corrected by permanent magnets. It also follows that, where a cam is cut to correct the residual deviation obtained in any part of the world where " H " is not 0.18, the calibration circles engraved on the cam will be incorrect. With existing equipment this fault cannot be corrected.

2. The difficulty can, however, be overcome by making a modification in the D.A.T.E.C. After carrying out this modification it will be possible to adjust a potentiometer whenever the ship is swung, and thereby to vary the correcting current to suit the local value of " H " so that the values engraved on the cam are correct for that locality.

3. The modification to the D.A.T.E.C. involves changes in the values of certain resistors and potentiometers. This enables the current to be increased in regions of high values of the horizontal component of the Earth's magnetic field, so that the necessary ampere-turns may still be available to produce 3° correction from the cam, and to be reduced in regions of low values of the horizontal component of the Earth's magnetic field to avoid more than 3° correction being given by the cam.

4. The alterations necessary to achieve this are as follow—

(*a*) *A.G.M.5—D.A.T.E.C. Unit, Pattern* 8136—

(Reference should be made to B.R. 1788, plate XIV.)

(i) Replace resistors R4 and R5 by resistors pattern F16 011–3300 in each case.

(ii) Replace potentiometer RV2 by potentiometer pattern F16 011–9843.

(iii) Replace variable resistor RV3 by variable resistor pattern F16 011–9847.

(*b*) *A.G.M.6—D.A.T.E.C. Unit, Pattern* 8164—

(Reference should be made to B.R. 109, plate V.)

(i) Replace resistors R9 and R10 by resistors pattern F16 011–3300 in each case.

(ii) Replace potentiometer RV2 by potentiometer pattern F16 011–9843.

5. After effecting the above modification, complete re-adjustment of the automatic deviation corrector will be necessary and the procedure given on page 25 of B.R. 1788 (A.G.M.5) and page 49 of B.R. 109 (A.G.M.6) should be followed.

6. It is subsequently necessary to ensure that, whenever the ship is swung, the adjustment of the automatic deviation corrector is such that the cam gives the requisite 3° of correction. This is achieved as follows—

(*a*) Insert an uncut cam disc in the D.A.T.E.C. (spare discs are stowed at the rear of the D.A.T.E.C. cover plate). Switch the equipment on with the 5-position switch at *mag*. Observe compass heading. Turn the *auto. dev.* switch to *on*, whereupon the compass heading should change 3° east (as indicated on the deviation dial), i.e., ship's head should go to higher readings.

(*b*) If adjustment of the automatic deviation corrector is necessary, turn the potentiometer marked *increase deviation* in the appropriate direction until the compass is deflected 3° east. The effect of the automatic deviation corrector may be observed at the "ship's head" dial on the D.A.T.E.C. or at the master unit.

(*c*) If it is preferred to check with the compass in the non-transmitting state, turn the compass bowl, if necessary, until the internal lubber is opposite the north point of the card. Then turn the *auto. dev.* switch to *on* and observe the change in heading at the compass card.

(*d*) When adjustment of the automatic deviation corrector is complete, switch off *auto. dev.* and proceed with swing, finally replacing the uncut cam by one of the required shape.

7. The above modifications should be carried out by ship's staff immediately before the next occasion of swinging the ship for adjustment of the compass concerned.

8. The compass should not be used between the execution of the above modifications and the re-adjustment.

9. Admiralty has advised that the relevant publications will be amended.

(D.E.E. 4518/38/129.)

UNCLASSIFIED.

633.—Naval Stores (Air)—Vocab. Sections 36PP and 64PP Engine Spares and Tools Common to Python and Double Mamba—Change of R.A.F. Stores Reference.

(*A.F.O.* 1088/1959.)

Further to Navy Order 105 of 1959 (*title as above*) the Python engine spares detailed below are also required for Double Mamba engines and have been re-referenced as indicated—

Old Ref. No.	*New Ref. No.*
36PP/2619	36SS/9174.
36PP/2677	36WW/5279.

2. Stocks and naval store accounts should be adjusted accordingly.

(D.N.A.S. 4411/18/284.)

(*Navy Order* 105 *of* 1959.)

UNCLASSIFIED.

634.—Naval Stores (General) (Class E, Group 2D)—Jointing Oilproof (in Rolls) Patterns 2150, 2151 and 2153—Deletion from Rate Book.

(*A.F.O.* 596/1959.)

Admiralty reports have confirmed the suitability of C.A.F. Jointing, patterns E2d/5194–5196 for use in lieu of Jointing Oilproof (in rolls) patterns E2d/2150, 2151 and 2153 and it has therefore been decided to delete the latter patterns from the Rate Book and authorized list of naval stores. Stocks should, however, continue to be issued until expended.

2. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4512/23/146.)

UNCLASSIFIED.

635.—Naval Stores (General) (Class E, Group 2D)—Packings, Asbestos—Change of Denomination.

(*A.F.O.* 966/1959.)

Packings, asbestos, are used by length and not by weight and it has been decided to amend the denomination of the following ranges of packing to "feet"—

Patterns E2D/7400–7406 Packing Asbestos for Saturated Steam.
E2D/7500–7509 Packing Mica Lubricated.
E2D/7700–7708 Packing Graphited Asbestos with Lead Wire Weave for General use.
E2D/7800–7806 Packing Cotton.
E2D/7900–7913 Packing Hemp.

2. H.M.A. ships and establishments holding stocks of these packings should adjust their records accordingly. It should be noted that the weight per foot may vary between manufacturers.

3. Admiralty has advised that B.R. 810, Rate Book and Authorized List of Naval Stores, will be amended.

(D.N.A.S. 4512/23/148.)

UNCLASSIFIED.

636.—Naval Stores (General) (Class E, Group 5)—Diving—Divers Wrist Depth Gauge—"Digag"—Introduction and Allowances.

(*A.F.O.* 1107/1958.)

A non-pattern divers wrist depth gauge "Digag" is being introduced into service to meet the requirements of both clearance divers and compressed air divers.

2. The gauge which is luminous, registers from 0 to 120 feet and is to be periodically tested in accordance with Navy Order 363 of 1959.

3. Allowances are on the following scale and issue will be made without demand by S.N.S.O. Sydney on receipt of stocks—

H.M.A. Ships and Establishments.	*No. of Copies.*
H.M.A.S WATSON	6
M.C.D.T.	4
M.C.D.U.	2
H.M.A.S. MELBOURNE	4
H.M.A.S. VOYAGER	2
H.M.A.S. VENDETTA	2
H.M.A.S. VAMPIRE	2
H.M.A.S. QUIBERON	2
H.M.A.S. QUICKMATCH	2
H.M.A.S. QUEENBOROUGH	2
H.M.A.S. ANZAC	2
H.M.A.S. TOBRUK	2
H.M.A.S. GASCOYNE	2
H.M.A.S. DIAMANTINA	2
H.M.A.S. WARREGO	2

(D.O.U.W. 4512/50/539.)

(*Navy Order* 363 *of* 1959.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES. UNCLASSIFIED.

637.—Accounting Procedure—Clothing.

This order sets out the procedure to be followed and the forms to be used in accounting for clothing in H.M.A. ships and establishments.

2. The following forms are to be used in accounting for clothing—

Form No.	Title.
	For Account.
A.S. 83	Clothing and Mess Gear Ledger Sheet.
	For Receipts.
A.S. 134V/A.V. 120	Demand/Store Issue Note.
A.S. 549	Supply, Receipt or Return Note.
A.S. 107	Advice of Recovery of R.A.N.R. Clothing.
	For Gratuitous Issues.
A.S. 79a	Clothing issued free to new entries—Class II. R.A.N.
A.S. 79c	Clothing issued free to Musicians on entry.
A.S. 79d	Clothing issued free to W.R.A.N.S. ratings on entry.
A.S. 79e	Clothing issued free to W.R.A.N.S. ratings on completion of two weeks' training.
A.S. 79f	Clothing issued free to Cadet Midshipmen R.A.N. on entry.
A.S. 79g	Clothing issued free to Cadet Midshipmen R.A.N. on passing out.
A.S. 79k	Clothing issued free to R.A.N.R. Class II. on entry.
A.S. 79m	Clothing issued free to R.A.N.R. Class III. on entry.

Form No.	Title.
	For Gratuitous Issues.
A.S. 79n	Clothing issued free to R.A.N.R. Officers on entry.
A.S. 79p	Clothing issued free to Naval Artificer Apprentices.
A.S. 79r	Clothing issued free to R.A.F.R. ratings on entry, for period of three months or more—Class II.
A.S. 79s	Clothing issued free to R.A.F.R. RATINGS on entry for periods of three months or more—Class I. or III.
A.S. 105	Miscellaneous Gratuitous Issues of Clothing.
	For Repayment Issues.
A.S. 80	Cash Clothing Issue Note.
A.S. 1048	Daily Abstract of Clothing Issued on Repayment.
R.A.N.C. 17	Clothing issued on repayment to Cadet Midshipmen.
	For Loan Issues.
A.S. 101	Record of issues on loan.
A.S. 101W	Bedding issued on loan to R.A.N.R.
	Miscellaneous Credits.
A.S. 330Z	Articles returned to Victualling Yards.
A.S. 331Z	Report of Survey.
A.S. 549	Issues to other ships, &c.
A.S. 126	Loss by neglect or accident.
	For Stocktaking.
A.S. 1053	Record of Musters of Victualling Stores.
A.S. 148	Inside and Outside Stocktaking Report.

INSTRUCTIONS REGARDING THE USE OF THE FORMS.

A.S. 83.—*Clothing Ledger Sheet* (*Stock Ledger*).

3. Loose-leaf ledger sheets, enclosed in binders are to be used for recording all receipts, issues and returns of articles of clothing. Receipts and issues are to be posted on separate lines, the "remains" column being invariably completed. All transactions are to be posted daily so that the stock ledger is an up-to-date record of stocks held by the Supply Officer or officer responsible for victualling accounts.

4. Entires on forms A.S. 83 are to be supported by the following vouchers or records—

Receipts.	
From Victualling Yards	Form A.S. 134V/A.V. 120—Store Supply Note.
Other Ships Clothing recovered from R.A.N. personnel on discharge Forfeited kits of deserters (I.P.I. 178) Clothing recovered from R.A.N.R. personnel other than on discharge	Form A.S. 549—Supply Note.
Clothing recovered from R.A.N.R. personnel on discharge	Copy No. 2 of A.S. 79 Series.
Commonwealth Clothing Factory	Invoices received.
Surplus found at stock-taking	Form A.S. 148—Stocktaking Report.
Other Services	Form received from Service supplying.

Issues.

Gratuitous issues on entry	Forms A.S. 79 Series.
Miscellaneous gratuitous issues ..	Form A.S. 105.
Repayment issues	Form A.S. 80 and Form A.S. 1048.
Items surveyed for destruction on board	Form A.S. 331Z—Report of Survey.
To Victualling yards	Form A.S. 330Z—Articles returned to Victualling Yards.
To other ships	Form A.S. 549—Receipt Note.
Deficiencies at stocktaking	Form A.S. 148—Stocktaking Report.

5. All supporting vouchers are to be filed in chronological order. Vouchers in respect of each calendar month are to be bundled and retained by the Supply Officer or officer responsible for victualling accounts.

6. Forms A.S. 83 are to be arranged in the binders in the same order as the items appear in the clothing price lists, cardboard divisions being inserted between the groups, e.g., officers clothing, repayment clothing, &c., (*see* paragraph 7, badges and medal ribbons). Forms A.S. 83 prepared to record transactions in regard to made-to-measure uniforms are to be kept in a separate group. All clothing items recovered from discharged personnel are to be taken on charge in a separate group as part-worn clothing. A separate binder may be used for items of loan clothing.

7. Badges and Medal Ribbons.—Forms A.S. 83 are to be prepared and stocks accounted for only under the headings shown in the clothing price list. Stocks of badges in each group are to be stowed separately and in order of pattern number. In order to ensure adequate control of stocks required to be maintained and facilitate the preparation of replenishment demands, a manuscript record of the stock of each pattern is to be kept and amended only when stocktaking is carried out. The total for each group should agree with the remains shown in the ledger. The daily issues of badges are to be summarized under each heading for entry in the stock ledger.

8. Stocks of form A.S. 83 are to be kept in safe custody by the Supply Officer or his authorized representative, and are to be initialled and dated by the officer charged with their custody before being issued to the ledgerkeeper. As each form is completed the remains thereon are to be transferred to a new sheet by the Supply Officer or his authorized representative; the completed form is then to be transferred to a dead ledger, in which the forms are to be kept in the same sequence as in the current ledger.

9. When stocktaking is carried out, the quantities found are to be compared with remains as per form A.S. 83, and the stock ledger sheet is to be initialled and dated in the column provided. Stocktaking Report, form A.S. 148, is to be prepared to adjust any discrepancies, one copy being used to support the entries in the stock ledger and two copies forwarded to Director of Victualling at the close of the month.

A.S. 549.—Demand, Supply or Receipt Note.

10. This form is to be used for the following—

(*a*) Issues to other ships or services. The original copy is to be retained by the receiving ship; the duplicate receipted copy is to be forwarded to the Director of Victualling at the close of the month; and the triplicate receipted copy retained by the supplying ship to support the entries in the stock ledger (form A.S. 83).

(*b*) Transfers of cash clothing to loan clothing, the duplicate copy being forwarded to the Director of Victualling at the close of the month.

A.S. 549.—Recoveries of Clothing.

11. (*a*) R.A.N. Personnel. Clothing recovered in accordance with the regulations from personnel being discharged and deserters kits forfeited are to be recorded on form A.S. 549, the duplicate copy being forwarded to the Director of Victualling at the close of the month. Items not recovered are to be dealt with on form A.S. 126, marked "Not for ledger action", and copies attached to forms A.S. 549.

(*b*) R.A.N.R. Personnel. Procedures regarding members due for discharge are—

(i) The column headed "Returns" on the relevant clothing issue record is to be ruled through for items which may be retained under the regulations. (Copy no. 2 of form A.S. 79, *see* paragraphs 14, 15 and 16.)

(ii) Items recovered are to be entered in the column provided on the clothing issue record which is to be used to support the entries in the stock ledger (form A.S. 83). The entries on this record are to be made, as far as practicable in the presence of the member being discharged who is to sign the certificate in the space provided, and initial any alterations thereon.

(iii) Form A.S. 107 is to be prepared in triplicate in respect of each member being discharged and distributed as follows—

Copy 1—To Certifying Officer.
Copy 2—To R.A.N.R. office.
Copy 3—To be attached to clothing issue record.

(iv) Action for recovery is to be taken in respect of any items not returned. Items recovered subsequently are to be taken on charge in the stock ledger (form A.S. 83), form A.S. 549 being used, a copy being passed to the Certifying Officer.

(v) Where recovery cannot be effected, form A.S. 126 marked "Not for ledger action" is to be prepared in the normal manner and the duplicate attached to copy 1 of form A.S. 107.

(*c*) Items returned for replacement (*see* paragraph 17 (*b*)) are to be taken on charge in the part-worn section of the stock ledger using form A.S. 549.

A.S. 79a.—Clothing issued free to new entries—Class II. R.A.N.

A.S. 79c.—Clothing issued free to musicians on entry.

A.S. 79d.—Clothing issued free to W.R.A.N.S. ratings on entry.

A.S. 79e.—Clothing issued free to W.R.A.N.S. ratings on completion of two weeks training.

A.S. 79f.—Clothing issued free to Cadet Midshipmen on entry.

A.S. 79g.—Clothing issued free to Cadet Midshipmen on passing out.

A.S. 79p.—Clothing issued free to Naval Artificer Apprentices.

A.S. 79r.—Clothing issued free to R.A.F.R. ratings on entry for periods of three months or more—Class II.

A.S. 79s.—Clothing issued free to R.A.F.R. ratings on entry for periods of three months or more—Class I. and III.

12. These forms are to be utilized for recording gratuitous issues to personnel in the respective categories. Copies 1 and 3 show the items of kit authorized for issue immediately on entry, and copy 2 indicates the complete authorized kit for each category. It is the responsibility of the Supply Officer to ensure that the forms are altered in respect of any amendment to the authorized kits before issues are made.

13. The forms are to be prepared in triplicate in respect of each member and distributed as follows—

Copy 1—The issues for each category are to be summarized daily on a separate copy 1 which is to be used as the posting medium. The forms for the individual issues are to be attached to the summarized copy which will support the entires in forms A.S. 83.

Copy 2—To be retained by the clothing store in alphabetical order for each category and utilized as a record of outstanding items of kit. Outstanding items including items deferred until completion of Recruit Disciplinary Course are to be issued on form A.S. 105 and such issues are to be entered on this copy and a signature obtained on both forms. Where complete issue of items of kit has not been made before drafting, copy 2 is to be forwarded to the Supply Officer of the ship or establishment to which the rating is drafted. When all authorized items of kit have been issued the form is to be forwarded, at the close of the month, to the Director of Victualling.

Copy 3—To be forwarded to the Director of Victualling at the close of the month of issue.

A.S. 79k.—Clothing issued free to R.A.N.R. Class II. on entry.

A.S. 79m.—Clothing issued free to R.A.N.R. Class III.

A.S. 79n.—Clothing issued free to R.A.N.R. Officers.

14. The instructions in paragraphs 12 and 13 are applicable except for copy no. 2. This copy (clothing issue record) is retained in the depot. When replacements are made, the date of issue only vide form A.S. 105 (*see* paragraphs 17, 18 and 19) is to be shown against the item replaced.

15. When additional items are issued, details are to be entered from form A.S. 105.

16. The clothing issue record is to be kept in a safe place in alphabetical order for all serving personnel (*see* sub-paragraph 11 (*b*)) concerning final recovery of items).

A.S. 105.—Miscellaneous gratuitous issues.

17. This form is to be used to record the following—

(*a*) *General*—

Issues of small blue drill kit bags by recruiting depots to new entry ratings.
Outstanding items of initial kit including made-to-measure clothing (*see* paragraphs 12 and 13).
Items issued on completion of Recruit Disciplinary Course (*see* paragraphs 12 and 13).
Badges.
Cap ribbons.
Action working dress—H.M.A.S. TARANGAU.
Boots, heavy—H.M.A.S. TARANGAU.
Australia flashes.
Items on personal loan.
Additional items to R.A.N.R. personnel (details of these issues are to be entered on copy no. 2 of form A.S. 79—*see* paragraphs 14, 15 and 16).

(*b*) *Replacement*—

Defective clothing.
Junior Musicians.
Items on personal loan.
Items for R.A.F.R. on short term service exceeding three months.
Items for R.A.N.R.

NOTE.—In these cases, excepting R.A.N.R. and where an unavoidable loss has occurred, a reference to the date of the return of the unserviceable items is to be shown in the "Authority" column. Where an unavoidable loss has occurred, the certificate of the investigating officer is to be attached to form A.S. 105.

(*c*) *Other issues to*—

R.A.N.R.(S) Officers.
Naval Dockyard Police.
W.R.A.N.S.—Additional issues for tropical areas.
W.R.A.N.S. Officers.
R.A.N.R.—Additional issues for periods of not less than three months' training.

NOTE.—A separate form is to be used for issues to each member.

18. This form is to be prepared in duplicate, copy (1) being retained to support the entries in the stock ledger (form A.S. 83) and copy (2) forwarded to the Director of Victualling at the close of each month.

19. Issues to more than one rating may be made on the form except where stated in sub-paragraph 17 (*c*), but a separate form is to be used for each day's issues.

Form A.S. 80.—Cash Clothing Issue Note.

20. The form after preparation is to be presented to the clothing store.

21. The prices and extensions are to be inserted by the supply staff and issue of the clothing made on payment of value in cash. The forms are to be numbered consecutively commencing with No. 1 each month.

22. The details of items, quantities and total value are to be abstracted daily to form A.S. 1048.

23. The forms are then to be retained with the duplicate copy of the form A.S. 1048 (*see* paragraphs 24, 25 and 26).

Form A.S. 1048.—Daily abstract of clothing issued on repayment.

24. This form is to be prepared in duplicate, and serially numbered commencing with no. 1 each month. The forms are to be completed daily in respect of the whole of the receipts for the day. When it is necessary to effect sales after the normal hour for closing the day's transactions, the forms A.S. 80 may be included in form A.S. 1048 for the following day, it if is not practicable to account for them on the day of sale.

25. The total value as shown by form A.S. 1048 should agree with the cash takings, and any difference is to be investigated immediately. After proving the original is to be handed to the Supply Officer with the cash involved. The Supply Officer is to issue an official receipt which is to be attached to the duplicate form A.S. 1048 used to support the entries in the stock ledger (form A.S. 83). The original copy is to be used as a supporting voucher in the monthly cash account.

26. In ships without a Supply Officer a manuscript certificate in duplicate is to be prepared in lieu of form A.S. 1048. The original certificate together with the cash involved is to be handed to the nearest Base Supply Officer or receiver of public moneys on the staff of the Naval Officer-in-Charge. An official receipt is to be issued by the Base Supply Officer or receiver of public moneys as applicable and is to be returned to the officer concerned for attachment to the duplicate certificate used to support the entries in the stock ledger (form A.S. 83). The original certificate is to be forwarded as follows—

(*a*) *By Base Supply Officer.*—With monthly cash account.

(*b*) *By Receiver of Public Moneys.*—To Director of Victualling, Navy Office, at the close of each month.

R.A.N.C. 17.—Clothing issued on repayment to Cadet Midshipmen.

27. Forms A.S. 80 for cash clothing issued to Cadet Midshipmen not on active pay are to be abstracted daily to form R.A.N.C. 17.

28. Forms R.A.N.C. 17 is to be prepared in duplicate, the values proved and distributed as follows—

Original—to Pay Office for action as in Interim Pay Instructions, article 175 (2).

Duplicate—retained by Supply Officer, with relevant forms A.S. 80 attached to support the entries in the stock ledger (form A.S. 83).

Form A.S. 101—Record of Clothing on Loan.

29. The forms are to be kept in binders, separate binders being used for personal issues to officers and ratings and issues to departmental officers. Separate pages in each section are to be allocated for each letter of the alphabet used.

30. Particulars of loan clothing issued are to be recorded on the form, any blank spaces being ruled through and the signature of the recipient obtained in the column provided.

31. An interim receipt is to be obtained from the rating drawing items of bedding for an officer. This receipt should be retained pending completion of the form by the officer concerned.

32. Items issued on loan are not to be written off ledger charge.

33. All issues and signatures are to be recorded in ink or indelible pencil.

34. A horizontal line is to be drawn through the relevant issue entry when clothing is returned from personal issue. If some articles only are returned, all items shown as being on issue are to be dealt with as having been returned and a new entry made for articles retained and signed for by the member concerned.

35. The responsible rating receiving articles returned from loan is to sign in the column provided. Members returning articles should ensure that the record of such issues is cancelled. A notice to this effect should be displayed outside the appropriate office or storeroom.

36. Entries on form A.S. 101 are not required when unserviceable articles on issue to departmental officers are returned and replaced.

37. When any change occurs in appointment of the responsible departmental officer, a new receipt is to be obtained from the incoming officer for the articles on loan to the outgoing officer.

38. The line showing "Total on loan" is to be entered in pencil and amended immediately after each issue or return.

39. Completed pages, i.e., those on which there are no outstanding items, are to be retained in a separate section.

40. Action is to be taken to ensure that the quantities of articles maintained on board for loan issue are strictly in accordance with prescribed scales.

41. Form A.S. 126 is to be raised in the normal manner for any items lost, whatever the reason.

42. All names current on the forms are to be checked quarterly against forms A.S. 224Z held by the Captain's Secretary and Regulating Office. Form A.S. 1053, Record of Stocktakings, is to be noted accordingly.

43. Standing orders are to be framed to ensure that the "draft out" routine is strictly complied with by all officers and ratings so that a clearance is given by the clothing store.

A.S. 101W.—Bedding issued on loan to Reserve ratings.

44. Loan bedding items issued to R.A.N.R. trainees are to be recorded on this form. R.A.N.R. ratings are to be issued with bedding in their reserve depot.

45. The items are not to be written off charge in the stock ledger (form A.S. 83).

46. Items returned are to be entered in the column provided on the form and signed for by the stores rating in the presence of the rating returning. If any items are not returned, form A.S. 126 is to be prepared immediately (*see* paragraph 47) and the items written off charge in the stock ledger. The entries in the stock ledger are to be supported by copy no. 2 of form A.S. 126.

A.S. 331Z.—Report of Survey—Articles condemned and destroyed on board.

47. The forms are to be prepared in triplicate and distributed as follows—

No. 1 Copy.—To be rendered to the Director of Victualling.

No. 2 Copy.—To be forwarded to the (S) Victualling Store Officer at the port at which the stores were drawn.

No. 3 Copy.—To be retained to support the entires in the stock ledger.

A.S. 126.—Losses by neglect or accident.

48. This form is used for the following—

(*a*) Losses by individuals.

(*b*) Articles not returned on discharge.

49. The distribution of the form is as follows—

Original.—Forwarded to Director of Victualling at close of month.

Duplicate.—Retained by the Supply Officer or officer responsible for victualling accounts to support the writing off charge in form A.S. 83. Forms A.S. 126 marked "Not for ledger action" are to be dealt with as detailed in sub-paragraphs 11 (*a*) and 11 (*b*) (v).

Stocktaking.

50. Stocktakings are to be carried out as follows—

(*a*) *Articles*—	*Frequency*—	*Stocktaker*—
Cash clothing	Monthly	An officer.
Loan clothing (including inspection of Permanent Loan Lists)	Quarterly	An officer.
All articles	On paying off and on change of Supply Officer	An officer.

(*b*) In ships without Supply Officers, all articles by an officer monthly; on change of rating keeping accounts and on change of Captain.

51. Details of stocktaking performed are to be recorded on form A.S. 1053—Record of Muster of Victualling Stores.

General.

52. Erasures are not to be made. If an error has been made the incorrect figure is to be struck through, the correct figure inserted, and the alteration initialled by the person concerned.

53. When any items shown on the form A.S. 79 series are not issued, the letter X is to be inserted in the issue column against the items concerned.

54. All entries on vouchers are to be made in indelible pencil or ink. Entries in the stock ledger (form A.S. 83) are to be made in ink. Purple or green ink must not be used.

55. Navy Orders 382 of 1956 and 90 of 1959 are hereby cancelled.

(D.V. 4532/4/122.)

(*Navy Orders* 382 *of* 1956 *and* 90 *of* 1959.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

638.—Books—A.B.R. 4—Naval Storekeeping Manual.

A.B.R. 4, Naval Storekeeping Manual will shortly be available and copies will be distributed, without demand, to all ships and services concerned in accordance with the appendix to this order.

2. The manual has been classified "Restricted" and personal issues cannot be made. Allowances have therefore been limited to the number required by ships officers for regular reference, copies for libraries and those for the use of Supply Officers and stores ratings.

3. The instructions contained in the new manual are based on current instructions and procedure, except that, any instructions issued by Navy Order subsequent to Navy Order 1 of 1959 have not yet been incorporated, and those outstanding will be included by amendment to the manual.

4. Future changes in procedure will be promulgated in Navy Orders and included in the manual by periodical amendments. Wherever possible, amendment will be effected by re-issuing complete pages.

5. The new manual supersedes B.R. 4, the R.A.N. supplement to B.R. 4 and A.P.(N) 5, which, on receipt of the new manual, are to be disposed of in accordance with article 2513 (*b*) or (*c*) of A.B.R. 4.

6. The instructions contained in B.R. 1 regarding accounting for B.R.'s and A.P.'s are also superseded by the new manual and all copies of B.R. 1 are to be noted accordingly.

APPENDIX.

Ship or Establishment, &c.	*Allowances.* *For Ship &c., Use.*	*For Supply Officers and Stores Staff.*	*Total per Ship or Unit.*	*Remarks.*
Light Fleet Carriers	5	9	14	
Cruisers	4	7	11	
Daring Class	4	3	7	
Destroyers—Battle Class ..	4	3	7	
Destroyers—Tribal Class ..	4	3	7	
Frigate—Converted Fleet ..	3	3	6	
Frigate—Type 12	4	3	7	
Frigate—Modified River ..	3	3	6	
Frigate—Sloop	3	3	6	
Ocean Minesweepers	2	2	4	
Fleet Tugs	1	1	2	
Boom Defence Vessels ..	1	—	1	
Air Squadrons	1	1	2	
H.M.A.S. ALBATROSS ..	9	9	18	
H.M.A.S. CERBERUS ..	10	25	35	Including 20 for Supply School.
H.M.A.S. CRESWELL ..	2	4	6	
H.M.A.S. HARMAN ..	2	4	6	
H.M.A.S. HUON	1	1	2	
H.M.A.S. KUTTABUL ..	5	1	6	
H.M.A.S. LEEUWIN ..	3	3	6	
H.M.A.S. LONSDALE ..	3	3	6	
H.M.A.S. MELVILLE ..	4	4	8	
H.M.A.S. MORETON ..	1	2	3	
H.M.A.S. NIRIMBA ..	5	4	9	
H.M.A.S. PENGUIN ..	6	6	12	
H.M.A.S. RUSHCUTTER ..	1	1	2	
H.M.A.S. TARANGAU ..	4	8	12	
H.M.A.S. TORRENS ..	1	1	2	
H.M.A.S. WATSON ..	5	5	10	

APPENDIX—*continued.*

Ship or Establishment, &c.	*Allowances.* *For Ship, &c., Use.*	*For Supply Officers and Stores Staff.*	*Total per Ship or Unit.*	*Remarks.*
R.A.N. Experimental Laboratory	1	1	2	
Boom Defence Depots ..	2	1	3	Not to be issued until depots re-open.
F.O.C.A.F.	—	—	2	
F.O.I.C.E.A.	—	—	10	Including C. of P. Sydney.
Naval Liaison Officer, London	—	—	1	
Captain D	—	—	1	
Captain F	—	—	1	
Naval Dockyard, Williamstown	—	—	1	
Audit Inspection, Garden Island	—	—	1	
Inspection Staff (Naval Stores)	—	—	—	One per officer (A.I.O. and above) plus one for office use.
S.N.S.O. Sydney	—	—	15	
N.S.O. Port Melbourne ..	—	—	3	
D.N.S.O. i/c, Fremantle ..	—	—	3	
Navy Office	—	—	28	

(D.N.A.S. 465/52/23.)

RESTRICTED.

639.—Books—B.R. 862—Naval Magazine and Explosives Regulations.

B.R. 862 is intended for use in H.M.A. ships only. H.M.A. establishments are to follow the provision of B.R. 863, Naval Air Station Magazine and Explosives Regulations, so far as is practicable. B.R. 862 is being revised and will be issued as a 1959 edition comprising N.M.E.R. B.R. 862 (H.M. ships), dated 1956, amended to accommodate as a supplement the revision of B.R. 863 (R.N.A.S. M.E.R.).

2. As regards B.R. 862A and B.R. 862A (i) those Naval Propellant Regulations which affect H.M.A. ships have been incorporated in B.R. 862 dated 1956, while those which apply only to naval armament depots and naval ordnance inspecting officers, have been incorporated in the appropriate departmental regulations (Regulations for Naval Armament Services, B.R. 819 (2), and Instructions for the Inspection of Naval Armament Stores, B.R. 1203). B.R. 862A and B.R. 862A (i) are therefore obsolete except in establishments where B.R. 863 will remain relevant until the introduction of the 1959 edition of B.R. 862.

3. Navy Orders 432 and 912 of 1957 are hereby cancelled.

(D.O.U.W. 4139/13/3076.)

(*Navy Orders* 432 *and* 912 *of* 1957.)

UNCLASSIFIED.

640.—Books—B.R. 1336 "Handbook of Service Lubricants and Temporary Protectives".

The fifth edition of the abovementioned handbook has now been distributed.

2. Holders of the previous edition should return their copies to Superintending Naval and Air Store Officer, Sydney, for disposal, in terms of Navy Order 787 of 1957, paragraph 17.

(D.N.A.S. 465/52/17.)

(*Navy Order* 787 *of* 1957.)

UNCLASSIFIED.

641.—Cancellation of Navy Order.

Navy Order 640 of 1957 has been superseded by Navy Order 524 of 1959 and is hereby cancelled.

(D.N.A.S. 4518/1/1290.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
31st July, 1959.

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

By direction of the Naval Board.

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

5862/59.

UNCLASSIFIED.

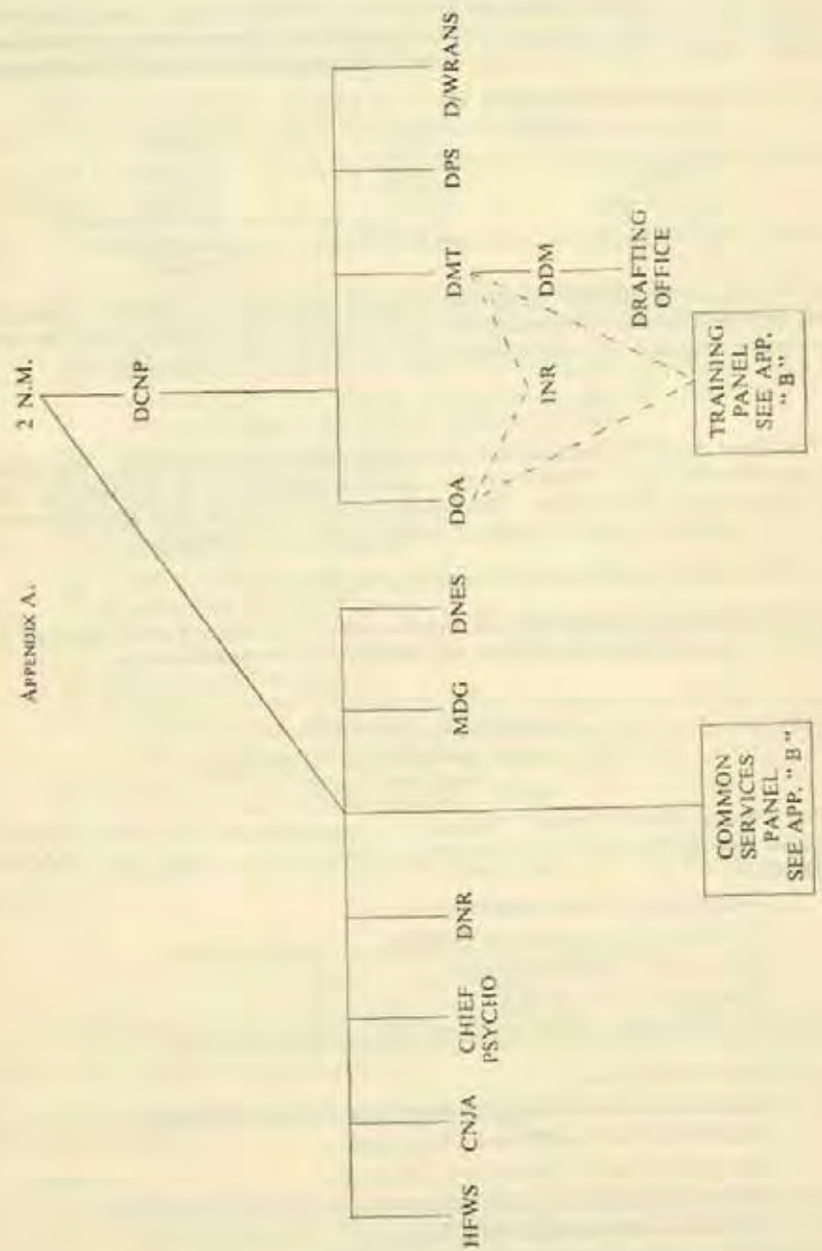
642.—Organization of the Second Naval Member and Chief of Naval Personnel.

The organization of the Second Naval Member and Chief of Naval Personnel has been revised and the new organization is shown diagrammatically as appendix A.

2. The changes include the appointment of a Director of Officer Appointments (D.O.A.), the transfer of training responsibilities from the Director of Training and Staff Requirements (D.T.S.R.) to the Director of Officer Appointments in the case of officers and to the Director of Manning, who will now be known as the Director of Manning and Training (D.M.T.), in the case of ratings, and the establishment of a Training Panel and a Common Services Panel. The composition and functions of these panels is shown in appendix B.

3. The Director of Training and Staff Requirements will in future be designated Director of Tactics and Staff Requirements (D.T.S.R.).

4. Responsibilities and functions of Directors under the Second Naval Member and Chief of Naval Personnel are set out in appendix C.



APPENDIX B.

THE TRAINING PANEL.

The Naval Board has decided to constitute a Training Panel. The panel will comprise of Navy Office Directors who are charged with responsibilities in connexion with the training of Naval Personnel to meet the requirements of their Directorates.

2. *Composition.*—It is composed of—

D.M.T. (Chairman).	D.N.C.	D.A.M.R.
D.O.A.	D.G.S.	D.M.E.
D.T.S.R.	D.S.D.	D.E.E.
D.A.W.O.T.	D.N.E.S.	D/W.R.A.N.S.
M.D.G.	D.O.U.W.	CH.PSYCHO.
		D.N.R.

3. *Function.*—To provide singly and severally the Director of Officer Appointments and the Director of Manning and Training with such technical advice as they may need in meeting their responsibility for the training of officers and men.

THE COMMON SERVICES PANEL.

The Naval Board has decided to constitute a Common Services Panel. The panel will comprise the Senior Officers of the various specializations of the General List who are serving at Navy Office. The Senior Officers of the Medical and Instructor Branches may be co-opted for matters which concern their branches.

2. The Chairman will be the board member for personnel.

3. The function of this panel will be to advise the board on major matters of personnel policy affecting the officers and ratings of their specializations.

APPENDIX C—DIRECTIVES.

DEPUTY CHIEF OF NAVAL PERSONNEL.

(SHORT TITLE: D.C.N.P.)

The Deputy Chief of Naval Personnel is responsible to the Chief of Naval Personnel that the business of the following Directorates is properly and efficiently conducted—

Directorate of Officer Appointments.
Directorate of Manning and Training.
Directorate of Personal Services.
Directorate of W.R.A.N.S.

and for such other duties as directed by the Chief of Naval Personnel.

2. D.C.N.P. will act as—

Chairman of Officers Selection Committee but not for Cadets.
Chairman of the Complements Committee.
Chairman of the Mobilization Committee.
Chairman of the Pay Code Committee.
Chairman of the Habitability Committee.
Chairman of the Uniform and Clothing Committee.
Member of the R.A.N. Relief Trust Fund Committee.

DIRECTOR OF OFFICERS APPOINTMENTS.

(SHORT TITLE: D.O.A.)

The function of the Director of Officers Appointments is to provide the necessary number of appropriately trained officers to fill the complements of the ships and establishments of the Royal Australian Navy.

2. He is responsible for advising the Chief of Naval Personnel on the appointments of all officers of the rank of Commander and below.

3. He is also responsible to the Chief of Naval Personnel for the following matters—

(*a*) Establishment of officers.
(*b*) Planning of entry, training and promotion of officers to meet prescribed establishments.
(*c*) Co-ordination and overall supervision of training of officers.
(*d*) Critical appraisal of overhead involved in each aspect of officer training and of the courses and syllabi.
(*e*) Availability of schools appropriate to the training of officers. (But not schools where both officers and ratings are trained. Such schools are the responsibility of D.M.T.)
(*f*) Periodic visits to schools where officers only are trained.
(*g*) Entry and discharge of officers.
(*h*) Resignation of officers.
(*i*) Extension of retiring ages of officers.
(*j*) Deferment of leave of officers.
(*k*) Career planning for officers.
(*l*) Passages overseas for officers.
(*m*) Promotion to the Special Duties List to meet requirements and that appropriate numbers of S.D. List officers are forthcoming.
(*n*) Appointments for courses.
(*o*) Supervision of the progress of Upper Yardmen and Upper Yardmen candidates from first raising of rorm and that appropriate numbers of Upper Yardmen are forthcoming.
(*p*) Member of Mobilization Committee.
(*q*) Member of Complements Committee.
(*r*) Member of Training Panel.

4. The Inspector of Naval Recruiting is responsible to D.O.A. for the recruiting of officers.

DIRECTOR OF MANNING AND TRAINING.

(SHORT TITLE: D.M.T.)

The function of the Director of Manning and Training is to provide the necessary number of appropriately trained ratings to fill the complements of ships and establishments of the Royal Australian Navy.

2. He is responsible to the Chief of Naval Personnel through his deputy for the following matters—

Manning.

(*a*) Regulation of entry and recruiting of ratings including W.R.A.N.S. ratings.
(*b*) Manning requirements including review of ratings and W.R.A.N.S. ratings complements, in consultation with the appropriate technical departments and the Naval Staff. (For establishments vide Directive of Complements Committee.)

(*c*) Drafting of ratings and issue of Draft Notes. D.M.T. or his deputy is authorized to communicate direct with the schools on drafting matters. (For appropriation of W.R.A.N.S. ratings there is to be consultation with D/W.R.A.N.S. and for appropriation of specialist and technical ratings the schools are to be consulted as necessary.)

(*d*) The compilation of advancement rosters, in accordance with the regulations and for the advancement of ratings to fill vacancies in fleet numbers.

(*e*) The preparation and recording of statistical data in connexion with the manning of the fleet (but not including officers).

(*f*) The personnel aspects of mobilization (but not including officers).

(*g*) The preparation and issue of approved Peace and War Schemes of Complement (including officers).

(*h*) Discharges S.N.L.R. and UNSUITABLE.

(*i*) Removal of " R ".

Training.

(*a*) Planning of entry, training and advancement of ratings to meet requirements.

(*b*) Critical appraisal of courses and syllabi at the various schools where ratings are trained.

(*c*) The availability of schools appropriate to the training task (but not schools where officers only are trained).

(*d*) General oversight of the training work of any other agency connected with the training of ratings.

(*e*) Critical appraisal of the overhead involved in each aspect of the training of ratings.

(*Note.*—Where officers and ratings are trained in a common school, D.M.T. and not D.O.A. will be responsible that the school is adequate and appropriate for the joint task.)

3. D.M.T. is chairman of the Training Panel and Personnel Standards Committee. He is a member of the Mobilization Committee and of the Complements Committee.

4. The Deputy Director of Manning (short title: D.D.M.) is responsible to D.M.T. for the efficient conduct of the drafting of ratings, the issue of Draft Notes and the compilation of advancement rosters and the advancement of ratings. In the absence of D.M.T. he will deputize for him.

5. The Inspector of Naval Recruiting is responsible to D.M.T. for the recruiting of ratings.

DIRECTOR OF NAVAL RESERVES AND REGISTRAR R.A.F.R.

(SHORT TITLE: D.N.R.)

The responsibilities and functions of the Director of Naval Reserves are as follows—

(*a*) Administration and training of the Naval Dockyard Police.

(*b*) Administration, training and maintenance of records of the Citizen Naval Forces, this includes—

R.A.N. Emergency List.
R.A.F.R.
R.A.N.R. (Seagoing).
R.A.N.R.
R.A.N.R. (N.S.).
R.A.N.V.R.
R.A.N. Retired List.
R.A.N. (Reserves) Retired List.

(*c*) Administration of the Australian Sea Cadet Corps of the Navy League of Australia including annual inspection of all units.

(*d*) Preparation for mobilization of Citizen Naval Forces, and guarding key points in emergency; also for planning for new types of Reserves, Auxiliary Services, Projects, i.e., Yachtsmen, Papuan Reserve, W.R.A.N.S. Reserve List, Construction Corps, &c.

(*e*) The rendering of proposals and necessary data in connexion with the Naval Dockyard Police and the Citizen Naval Forces and the preparation of annual estimates of expenditure.

(*f*) Economy in expenditure generally having particular regard to training equipment, incidental and travelling arrangements for periodical training of the various reserves.

(*g*) The obtaining from naval sources of small craft for attachment to the various Naval Reserve training establishments and their maintenance.

(*h*) Annual inspection of all Naval Reserve training establishments.

(*i*) Member of the Training Panel.

MEDICAL DIRECTOR-GENERAL.

(SHORT TITLE: M.D.G.)

The Medical Director-General is responsible to the Chief of Naval Personnel for—

(*a*) Policy governing the general organization and administration of the Medical and Dental branches of the Royal Australian Navy, both for peace and war.

(*b*) Provision of facilities for medical and dental treatment of naval personnel.

(*c*) Maintenance of centralized medical records for all naval personnel.

(*d*) Naval Personnel matters—

(i) Physical and visual standards for entry, re-entry and re-engagement.

(ii) A member of the Training Panel and is responsible for stating the requirements and for advising D.O.A. and D.M.T. on syllabi and training aids in respect of the technical training of Medical and Dental branch officers and ratings.

(iii) Responsible that the knowledge imparted by the schools does in fact enable the ratings properly to perform their medical and dental technical duties.

(iv) Responsible for advising D.O.A. and D.M.T. on medical and dental complements.

2. The Medical Director-General is responsible to the Fourth Naval Member for the following matters connected with the supply of medical and dental stores—

(*a*) Fixing of scales (establishments).

(*b*) Procurement, storage, issue, survey and disposal of stores.

(*c*) Maintenance of adequate stocks for peace and war.

(*d*) Maintenance of a store accounting system for medical and dental stores throughout the R.A.N.

(*e*) Internal audit of medical and dental store accounts.

3. The Medical Director-General is responsible to the Secretary, Department of the Navy, for estimates of expenditure for medical and dental stores, and for estimates of expenditure for medical and dental treatment. He is also responsible for oversight and control of expenditure.

4. M.D.G. may be co-opted by the Common Services Panel to advise on major matters of personnel policy affecting the Medical and Dental branches.

DIRECTOR, NAVAL EDUCATION SERVICE.

(SHORT TITLE: D.N.E.S.)

The Director, Naval Education Service is responsible to the Chief of Naval Personnel for the policy governing the organization and administration of the Naval Education Service.

2. He is the Head of the Instructor Branch of the Navy. He is the adviser through the Second Naval Member to the Naval Board on matters of policy relating to the education of naval personnel. In this connexion "education" is to be interpreted as—

(*a*) such theoretical instruction of officers and ratings as it is necessary to provide for naval training; and

(*b*) such instruction, through the media of classes, correspondence courses, or facilities for private study, as is practicable and which contributes to the improvement of the general educational standards of naval personnel.

Educational Standards.

3. He is to advise, in conjunction with I.N.R. and the Chief Psychologist, on—

(*a*) The standards of intelligence, education and aptitude required for officer and rating entries.

(*b*) The methods of testing candidates to ensure that they reach the required standard.

(*c*) The further education candidates require during their service careers.

4. He is to study the organization and practice of education outside the Royal Australian Navy and is to advise on any aspects of such education which may affect recruiting, training, rehabilitation, or any other requirement of naval service. For this purpose he is to maintain liaison as necessary with other educational authorities notably the Director, Naval Education Service, Admiralty, the Education Directorates of the A.M.F. and the R.A.A.F., the Commonwealth Office of Education, and civil education authorities, including the Universities.

Education of Naval Personnel.

5. He is to advise on the policy for the organization and administration of the education of naval personnel. He is generally to co-ordinate and supervise the policy governing such training in H.M.A. ships and establishments.

6. In collaboration with other departments concerned, he is to supervise generally the educational arrangements at naval establishments. He will advise the Naval Board on policy matters concerning the academic subjects of the progress and graduation examinations of the R.A.N. College, the Artificer Apprentice Training Establishment, Technical Training Schools and Recruits School.

7. He is a member of the Training Panel and in collaboration with other departments concerned he is to ensure the integration of educational with technical and professional training.

8. He is to ensure that administrative authorities are informed of the requirement for arrangements for private study in mathematics and science for Sub-Lieutenants of the engineering specialization during their time afloat and prior to their proceeding to the Royal Naval Engineering College. He is to ensure that assistance with this private study is available.

9. He is to provide such assistance as may be required in connexion with the study of the academic subjects of the University Courses of Sub-Lieutenants of the electrical specialization.

10. He is to organize the setting and marking of fleet educational examinations and such other examinations as are necessary. He is responsible for the administration and conduct of these examinations.

11. He is to prepare and conduct correspondence courses as necessary for the preparation of ratings for fleet educational examinations.

12. He is responsible for the selection of, and through D. of V. and D.N.A.S. the provision of educational stores and equipment such as textbooks, drawing instruments, maps, wall charts, &c.

13. He is to advise the Director of Naval Reserves on questions of policy regarding the education of reserves.

Instructional Technique.

14. He is responsible for the policy governing the administration of courses in instructional technique, and, in collaboration with D.M.T., for the provision of instructional technique training for officers and ratings.

15. He is to advise on the value and most effective use of educational aids, tests and examinations and in collaboration with directorates concerned is to assist ships and establishments in their use. He is to administer the policy governing Reading Improvement Centres.

Further Education and Re-settlement.

16. He is to advise on the policy for further education in the navy and is responsible for sponsoring the study of appropriate subjects outside the normal scope of naval professional training, by arranging for the provision of all reasonable facilities in H.M.A. ships and establishments. He is responsible for the administration and conduct of all such civil examinations held in the Navy.

17. He is to advise on the educational aspect of re-settlement and is responsible, in collaboration as necessary with the Director of Personal Services, for the re-settlement information organization, including in particular, the dissemination of information on pre-discharge and post-discharge training schemes. He is to collaborate with D.P.S. on re-settlement requirements.

18. He is responsible for the administration in the Navy of the Services Educational and Vocational Training Scheme with its facilities for part time study in own time.

19. He is to represent the R.A.N. on the following committees—

(*a*) The Commonwealth Reconstruction Training Committee.

(*b*) The Services Education Co-ordination Committee's standing sub-committee.

Personnel.

20. He is to advise on the qualifications necessary for entry as Instructor Officer and is responsible, in conjunction with I.N.R., for recommending suitable candidates for entry as Instructor Officer. He is responsible, in consultation as necessary with D.O.A., for their training.

21. He is to advise on the duties of Instructor Officers and is to be consulted as necessary on questions affecting their conditions of service and welfare.

22. He is to advise on the requirements for Instructor Officers and on the complement for them in ships and establishments. He is to advise on the appointment, promotion and release of Instructor Officers and on general aspects of their work.

23. He is to advise the Director of Naval Reserves on the requirements, training and promotion of R.A.N.R. Instructor Officers. He may be co-opted by the Common Services Panel to advise on major matters of personnel policy affecting the Instructor Branch.

Information Service.

24. He is to provide naval personnel, within approved policy, with printed matter, educational films, exhibitions, &c., covering current affairs and general knowledge. He is to organize the provision of such educational stores as may be required for the furtherance of general education and cultural activities in the Navy.

Libraries.

25. He is responsible for the policy governing the organization and administration of the reference, non-fiction and recreational sections of ships' libraries in H.M.A. ships and establishments. He is to select and allocate books for Central Reference Libraries and for all sections of ships' libraries and to carry out surveys of the books at victualling depots, but the custody (in bulk) and the issue of books is undertaken on his behalf by the Director of Victualling. He is to supervise the organization for the selection and allocation of educational and technical books for libraries in the R.A.N. College, Artificer Apprentice Training Establishment and other training establishments as requisite.

26. He is to inform D.N.A.S. of the estimated expenditure under the naval stores vote for such libraries and is to keep him informed of the progress of such expenditure. He is responsible for the accounting arrangements in ship's libraries (all sections) and Central Reference Libraries and is to deal with any matter arising from stocktakings and audit of accounts of the libraries.

Finance.

27. He is to ensure that the regulations established to secure financial order and control are observed and that the expenditure administered by him is kept to a minimum compatible with efficiency.

General.

28. He and his representatives may visit H.M.A. ships and establishments as necessary for the efficient performance of his duties, arranging these visits through administrative authorities.

29. On matters of routine within his own Directorate, he is authorized to correspond with Commanding Officers of H.M.A. ships, Naval Officers in Charge and Heads of Branches in Sydney and with individual officers of the Navy, Army, Air Force, and such other persons as necessary.

INSPECTOR OF NAVAL RECRUITING.

(SHORT TITLE: I.N.R.)

The Inspector of Naval Recruiting is responsible to the Director of Manning and Training in the case of ratings and Director of Officer Appointments in the case of officers for—

(*a*) The organization and supervision of the R.A.N. recruiting activities throughout the Commonwealth and the entry of recruits.

(*b*) Dealing with all matters at Navy Office arising from recruiting policy in conjunction with Personnel, Manning and other Directorates concerned.

(*c*) Production and promulgation of an up-to-date set of Naval Recruiting Instructions.

(*d*) Production of annual estimates for naval recruiting requirements (advertising, medical, travelling expenses, &c.).

(*e*) Co-ordinating naval requirements for various forms of recruiting publicity undertaken by the Recruiting Directorate or independently, e.g., displays, lecture tours, &c.

(*f*) Seeking the advice and assistance of C.N.P.R. and P.R.O. and any other professional advice available within the Department in the preparation and production of printed materials and other publicity not including paid advertising.

(*g*) Co-ordination of requirements of various directorates for specialized advertising and publicity material (R.A.N.C., R.A.N.A.T.E., &c.).

(*h*) Close co-ordination with the Assistant Director of Recruiting in connexion with recruiting advertising policy and programmes, including drafting of certain copy, checking of copy, supply of material to assist in production and drafting contents of publicity brochures, pamphlets and posters.

(*i*) Close co-ordination with the Director of Recruiting in all matters common to the Combined Recruiting Directorate and the Naval Recruiting Organization.

(*j*) Co-operation as required with Army and R.A.A.F. recruiting authorities.

(*k*) Recording and dissemination of information necessary for compilation of recruiting statistics.

(*l*) Act as member of the R.A.N.C. and other officer interviewing boards as required.

(*m*) Member of Naval Recruiting Committee.

DIRECTOR OF PERSONAL SERVICES.

(SHORT TITLE: D.P.S.)

The Director of Personal Services is responsible for advising the Chief of Naval Personnel on all matters affecting the welfare of naval personnel, including housing and service conditions.

2. He will organize and control the work of the Naval Welfare Service.

3. He will advise on the organization and appointment of the naval Chaplains and will assist the Chaplains Committee as necessary.

4. He will advise on policy governing re-settlement of officers and ratings and will collaborate with D.N.E.S. with regard to pre- and post- discharge training schemes.

5. D.P.S. will act as—
   (a) Chairman of the R.A.N. Central Canteens Fund Committee.
   (b) Member of the R.A.N. Central Canteens Board.
   (c) Member of the Management Committee of the Naval Health Benefits Society.
   (d) Member of the R.A.N. Relief Trust Fund Committee.
   (e) Member of the Honours, Badges and Nomenclature Committee.

6. D.P.S. will deal with the following—
   (a) Claims by officers and ratings under the Commonwealth Employees Compensation Act.
   (b) Trust funds and prizes.
   (c) Entitlements under the D.F.R.B. Act.
   (d) Private debts of ratings.

HEAD OF FLEET WORK STUDY.

(Short Title: H.F.W.S.)

A directive for the Head of Fleet Work Study is at present under consideration and will be issued in due course.

CHIEF NAVAL JUDGE ADVOCATE.

(Short Title: C.N.J.A.)

The Chief Naval Judge Advocate is the adviser to the Naval Board, through the Second Naval Member, on naval law and court-martial procedure as follows—

Officers.

Courts-martial.
Boards of Enquiry.
Logging of officers.
Debts by messes.
Debts of officers.
Presents to naval personnel.
Maintenance and affiliation orders.
Complaints.
Court-martial Commissions—issue of.
Misconduct of junior officers.
Legal training of " S " officers.
Command and punishment.
Civil convictions.

Ratings.

Courts-martial.
Summary punishments.
Complaints.
Deserters.
Dismissals.
Fraudulent entries.
Re-advancement after disrating by C.M.
Service Certificates—tampering with.
Legal assistance by civil counsel at C.M.'s.
Maintenance and affiliation orders.
Civil convictions.

General.

Legal disciplinary relations with R.N.
Dominion and Colonial Navies and Allied Forces.
Colours and yacht and merchant vessel warrants.
Medals—restoration after forfeiture.

DIRECTOR OF W.R.A.N.S.

(Short Title: D/W.R.A.N.S.)

The Director W.R.A.N.S. is responsible to the Chief of Naval Personnel through D.C.N.P. for all matters appertaining to the Women's Royal Australian Naval Service, and for its morale and well being.

2. She is to be consulted by the Directorates concerned on all matters likely to affect the morale and well being of W.R.A.N.S. personnel, e.g., pay, conditions of service, accommodation and the general aspects of victualling, messing and clothing.

3. She is a member of the Training Panel and is to advise on the recruitment, selection, appointment and promotion of W.R.A.N.S. officers and ratings, and for their preliminary training and arrangements for technical training. The actual technical training is the responsibility of the departments concerned.

4. She is responsible, in conjunction with D.M.T. for drafting of W.R.A.N.S. ratings.

5. She is responsible for the performance of their duties by the staffs specifically under her control, and is to be consulted as to the numbers, grading, &c., of staffs for W.R.A.N.S. offices, quarters, &c. Apart from this she is not concerned with the work of W.R.A.N.S. personnel unless a welfare matter is involved (e.g., physical working conditions).

6. She, or her representative, is authorized to visit any naval establishment in which W.R.A.N.S. personnel are employed, giving prior notice to the administrative authority concerned and to the Commanding Officer of the establishment. (Visits to units are carried out annually.)

CHIEF PSYCHOLOGIST.

The Chief Psychologist is responsible to the Chief of Naval Personnel for the following—

   (a) Advice on means by which psychological techniques and psychological staff may be employed to obtain the most effective use of the individual in the naval service.
   (b) Organize and administer such psychological facilities as are necessary to attain this end.
   (c) Maintain liaison and co-operate with other organizations concerned with psychology in Australia and overseas, and arrange for collection of information on new techniques and methods developed by such organizations.
   (d) Undertake the technical direction of the psychologists employed in the naval service.
   (e) Plan, supervise and co-ordinate psychological research work in the naval service.
   (f) Act as psychological consultant to the Medical Director-General.

(*g*) Advise the Personnel Standards Committee on the psychological test standards to be set for entry into the various branches, having regard to manning requirements and the predicted failure rate under training.

(*h*) Act as a member of the Psychological Sub-Committee of the Defence Research and Development Policy Committee.

(*i*) Act as a member of the Training Panel and advise on matters affecting the training of officers and ratings.

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
2nd August, 1959.

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

By direction of the Naval Board.

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

5918/59.

UNCLASSIFIED.

Books—Distribution on Non-accountable Publications during June, 1959.

The non-accountable publications, amendments to A.P.'s, B.R.'s, miscellaneous publications, &c., and A.F.O. " S.C." Series, contained in the appendix to this order, have been distributed to ships and services during June, 1959. Navy Order 983 of 1957 is relevant.

2. Copies of A.F.O. " P " Series amendments and A.P. amendments, referred to in the appendix to this order, are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Navy Order 1063 of 1958.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date or Amendment No.*
Aeroplane	3rd April, 1959.
Aeroplane	10th April, 1959.
Aeroplane	17th April, 1959.
Aeroplane	24th April, 1959.
Aeroplane	1st May, 1959.
Aeroplane	8th May, 1959.
Aircraft	Volume 38, No. 9, June, 1959.
Australian Joint Service Catalogue of Telecommunication Components and Valves—	
Serial No. 25, Section 98	Amendment No. 1, January, 1959.
Serial No. 26, Section 16	January, 1959.
Serial No. 27, Section 11	Amendment No. 1, January, 1959.
Serial No. 28, Issue 1 (Valves)	April, 1959.
Serial No. 29, Section 17, Issue 1	April, 1959.
Serial No. 30, Section 24, Issue 1	April, 1959.
Serial No. 31, Section 11	Amendment No. 2, April, 1959.
Serial No. 32, Section 11	Amendment No. 3, April, 1959.
Educational Information	No. 97, dated 15th May, 1959.
E.M.E.1 Telecommunication, F.648-1, Issue 1.	
E.M.E.1 Telecommunication, F.649-3, Issue 1.	
Fibres	Volume 2, No. 6, June, 1959.
Flight	27th March, 1959.
Flight	3rd April, 1959.
Flight	10th April, 1959.
Flight	17th April, 1959.
Flight	24th April, 1959.
Journal of the R.N. Scientific Service	Vol. 14, No. 2, March, 1959.
Manual of the Audit Act and Treasury Regulations	Amendment Issue No. 2.
Post Office Electrical Engineers Journal	Vol. 52, Part 1, April, 1959.
Post Office Guide	Supplement No. 46, April, 1959.
S.A.A. Wiring Rules—Part 2	C.129-59.
Standardization Design Memoranda	Amendment No. 77, May, 1959.
United Nations Review	Volume 5, No. 11, May, 1959.
United States Naval Institute Proceedings	Volume 85, No. 4, April, 1959.

AMENDMENTS TO B.R.'S, ETC.

B.R. No.	*Amendment No.*
A.T.P. 10	Australian Supplement.
A.T.P. 10 (B.S. No. 2)	6.
B.R. 45 (1)	3.
B.R. 70/1958	March Supplement.
B.R. 91B	1.
B.R. 91C	1.
B.R. 91D	1.
B.R. 125	Notice No. 2129.
B.R. 125	Supplement No. 10, April, 1959.
B.R. 125	New Entries No. 10, April, 1959.
B.R. 125	Supplement No. 11, May, 1959
B.R. 125	New Entries No. 11, May, 1959.
B.R. 128 (1)	Supplement No. 6, April, 1959.
B.R. 155C (2)	Amendment No. 6.
B.R. 155C (4)	1.
B.R. 227 (5)	1.
B.R. 227 (9)	1.
B.R. 227 (15)	1.
B.R. 257/41	28.
B.R. 324 (1)	7.
B.R. 324 (2)	7.
B.R. 324 (3)	7.
B.R. 367 (1943)	13.
B.R. 1066	4.
B.R. 1159	Amendments 7 and 8.
B.R. 1401	Amendment 57.
B.R. 1545	8.
B.R. 1634 (13)	2.
B.R. 1709 (3)	7.
B.R. 1771 (30)	Amendments 5 and 6.
B.R. 1736 (14) 1949	2.
B.R. 1837 (3), Division S, Section SG	2.
B.R. 1837 (3), Division S, Section SH	3.
B.R. 1837 (3), Division S, Section SL	3.
B.R. 1837 (3), Division S, Section SN	3.
B.R. 1837 (3), Division S, Section SP	3.
B.R. 1837 (3), Division S, Section SS	1.
B.R. 1837 (3), Division S, Section SW	2.
B.R. 1837 (3), Division S, Section SX	3.
B.R. 1898 (10)	Australian Amendment No. 1.
B.R. 1919	13.
B.R. 2047A (7)	2.
B.R. 2047A (19)	2.
B.R. 2050 (402C)	Australian Amendment No. 1.
B.R. 2101 (4)	4.
B.R. 2101 (5)	9.
N.C.C.P. 8	Change No. 2.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
113	A.L. 145, 146 and 147.
880A, Vol. 1	A.L. 24.
957C, Vol. 1 (2nd Edition)	A.L. 22.
1086, Book 2 (2nd Edition)	A.L. 89.
1086, Book 4, Part 3 (2nd Edition)	A.L. 76 and 77.
1086, Book 5 (2nd Edition)	A.L. 74 and 75.
1086, Book 6 (2nd Edition)	A.L. 90.
1086, Book 7 (2nd Edition)	A.L. 93, 93 (Erratum), 94 and 95.
1086, Book 8, Part 2 (2nd Edition)	A.L. 12.
1086, Book 9 (2nd Edition)	A.L. 113, 114, 115 and 116.
1086, Book 10 (2nd Edition)	A.L. 84 and 84 (Erratum).
1086, Book 11 (2nd Edition)	A.L. 135.
1086, Book 13 (2nd Edition)	A.L. 121 and 122.
1086, Book 15 (2nd Edition)	A.L. 133, 135, 136, 138 and 140.
1181C, Vol. 1 and Vol. 6, Part 1	A.L. 28.
1181C, Vol. 6, Parts 2, 3 and 4	A.L. 32, 33 and 34.
1182 (Naval), Vol. 1	A.L. 12.
1182A (Naval), Vol. 1	A.L. 10.
1182C, Vol. 1	A.I.L. 2/58 A.I.L. 3/58 A.I.L. 4/58 A.I.L. 5/58 A.I.L. 6/58 A.L. 117, 119, 125, 127, 128, 129, 132 and 133.
1182E, Vol. 4, Parts 2 and 6	A.L. 16.
1234D, Vol. 4, Part 1	A.L. 14.
1234E, Vol. 5	A.L. 17 and 18.
1275A, Vol. 1	A.L. 535.
1275A, Vol. 1, Section 13	A.L. 19.
1275A, Vol. 1, Section 15	A.L. 11, 16, 17 and 18.
1275A, Vol. 1, Section 16	A.L. 14, 18, 19, 20 and 21.
1275A, Vol. 1, Section 17	A.L. 12, 17 and 18.
1275A, Vol. 1, Section 18	A.L. 14, 21 and 22.
1275A, Vol. 1, Section 19	A.L. 3.
1275A, Vol. 1, Section 20	A.L. 32, 39, 40 and 41.
1275A, Vol. 1, Section 21	A.L. 23 and 24.
1275A, Vol. 1, Section 22	A.L. 17 and 18.
1275A, Vol. 1, Section 24	A.L. 34, 35 and 36.
1275A, Vol. 1, Section 25	A.L. 5, 7 and 8.
1275A, Vol. 1, Section 26	A.L. 10, 15, 16 and 18.
1275A, Vol. 1, Section 27	A.L. 15.
1275A, Vol. 4, Part 6 (N)	A.L. 12.
1275B, Vol. 1, Section 9	A.L. 5.
1275B, Vol. 1, Section 11	A.I.L. 1/58 A.I.L. 2/58 A.L. 16 and 19.
1275B, Vol. 1, Section 14	A.L. 6.
1275B, Vol. 1, Section 16	A.L. 13, 16, 17, 18 and 19.
1275E, Vol. 1	A.L. 93 and 95.
1275G, Vol. 1	A.L. 48, 50 and 51.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1275T, Vol. 1	A.L. 74, 78, 81 and 82.
1355A, Vol. 1	A.L. 62, 63 and 64.
1355C, Vol. 1	A.L. 57 and 58.
1355F, Vol. 1	A.L. 11.
1374A, Vol. 1	A.L. 16.
1374B, Vol. 1	A.L. 26.
1374E, Vol. 1	A.L. 13.
1374F, Vol. 1	A.L. 9.
1374G, Vol. 1	A.L. 37 and 40.
1455	P.4 (Issue 2).
1464D, Vol. 1	A.L. 188, 189, 190 and 191.
1492A, Vol. 1	A.L. 82.
1538D, Vol. 6, Parts 2 and 4	A.L. 75, 76, 77, 78 and 79.
1641H, Vol. 2, Part 3	A.L. 53 and 54.
1641P, Vol. 1, Part 2 and Vol. 5	A.L. 42.
1641S, Vol. 1, Parts 1 and 3	A.L. 36 and 37.
1641S, Vol. 1, Part 2 and Vol. 5	A.L. 30.
1661B, Vol. 1 (2nd Edition)	A.L. 90.
1661D, Vol. 1	A.L. 112 and 113.
1661E, Vol. 1 (2nd Edition)	A.L. 77, 78 and 79.
1661F, Vol. 1	A.L. 73.
1664A, Vol. 1	A.L. 143, 145 and 146.
1664D, Vol. 1, Parts 1 and 3 (2nd Edition)	A.L. 38.
1664D, Vol. 1, Part 2 and Vol. 5	A.L. 46, 47 and 48.
1803B, Vol. 1	A.L. 168, 169 and 170.
1803B, Vol. 2, Part 2	A.L. 93 and 94.
1803B, Vol. 2, Part 3	A.L. 93, 94 and 95.
1803D, Vol. 1, Book 2	A.L. 52.
1803D, Vol. 1, Book 3	A.L. 99, 102, 107, 108 and 109.
1803D, Vol. 1, Book 3A	A.L. 2, 3, 4, 6, 7, 8, 9, 10 and 11.
1803D, Vol. 1, Book 4	A.L. 75 and 76.
1803D, Vol. 2, Part 2	A.L. 214 and 215.
1803D, Vol. 2, Part 3	A.L. 253, 255, 256 and 257.
1803E, Vol. 1	A.L. 110 and 111.
1803E, Vol. 2, Part 2	A.L. 71 and 73.
1803E, Vol. 2, Part 3	A.L. 84, 85, 86 and 87.
1803F, Vol. 1, Book 2	A.L. 17, 18 and 19.
1803F, Vol. 2, Part 2	A.L. 52 and 53.
1803F, Vol. 2, Part 3	A.L. 51 and 52.
1803J, Vol. 1	A.L. 61.
1803J, Vol. 2, Part 3	A.L. 42.
1803N, Vol. 1, Book 1	A.L. 25 and 26.
1803N, Vol. 1, Book 2	A.L. 14.
1803P, Vol. 1	A.L. 86, 87 and 92.
1803R, Vol. 1	A.L. 68.
1803R, Vol. 6	A.L. 34.
1803S, Vol. 1, Book 1	A.L. 2 and 6.
1803S, Vol. 1, Book 2	A.L. 2, 10 and 11.
1803T, Vol. 1	A.L. 58, 63 and 64.
2240A, Vol. 1 and Vol. 6, Book 4	A.L. 16 and 17.
2240A, Vol. 6, Part 3, Book 1	A.L. 19.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
2276J	A.L. 21 and 22.
2306G, Vol. 5	A.L. 1.
2306M, Vol. 1 and Vol. 6	A.L. 21.
2337, Vol. 1, Book 1	A.L. 39 and 40.
2337, Vol. 1, Book 2	A.L. 32.
2337, Vol. 6	A.L. 69 and 72.
2463, Vol. 1	A.L. 158, 159, 160, 161 and 162.
2531J, Vol. 1	A.L. 6.
2533C, Vol. 3 (2nd Edition)	A.L. 2.
2536C, Vol. 1, Part 3	A.L. 19.
2538HA, Vol. 4, Part 6 (N) (Office and Working Copies)	A.L. 2.
2538M, Vol. 4, Part 6 (N) (Office and Working Copies)	A.L. 2.
2552L, Vol. 3	A.L. 9.
2656A, Vol. 1	A.L. 83.
2662B	A.L. 21.
2802A, Vol. 1, Parts 1 and 3 (2nd Edition)	A.L. 36.
2912K, Vol. 1, Parts 1, 2 and 3	A.L. 40.
2914A and B, Vol. 1 (2nd Edition)	A.L. 1.
3042, Vol. 1, Book 2	A.L. 1 and 2.
4099J, Vol. 1	A.L. 67, 69 and 70.
4121B and C, Vol. 1	A.L. 33.
4167B, C, D and E, Vol. 6, Part 1	A.L. 15.
4269C, Vol. 3, Part 1	A.L. 9.
4269C, Vol. 5, Part 2 (Naval) (Issue 3)	A.L. 4.
4282A, Vol. 1	A.L. 54.
4282A, Vol. 2, Part 3	A.L. 56.
4282B, Vol. 6, Part 3	A.L. 7.
4288, Vol. 1, Part 1	A.L. 34, 35, 36, 37 and 38.
4288, Vol. 1, Part 2 and Vol. 5	A.L. 55, 57, 58, 59, 60, 61, 62, 63, 64 and 65.
4288, Vol. 4, Part 6 (Naval)	A.L. 16 (with corrections).
4288, Vol. 1, Parts 1 and 2 (Naval)	A.L. 19, 23 and 24.
4303B, Vol. 1, Book 1	A.L. 23, 24 and 25.
4306A	A.L. 37.
4320A, B and C, Vol. 6, Part 4	A.L. 63 and 64.
4320B, Vol. 1	A.L. 35.
4328, Vol. 6	A.L. 31
4328A, Vol. 1	A.L. 84.
4340, Vol. 1, Book 1	A.L. 13, 15, 16 and 17.
4340, Vol. 1, Book 2	A.L. 16, 22, 23 and 27.
4340, Vol. 6	A.L. 36 and 41.
4343, Vol. 1	A.L. 145, 146 and 147.
4343B, Vol. 1, Book 1	A.L. 7 and 8.
4343B, Vol. 1, Book 3, Sections 14 to 20	A.L. 9.
4343B, Vol. 4, Part 6	A.L. 41 and 42.
4343D, Vol. 1, Book 4	A.L. 12, 13, 14, 15, 16, 17 and 18.
4343D, Vol. 4, Part 6	A.L. 32.
4343E, Vol. 1	A.L. 123, 124, 125 and 126.
4343E, Vol. 4, Part 6	A.L. 16.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
4343G, Vol. 1	A.L. 42.
4343S, Vol. 1	A.L. 64, 65 and 66.
4343X, Vol. 1	A.L. 37 and 38.
4360, Vol. 6	A.L. 20 and 24.
4360A, B and D, Vol. 5, Part 4 (N)	A.L. (RAN) 1.
4360B—P.N. (2nd Edition)	A.L. 3.
4361, Vol. 6, Part 4	A.L. 24.
4361G—P.N. (3rd Edition)	A.L. (RAN) 2.
4389A, Vol. 1	A.L. 52 and 53.
4389A, Vol. 6, Part 1	A.I.L. 2/58 A.I.L. 3/58 A.L. 34 and 35.
4389A and B, Vol. 6, Part 3	A.L. 8.
4471A, Vol. 1	A.L. 104, 105, 107, 108, 109, 115, 116 and 117.
4487A, B, D and E, Vol. 5, Part 4 (N)	A.L. (RAN) 1.
4487B and E, Vol. 5, Part 3 (N)	A.L. 11.
4511, Vol. 1 and Vol. 6	A.L. 46, 51, 52 and 53.
4515F, Vol. 3, Part 1, Section 1	A.L. 1.
4578, Vol. 1	A.L. 7.
4578, Vol. 6	A.L. 5.
4601A, Vol. 1	A.L. 47.
4602, Vol. 6	A.L. 20.
4602A, Vol. 1	A.L. 29 and 30.
4638B, Vol. 1 and Vol. 6	A.L. 3.
A.P. (N) 1	A.L. 21, 22 and 23.
A.P. (N) 377	A.L. 117.
A.P. (N) 378	A.L. 118.
A.P. (N) 400, Sea Venom	A.L. 13 (and Corrigenda).
A.P. (N) 400, V.A.	A.L. 9.
S.A.L. 383	A.L. 109.
N.A.M.O. Engines	SI/Goblin/8A (23.1.59).
N.A.M.O. General	STI/Electrical/82B (11.2.59). SI/Miscellaneous/61 (two leaves) (16.2.59).
N.A.M.O. Sea Vampire	0.3 (Issue 4) (16.2.59) 0.3 (Issue 4), Diagram (Figs. 1 and 2) STI/176A (5.11.58).
N.A.M.O. Sea Venom	X.59 (1.1.59).
N.A.M.O. Westland Whirlwind	A.6 (11.2.59) STI/40 (11.2.59) STI/47 (16.2.59).
R.A.N.A.M.O. Engines, General	E.18 (Issue 2) (May, 1959).
R.A.N.A.M.O. Gannet	STI/RAN. 66 (May, 1959) SI/RAN. 25 (May, 1959) SI/RAN. 26 (April, 1959).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
R.A.N.A.M.O. General	A.32 (Diagram) F.3 (May, 1959) G.7 (Issue 6) (April, 1959) L.59 (May, 1959) L.60 (May, 1959) R.53 (April, 1959) R.54 (April, 1959) R.55 (April, 1959) R.56 (May, 1959) R.57 (May, 1959) X.11 (July, 1957).
R.A.N.A.M.O. Ghost	8 (May, 1959).
R.A.N.A.M.O. Sea Venom	STI/RAN. 58 (May, 1959) STI/RAN. 61 (May, 1959).
R.A.N.A.M.O. Sycamore	L.1 (May, 1959) SI/RAN. 21 (May, 1959) SI/RAN. 22 (May, 1959).
R.A.N.A.M.O. Vampire Trainer	STI/RAN. 36 (May, 1959) STI/RAN. 37 (May, 1959).
Air Clues	November, 1958 January, 1959 February, 1959.
Air Pictorial	January, 1959 February, 1959.
Alvis Leonides Modification Bulletins ..	No. 115 (120), October, 1958 (2nd Edition) No. 304 (30), October, 1958 (3rd Edition) Index Issue No. 9 (4th Edition) Index Issue No. 10 (4th Edition) No. 366 (294), October, 1958 (4th Edition) No. 367 (295), October, 1958 (4th Edition). No. 381 (298), October, 1958 (4th Edition) No. 428 (280), October, 1958 (4th Edition) No. 433 (356), October, 1958 (4th Edition) No. 438 (47), September, 1958 (4th Edition) No. 472 (395), October, 1958 (4th Edition) No. 479 (51), October, 1958 (4th Edition) No. 480 (350) (T), October, 1958 (4th Edition) No. 481 (374), October, 1958 (4th Edition)

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
Alvis Leonides Modification Bulletins—*continued.*	No. 482 (397), October, 1958 (4th Edition) No. 483 (398), October, 1958 (4th Edition) No. 484 (399) (T), October, 1958 (4th Edition) No. 485 (416), October, 1958 (4th Edition) No. 486 (53), October, 1958 (4th Edition).
Aviation Studies (International) Limited ..	Armament Data Sheets (Replacement—12 sheets) Engine Data Sheets (14 leaves).
D.C.A. Aeronautical Information Publications	General, A.L. 28 General, A.L. 29 RAC/2 (A.L. 27).
D.C.A. Airways Operations Instructions, Vol. 2	A.L. 3 (with Erratum) and 4.
D.C.A. Operations Letters	A.T.C. 264 (1.6.59) A.T.C. 267 (9.6.59).
D.C.A. NOTAMS	No. 4/1959 (1.6.59).
De Havilland Goblin Operations, Maintenance and Overhaul Handbook	A.L. 39.
De Havilland Goblin Spares Parts List ..	A.L. 22.
Gannet Modification Booklet	A.L. 10.
I.C.A.O. Bulletins	Vol. XIII., No. 10, 1958 Vol. XIV., No. 1, 1959.
Smiths Aircraft Instruments Modification Leaflets	Serial No. 431 (January, 1959).
Sperry Publications	Overhaul Manual for the Gyrosyn Compass, Type C.L. 1 and C.L. 1A (Publication No. 646 (16.5.58)).
Sperry Field Service Bulletins	No. 593–86A (26.12.58), Engine Analyser.
R.A.F. Flight Information Publications—Terminal Approach Procedures	A.L. 2 (16.3.59) A.L. 3 (7.4.59) A.L. 4 (6.5.59) Pages V-N-01 and 02.
R.A.F. Flight Information Publications—Terminal Approach Procedure Charts, Far East Area—High and Low Altitude	A.L. 4, 5 and 6.
A.A.P. No. 2, Table of Contents (11th Edition)	Sub A.L. 86 (A.L. 10003).
A.A.P. No. 2, A.B.C.S.C., Class 5831 ..	Sub A.L. 2 (A.L. 10019).
A.A.P. No. 2, A.B.C.S.C., Class 5845 ..	Sub A.L. 2 (A.L. 9945).
A.A.P. No. 2, A.B.C.S.C., Class 5910 ..	Sub A.L. 2 (A.L. 9901).
A.A.P. No. 2, A.B.C.S.C., Class 5945 ..	Sub A.L. 3 (A.L. 9912).
A.A.P. No. 2, A.B.C.S.C., Class 5950 ..	Sub A.L. 3 (A.L. 9913).
A.A.P. No. 2, A.B.C.S.C., Class 5960 ..	Sub A.L. 2 (A.L. 9953).
A.A.P. No. 2, Group A, Section 65, Parts 1, 2, 3 and 4 (3rd Edition)	Sub A.L. 11 (A.L. 9621).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
A.A.P. No. 2, Group B, Section 20 (5th Edition)	Sub A.L. 14 (A.L. 10071).
A.A.P. No. 2, Group D, Section 1A (8th Edition)	Sub A.L. 62 (A.L. 10007).
A.A.P. No. 2, Group D, Section 1B (8th Edition)	Sub A.L. 62 (A.L. 10002).
A.A.P. No. 2, Group E, Section 7B (10th Edition)	Sub A.L. 33 (A.L. 9919).
A.A.P. No. 2, Group F, Section 3 (12th Edition)	Sub A.L. 55 (A.L. 9882).
A.A.P. No. 2, Group F, Section 4 (10th Edition)	Sub A.L. 34 (A.L. 10119)
A.A.P. No. 2, Group F, Section 14A (12th Edition)	Sub A.L. 52 (A.L. 9774).
A.A.P. No. 2, Group F, Section 14C (6th Edition)	Sub A.L. 34 (A.L. 9859) Sub A.L. 35 (A.L. 9988).
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COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
4th August, 1959.

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

By direction of the Naval Board.

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

6004/59.

UNCLASSIFIED.

644.—Leave.

This order consolidates and brings up-to-date instructions regarding leave entitlements and the granting of leave. It has been divided into sections as follows—

I.—General.

II.—Short Leave.

III.—Long Leave, Sick Leave, &c.

IV.—Royal Navy Officers and Ratings.

SECTION I.—GENERAL.

1. *Attendance on Board.*—Every officer subordinate to the Captain, and every rating, is to be on board his ship, in his establishment or otherwise at his place of duty at all times, unless approved by superior authority to be absent on other duty or on leave. No officer is to remain out of his ship or establishment for the night without the previous sanction of the Captain.

2. When the Captain is absent from his ship or establishment for the night or has ceased to exercise command by reason of sickness or for other cause, the Executive Officer or a seaman specialist officer who is either senior to the Executive Officer or of Commander's rank (other than an officer appointed additional for staff or special duties) is to sleep on board. This instruction may be relaxed only by special permission of the Senior Officer present.

3. *Movements on Leave.*—Every officer and rating on leave is to keep his Captain informed of his movements in case the exigencies of the service should require his recall. On reporting address and movements when on leave in a foreign country, *see* section III., paragraph 9.

4. No agency address such as that of a bank or club can be accepted as an address of an officer or rating for more than 48 hours. Before the expiration of this period the actual address at which the officer or rating can be found in person is to be reported.

5. Officers and ratings are to arrange that any official communications will be forwarded to them when they are absent from their reported addresses.

6. *Involuntary Absence.*—An officer or rating who for any reason beyond his control is unable to return to his place of duty at the expiration of his leave is to report to his Captain by telegram the circumstances and the expected date of his return.

7. If it should be proved to the satisfaction of the Captain that the absence of an officer or rating without leave was not due to misconduct or fault of his own, but the circumstances which made it impossible for him to return at the appointed time, he is not to be considered as a defaulter or subjected to disciplinary action for his involuntary absence.

8. *Leave Passes.*—On the Australia Station and in British Commonwealth countries, leave passes (forms A.S. 248) are to be issued to ratings to whom leave exceeding 48 hours is granted. If considered desirable, passes may also be issued to ratings to whom leave of 48 hours or less is granted.

9. To guard against mistakes, the instructions written on the passes should be read out to the ratings before they go on leave.

10. Passes are to be given up on the expiration of the leave for which they were granted.

11. Completed forms A.S. 248 (leave passes) are to be destroyed by ships, in accordance with instructions for the disposal of confidential matter, as soon as ships are satisfied they are no longer required.

12. On ships paying off, uncompleted forms A.S. 248 with 100 or more leave passes remaining are to be returned to the Superintending Naval Store Officer, Sydney, for re-issue. Uncompleted books with less than 100 leave forms remaining are to be destroyed.

13. To avoid waste in the event of a ship paying off, unissued leave passes should not be stamped in advance with the ship's stamp.

SECTION II.—SHORT LEAVE.

1. *Short Leave.*—Short leave is the authorized absence of an officer or rating from his ship or establishment or place of duty for a period of less than 72 hours. It may be granted by the Captain. It does not count against the annual allowance of leave.

2. To ensure uniformity in the short leave granted to each ship's company when two or more ships are in company the Senior Officer present is to inform the Captains of the ships concerned of the times during which short leave may be granted.

3. Short leave is to be arranged on the principle of giving officers and ratings the maximum amount of leave which can be granted without affecting the efficiency of the ship or establishment.

4. Leave may be arranged by sections, watches and parts of watches, or by retaining a duty party. Sufficient senior ratings are to be retained for the efficient supervision of junior ratings not granted leave.

5. In ships lying in enclosed anchorages, leave may be given to more than one watch at a time, but sufficient men are to be retained for the efficiency and safety of the ship, and in ships with less than a full complement, not less than one-third of the ship's company are to remain on board. This rule does not apply to outer anchorages, where not less than 50 per cent. of the ship's company must remain on board.

6. Facilities are to be afforded libertymen to return on board at night, but staying overnight with relatives and friends should be encouraged.

7. The Captain may restrict the night leave of Ordinary Seamen (and equivalent ratings of other branches) under the age of twenty by requiring them to be on board by 2300, should special circumstances make it undesirable to give them the same privileges as older ratings. Ratings under 17½ years of age are not to be allowed night leave beyond 2300 except in special cases. The Captain may require such ratings to be onboard earlier than 2300.

8. *Short Leave Abroad.*—Ships abroad are to grant short leave in accordance with the local station orders or as the climate or local circumstances may make expedient. Leave is not to be given to large bodies of men on foreign soil without the permission of the local authorities.

9. *Ratings placed in the Report.*—The leave of ratings is not to be stopped when they are placed in the report, unless they are placed there for any of the following offences—

(*a*) Mutiny or highly insubordinate conduct.
(*b*) Desertion or deserting post.
(*c*) Sleeping on watch.
(*d*) Indecent acts of an immoral character.
(*e*) Theft or fraud (including major offences against the customs regulations when fraud is involved).
(*f*) Smuggling liquor into ship.
(*g*) Quitting ship, boat or working party, without leave.
(*h*) Drunkenness on duty.
(*i*) Violent assault.
(*j*) Aggravated or repeated leave-breaking.
(*k*) Flagrant contravention of the censorship regulations.
(*l*) Flagrant contravention of gasoline, ammunition, or damage control regulations, which endanger life, the ship, aircraft or establishment.

10. *Ratings who have never Broken Leave or Broken Out of Ship.*—In every seagoing ship a list is to be kept of ratings who have neither broken their leave nor broken out since they joined the ship.

11. On special occasions, when any cases of leave breaking would cause great inconvenience, leave may be restricted to those ratings whose names appear on the list.

12. *Short Leave outside Port Limits.*—An officer or rating on short leave is not to quit the neighbourhood of the port at which his ship is lying if—

(*a*) an officer, without the permission of the Senior Officer present; or
(*b*) a rating, without the permission of his Captain.

SECTION III.—LONG LEAVE, SICK LEAVE, ETC.

1. *Definitions.*—" Month " means the period from a date in any calendar month to the preceding date in the next month. In a total of odd periods of days, 30 days is to be regarded as one month. " Year " means the period beginning on 1st February and ending on the following 31st January.

2. *Granting of and Recall from Leave.*—Leave is to be granted or withheld as the circumstances of the service may render expedient, but subject to this condition the Captain is to make such arrangements as will allow each officer and rating under his command to receive leave in accordance with this order. *See also* paragraph 66 regarding leave before discharge. The occasions on which leave is normally to be taken are laid down in paragraphs 16 to 30 (home service leave) and paragraphs 31 to 42 (foreign service leave). On deferment of leave, *see* paragraphs 60 to 65.

3. Leave to ratings may be granted by the Captain; on the granting of leave to officers, *see* paragraphs 11 to 15.

4. An officer or rating is not to be recalled from leave unless absolutely necessary. On the issue of warrants for railway tickets when recalled from leave, *see* instruction 203 of Interim Pay Instructions; and on the report to be made when the full amount of leave approved is not taken, *see* paragraph 14.

5. Ratings who have been released from a sentence of detention for desertion are not to be granted long leave within three months of release from detention.

6. *Extension of Leave.*—If circumstances should arise when an officer or rating is on leave which make it essential, in his opinion, for him to be granted an extension of leave he should—

(*a*) if in the State in which his ship or establishment is situated, apply to his Captain; 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.

7. He should apply early enough to receive a reply enabling him to return to his place of duty at the time his leave will expire if the extension is not granted. When applying, he is to state his reasons fully and the number of days leave required. On extension of leave on compassionate grounds, *see* Navy Order 229 of 1959.

8. *Going Abroad on Leave.*—An officer or rating is not to leave Australia without first obtaining the permission of the authority granting his leave. All cases where there is any doubt as to the desirability of granting permission are to be referred to the Naval Board for decision. On spending foreign service leave abroad, *see* paragraph 41.

9. When permission to proceed abroad is granted the officer or rating is to be informed that—

(*a*) He is to report his intended movements and addresses to his Captain and is to keep the Australian naval authority in the country visited informed of his address and movements or, if there is no naval authority, the Australian Government Consular or other representative.
(*b*) He must wear plain clothes when in the foreign country, subject to any special instructions that may have been issued.
(*c*) He should have a passport endorsed for travel to the country or countries to be visited and bearing any visas required. Visas should be obtained before leaving Australia.
(*d*) He must make his own arrangements for passports, visas, military permits, foreign currency and transport.

10. *Leave Conditions for Certain Categories of Officers and Ratings.*—The following officers and ratings are granted leave as shown—

Reserve officers	*See* the relevant Reserve Regulations and Instructions.
W.R.A.N.S. officers and ratings ..	*See* W.R.A.N.S. Instructions.
Cadet Midshipmen—	
(*a*) Under training at the R.A.N. College	*See* R.A.N. College Regulations and Instructions.
(*b*) On passing out of the R.A.N. College	As determined by the Naval Board.
Artificer Apprentices	As determined by the Naval Board.
Junior Musicians	42 days a year in two periods.

Travelling leave is additional on each occasion.

11. *Applications for Leave—Officers.*—All applications for long leave are to be made on forms A.S. 539.

12. Long leave may be approved as follows—

Applicant.	*Approving Authority.*
Administrative authority	Naval Board.
Officers borne on the books of H.M.A.S. HARMAN for Navy Office or H.M.A.S. LONSDALE for Navy Office	Naval Board.
Captain of a ship or establishment ..	His administrative authority.
Any other officer	His Captain.

13. Applications to the Naval Board for leave should normally reach Navy Office at least four days before the date on which the leave is to begin. In urgent cases, application may be made in the first instance by signal.

14. A report is to be forwarded to the authority who approved the leave—

(*a*) when leave begins before or after the date approved; or

(*b*) when the full amount of leave approved is not taken. The amount actually taken and reasons for not taking the balance are to be stated.

15. No officer, without the approval of the authority approving the leave, is to be granted permission to join at a port other than that from which he takes his leave.

16. *Home Service Leave.*—In this order, " home service " means—

(*a*) service on the Australia Station, except when an officer or rating is on foreign service leave;

(*b*) any temporary absence of an officer or rating from the Australia station (such as in a ship which is absent from the station for a short time or a brief duty visit overseas) which is determined by the Naval Board to count as home service; and

(*c*) any other service by an officer or rating which is determined by the Naval Board to count as home service. The following service counts as home service—

(i) In a ship allotted to the British Commonwealth Strategic Reserve;

(ii) as an Australian services attache in the South East Asian area; or

(iii) as a member of the S.E.A.T.O. planning staff.

17. *Service which does not count for Leave.*—The following service does not count towards home service leave—

(*a*) Service prior to desertion.

(*b*) Any period for which pay is not credited, e.g., detention, imprisonment, cells or leave without pay.

18. Officers and ratings performing service which counts as home service accrue leave in accordance with the scales contained in the following table.

HOME SERVICE LEAVE.

Category. (1)	*Conditions.* (2)	*Entitlement.* (3)
Basic leave	.. ..	28 days a year or, if service in the leave year is less than 12 months, 2 days for each completed month plus one additional day for each completed 3 months
Seagoing leave	For service in a seagoing ship (i.e., one in which command money is payable, *see* I.P.I.). Seagoing leave is additional to basic leave	14 days a year or, if service in a seagoing ship in the leave year is less than 12 months, one day for each completed month plus one additional day for each completed 6 months
Flying leave—	For service ashore by flying personnel. Flying leave is additional to basic leave.	
(*a*) When borne in a group or squadron for full flying duties	.. ..	14 days a year or, if borne in the group or squadron for less than 12 months in the leave year, one day for each completed month plus one additional day for each completed 6 months
(*b*) when borne for full flying duties but not in a group or squadron	.. ..	One day for each completed two months of such service, plus one additional day for a completed twelve months
(*c*) when borne for aircrew duties with the air force	.. ..	14 days a year if 100 or more hours or sorties flown, or seven days a year if less than 100 but not less than 50 hours or sorties flown plus, in each case either— (*a*) one day for each month in which 8½ or more hours are flown, plus one additional day for each completed 6 months flying at this rate; or (*b*) one day for each 2 months when less than 8½ hours but not less than 4½ hours a month are flown

HOME SERVICE LEAVE—*continued.*

Category. (1)	*Conditions.* (2)	*Entitlement.* (3)
Flying leave—*contined.*		
(*d*) Aircrew trainees ..	..	14 days a year or, if an aircrew trainee for less than 12 months in the leave year, one day for each completed month plus one additional day for each completed 6 months, including any service with the Air Force
Remote locality leave ..	.. For service in Woomera, Maralinga, Darwin, New Guinea and South East Asian posts. Remote locality leave is additional to basic leave but does not accrue concurrently with seagoing leave or flying leave	14 days a year or, if service in the remote locality in the leave year is less than 12 months, one day for each completed month plus one additional day for each completed 6 months

19. Officers and ratings serving in S.A.R. craft in commission are to be granted leave in accordance with the seagoing scale.

20. Officers and ratings of the Mobile Clearance Diving Team serving in H.M.A.S. WALRUS may be granted additional long leave in respect of the periods spent at sea (i.e., when command money is payable) on the basis of one day's leave for each 30 days plus one additional day for each completed six months total sea service in the one leave year.

21. Home service leave is inclusive of Saturdays, Sundays and public holidays occurring within the period of leave.

22. Leave is to be calculated by working out each scale separately, adding them together and subtracting any leave taken. This is important for calculating leave entitlement at the end of the leave year as there may be broken periods of service with the same leave entitlement, e.g., two broken periods of sea service during the leave year.

23. In the case of—

(*a*) an officer or rating who serves overseas for a short period but remains entitled to leave at the home service scale (*see* paragraph 16 (*b*)); and

(*b*) an officer or rating recruited in the United Kingdom for service in the Royal Australian Navy,

service outside Australia is to be regarded as service in a seagoing ship for the purpose of calculating home service leave. The period of leave under this clause is to be calculated using the rule given in paragraph 31 for calculating periods of foreign service leave. Any leave taken overseas is to be deducted from home service leave accruing. Particulars of such leave are to be reported to Navy Office and, where applicable, to the ship or establishment to which the member remains appointed or drafted.

24. Should an officer or rating referred to in paragraph 23 be due to return to Australia in a new leave year and be unable to take his full entitlement of leave in the previous leave year because of the oversea service, application should be made for deferement of leave in accordance with paragraphs 60 to 65.

25. *When to be taken.*—Home service leave is normally to be taken in the leave year in which it is due, in two periods—one during June and July and the other during December and January.

26. Officers and ratings serving at the Royal Australian Naval College and the R.A.N. Apprentice Training Establishment are to take leave during term breaks.

27. A list is to be forwarded by all ships and establishments by 15th August each year, to the Manning Department, Navy Office, of all ratings whose leave is not taken during the mid-winter leave period. This instruction does not apply to H.M.A.S. TARANGAU, H.M.A.S. MELVILLE or ships serving outside the Australia Station.

28. Officers and ratings serving in remote localities may allow their leave to accumulate with a view to taking it at the conclusion of their service in the remote locality, subject to the following conditions—

(*a*) in order to maintain physical and mental health, officers and ratings serving in South East Asian posts are to take their remote locality leave in the South East Asian area in the year in which it is due;

(*b*) irrespective of the period served in the remote locality, the maximum amount of leave (including remote locality leave) which may be accumulated is—

(i) in South East Asian posts—84 days.

(ii) in other remote localities—126 days.

29. Formal application for deferment of leave is not required for accumulation of leave under this clause.

30. An officer or rating appointed or appropriated overseas or to a remote locality is normally to take all accrued leave before taking up the appointment or draft.

31. *Foreign service leave.*—In this order "foreign service" means all service outside the Australia Station except—

(*a*) that which counts as home service (*see* paragraph 16); and

(*b*) when an officer or rating is on foreign service leave.

32. Foreign service begins on the date of departure from the last Australian port if the officer or rating is travelling in a warship, or the date of embarkation in Australia if he is travelling by other means. It ends on the date of arrival at the first Australian port if the officer or rating is returning in a warship, or the date of disembarkation in Australia if he returns by other means.

33. The rules for the grant of foreign service leave will normally apply in respect of periods of service outside Australia with the following exceptions when home service leave will continue to accrue—

(*a*) Short term duty oversea where the member remains attached for pay purposes to an establishment in Australia; and

(*b*) Service in one of H.M.A. ships which proceeds outside the Australia Station and returns without granting long local leave at an oversea port.

34. Foreign service leave accrues at the rate of one day for each completed month of foreign service plus one additional day for each completed six months' foreign service. The maximum amount which may be accrued on each occasion of foreign service is 42 days.

35. Foreign service leave is inclusive of Saturdays, Sundays and public holidays occurring within the period of leave.

36. Service prior to desertion may be allowed to count as qualifying service for foreign service leave.

37. Foreign service leave does not accrue in respect of any period for which pay is not credited, e.g., detention, imprisonment, cells or leave without pay.

38. Local leave granted to an officer or rating while on foreign service is governed by the routine of the squadron, ship or establishment to which he is attached, and is in addition to foreign service leave accruing under paragraph 34. Oversea local leave may not be deferred for the purpose of taking it in Australia or adding it to foreign service leave.

39. When an officer or rating is granted leave (other than leave for compassionate purposes) in Australia during foreign service, the period during which he is absent from his ship or establishment on this leave is to be deducted from foreign service leave due. Leave granted for compassionate purposes is not to be deducted from foreign service leave due unless specially directed by the Naval Board.

40. Foreign service leave is normally to be taken immediately the officer or rating returns to Australia.

41. Naval Board approval must be obtained for officers and ratings to spend their foreign service leave abroad. Where approval is given, any expense which would not have been occasioned under the normal arrangements for the officer's or rating's return to Australia will be his own liability. Applications to take foreign service leave abroad are to give details of the normal and proposed passage arrangements. On reporting address and movements when on leave in a foreign country, *see* paragraph 9.

42. Officers and ratings recruited in the United Kingdom for service in the Royal Australian Navy do not accrue foreign service leave during the period between entry into the Royal Australian Navy and arrival in Australia, *see* paragraph 23.

43. *Arduous Service Leave.*—Leave additional to that provided for in paragraphs 16 to 30 (home service leave) and 31 to 42 (foreign service leave) may be granted by the Naval Board to officers and ratings who perform a period of specially arduous service.

44. Current approvals are—

(*a*) Ships of British Commonwealth Strategic Reserve:

One day a month up to a maximum of five days a year, subject to a minimum period of three months' service in the Strategic Reserve.

(*b*) Service at Maralinga:

One day a month up to a maximum of seven days a year, subject to a minimum period of three months' service in the area.

45. *Travelling Leave.*—An officer or rating proceeding on leave to visit the home of his nex-of-kin within Australia or a destination accepted as his home town for the issue of leave concession warrants may, if the journey takes twelve or more hours, be allowed travelling leave in addition to long leave for the period of the journey, but if the journey takes more than 48 hours by surface transport (including waiting time) extra leave for travelling is not to be granted on more than one occasion in each leave year without Naval Board approval.

46. Travelling time added to the period of leave granted is to be recorded on the leave pass when the member proceeds on leave.

47. When compassionate leave is granted, the officer or rating is to be granted travelling leave if the single journey exceeds twelve hours by the approved means and route of travel. Travelling leave under this clause will not affect any entitlement to travelling leave under paragraph 45.

48. An officer or rating who is permitted to serve an additional period of service at Darwin or in New Guinea and is granted leave travel concessions under Interim Pay Instructions to the nearest capital city may be granted travelling leave for that purpose.

49. The rules for the grant of free travel and the method of travel to be used on leave when free travel is allowed are contained in Interim Pay Instructions.

50. *Officers—Leave for University and Technical College Courses.*—On the granting of leave to Medical, Dental and other officers for taking graduate, post-graduate and other courses of study at universities or technical colleges, *see* Interim Pay Instructions.

51. *Jewish Sacred Festivals.*—When practicable, leave may be granted to officers and ratings of the Jewish faith for the observance of certain Holy Days, the dates of which are published annually in Navy Orders.

52. Sufficient leave is to be given to enable the officer or rating to arrive at his home or if his home is too far distant the nearest synagogue or other place of observance, before sunset on the day before the festival.

53. This leave counts against the annual allowance of leave.

54. *Sick Leave.*—Sick leave is additional to home service leave and foreign service leave.

55. *Compassionate Leave.*—Instructions regarding the granting of compassionate leave are contained in Navy Order 229 of 1959.

56. Compassionate leave in excess of seven days in any one leave year counts against the annual allowance of leave except as directed in paragraph 39.

57. On additional travelling leave in compassionate cases, *see* paragraph 47.

58. *Leave Without Pay.*—The Naval Board may grant leave without pay for a period not exceeding three months to an officer or rating. Leave without pay for a period exceeding three months but not exceeding twelve months may be granted with the approval of the Governor-General.

59. Leave without pay counts as part of the period of service of the officer or rating, but does not count towards increment of pay, seniority for promotion or entitlement to leave.

60. *Deferment of Leave.*—Home service leave or foreign service leave which, owing to the exigencies of the service, cannot be taken in the leave year in which it becomes due may be deferred to the following leave year subject to the approval of the Naval Board or the administrative authority concerned as appropriate in the case of officers and that of the Captain in the case of ratings. *See* paragraph 24 on officers and ratings returning to Australia in a new leave year, and paragraph 28 on officers and ratings serving in remote localities.

61. Deferment should only be approved in exceptional circumstances and where it can be clearly shown that there are strong service reasons for the leave not being taken in the year in which it is due. It whould be taken as early as possible in the subsequent leave year and steps should be taken to avoid officers proceeding from

one administrative command to another with a large amount of accumulated leave. Any further deferment will be subject to the provisions of paragraph 60. Copies of the approval for deferment of officers' leave are to be forwarded to Navy Office for information, and notification of deferment of ratings' leave is to be forwarded to Manning Department, Navy Office.

62. Applications for deferment should be forwarded early so that, should deferment be refused, sufficient time will remain for the leave to be taken before the end of the leave year; otherwise a refusal of deferment will result in forfeiture of the leave.

63. An officer or rating whose home is more than 48 hours' travelling time by surface transport (including waiting time) from the place where leave is granted or whose home is in New Guinea or New Zealand may, subject to the approval of the Captain, accumulate the whole of his annual allowance of leave with a view to taking it once a year. Other cases where, in the opinion of the Captain, a request to take the whole of the year's leave at one time is deserving of special consideration on account of the time and expense involved in proceeding on leave are to be submitted to the Naval Board.

64. An officer who is about to retire or a rating who is about to complete his engagement may be permitted to defer up to 21 days of leave with a view to taking it immediately before retirment or discharge.

65. Any leave not taken within the limits laid down in paragraphs 28 and 60 to 64 will lapse.

66. *Leave Before Discharge.*—All leave not taken before discharge from the service is forfeited.

67. *Discharge at Own Request.*—An officer discharged to shore upon resignation or a rating discharged at his own request before completion of engagement takes his discharge on the understanding that he forfeits leave that would otherwise be due to him. However, where a rating is discharged " Free " under section 25A of the Naval Defence Act or under Navy Order 863 of 1958, paragraph 13 (*a*) (i.e., Naval Airman, Aircrew) he may be granted all accrued leave before discharge.

68. *Discharge Within Twelve Months of Entry.*—An officer or rating whose services are terminated for other than disciplinary reasons during the first year of his service may be granted leave in proportion to his period of service.

69. *Discharge " Unsuitable " or " Unsuitable on Account of Disability Present on Entry ".*—A rating discharged " Unsuitable " or " Unsuitable on account of disability present on entry " may be granted all accrued leave before discharge.

70. *Dismissal, Dismissal with Disgrace, Discharged Fraudulent Entry, S.N.L.R., &c.*—Where an officer is sentenced to dismissal with disgrace or to dismissal, or is discharged " Fraudulent entry ", or his appointment is cancelled under Naval Forces Regulations 101 or 122, he forfeits all leave that would otherwise be due to him.

71. Where a rating is dismissed, or is discharged " Fraudulent entry " or " Services no longer required ", he forfeits all leave that would otherwise be due to him.

72. Where discharge to shore is under consideration in a case to which paragraphs 70 and 71 refer, leave is not to be granted.

73. *Furlough and Extended Leave.*—The conditions governing the grant of furlough and extended leave are contained in Interim Pay Instructions.

74. Where a member is granted a period of furlough during his service, his leave entitlement will be adjusted as directed by the Naval Board.

75. *Members Invalided.*—A member who is invalided is not to be granted any period of home service leave or foreign service leave. Such a member will however be entitled to pay and allowances for fourteen days beyond the date of survey for invaliding, provided the overall period during which he may be retained on pay while under medical treatment is not exceeded.

76. *Record of Leave Taken.*—Leave taken is to be recorded on form A.S. 224Z, personnel card.

77. On the transfer from one ship or establishment to another of a rating, the amount of leave taken during the current leave year and the amount of leave deferred (if any) are to be entered on the rating's form A.S. 239.

SECTION IV.—ROYAL NAVY OFFICERS AND RATINGS.

1. *General.*—The general provisions of this order, where they do not conflict with Royal Navy regulations and instructions, apply to officers and ratings of the Royal Navy on loan to or exchange duty with the Royal Australian Navy.

2. *Loan Service.*—Officers and ratings on loan from the Royal Navy accrue local and foreign service leave in accordance with the following scales—

(*a*) Local leave	14 days a year, calculated at the rate of 1 day for each completed month's absence from the United Kingdom plus 1 additional day for each completed 6 months.
(*b*) Foreign service leave ..	2 days for each completed month's absence from the United Kingdom (for any period of absence up to 6 years).

3. Leave is calculated on the total period of absence from the United Kingdom, the normal periods of passage each way being included.

4. *Local Leave.*—Leave years are not taken into consideration when granting local leave, but as far as practicable local leave should be taken during the normal leave periods, *see* section III., paragraph 25.

5. Where an officer or rating on loan takes leave in Australia in excess of the local leave scale (*see* paragraph 2), the excess will be deducted from his foreign service leave credits.

6. Officers and ratings who complete six years' loan service may be granted local leave at the R.A.N. home service leave scale without any increase to, or deduction from, foreign service leave accrued during the first six years' loan service.

7. Local leave accrued by an officer or rating and not taken before his relief in his last appointment or appropriation before passage will normally lapse. However, if the exigencies of the service permit, the member may take part or the whole of the accrued leave while awaiting passage.

8. *Foreign service leave* is normally to be taken on return to the United Kingdom on completion of loan service. The Naval Board may approve the taking of foreign service leave in Australia, or on the return passage where the member is permitted to make his own arrangements provided that the member's return passage can be arranged to ensure that he will be available for duty with the Royal Navy on the normal date of reversion.

9. *Leave Taken in Australia on Admiralty Account.*—When a Royal Navy officer or rating on loan wishes to take leave on Admiralty account while on loan service with the Royal Australian Navy or on being finally discharged from the Royal Navy in Australia, the circumstances are to be submitted to the Naval Board for consideration. Care is to be taken that terminal leave, re-engaging leave, &c., are not granted unless specific authority is given.

10. *Exchange Service.*—An officer or rating of the Royal Navy on exchange service with the Royal Australian Navy may be granted leave in accordance with Royal Navy scales of leave.

11. *Loan and Exchange Service in R.A.N. Ships in United Kingdom.*—Royal Navy loan and exchange officers and ratings serving in an H.M.A. ship which is visiting the United Kingdom, accrue leave at the Royal Navy home service scale while the ship is in United Kingdom home waters. Any leave granted in excess of this scale is to be deducted from foreign service leave credits.

12. Navy Orders 580 of 1957 and 121 of 1959 are hereby cancelled.

13. Navy Orders 267 and 828 of 1958 and 229 of 1959 are relevant.

14. The following C.O.R. articles are suspended—

267.	274 (clauses 1 and 2).
268.	275.
269.	276.
270.	277.
271.	278.
272.	279 (clause 1).
273.	280.

15. This order will be incorporated in Regulations and Instructions for the Royal Australian Navy.

(H.P.B. 47/8/1.)

(*Navy Orders* 580 *of* 1957, 267, 828 *and* 863 *of* 1958 *and* 121 *and* 229 *of* 1959.)

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C.N.O.'s 645-666/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
10th August, 1959.

The enclosed 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.

RESTRICTED.

6175/59.

CONTENTS.

CONTENTS—*continued.*

Section 2.
PERSONNEL.

UNCLASSIFIED.

645.—Educational Tests, January-June, 1959—Summary of Results.

The following tables show the results of the educational tests held in April, 1959—

Higher Educational Test.

Subject.	*Number of Papers Taken.*	*Number Passed.*	
		First Class.	*Second Class.*
General Knowledge	107	10	58
History	20	2	10
Geography	46	5	29
Navigation	39	6	22
Practical Mathematics	65	6	28
Mechanics	17	4	9
Magnetism and Electricity	12	1	6
English Expression	111	4	56
	417	38	218

Total number of candidates 200
Number of W.R.A.N.S. candidates .. .. Nil
Number of candidates awarded First-class Certificates (75 per cent. in each of four subjects) 1
Number of candidates awarded Second-class Certificates (55 per cent. in each of four subjects) 39
Number of C.W. candidates who qualified educationally 1

Numbers of candidates who qualified educationally for commissioned rank on the Special Duties List in the various branches are as follows—

Seaman	5
Communications	2
Engineering	3
Shipwright	2
Ordnance	1
Electrical	3
Air Engineering	2
Naval Airman	5
Medical	—
Dental	—
Supply and Secretariat	8
Regulating	—
Band	—
Naval Dockyard Police	—

Educational Test 1.

Total number of candidates 536
Number of successful candidates 360

2. This order will be reprinted for posting on notice boards.

(D.N.E.S. 4017/7/307.)

UNCLASSIFIED.

646.—Leave Travel by Air.

The provisions of Interim Pay Instructions 212 (*a*), 212/1 (*h*) and 185/1 (6) provide that members below the rating of Chief Petty Officer proceeding on leave and wishing to travel by air by paying the difference between costs of air/rail fares, are, except as provided in paragraph 6 hereunder, to be issued with leave concession warrants, to travel by tourist class air services on routes where these services are available.

2. Cases have occurred where members have been issued with leave concession warrants for full first-class air fares and recovery effected from them accordingly, whereas claims rendered by the airways companies subsequently disclosed that they travelled as tourist class passengers, thus resulting in the members concerned having been overcharged in respect of the difference between air and rail fares.

3. Similarly in some instances members entitled to travel by air at Departmental expense when proceeding on leave, under the provisions of I.P.I. 212/1 (*f*), have been issued with warrants for full first-class air travel in lieu of tourist class, thus involving the Department in higher costs than those which should have been incurred.

4. The attention of all concerned is to be drawn to these regulation provisions to ensure compliance therewith.

5. Leave concession warrants issued for air travel are to be clearly endorsed to indicate to the airways company that travel by tourist class only is being authorized.

6. Members may, however, elect to travel by air at full first-class rate, on payment of the difference between full air/rail fares. In such cases the duplicate (D.N.A.) copy of the warrant is to be endorsed to that effect.

(D.N.A. 187/1/10.)

UNCLASSIFIED.

647.—Ration Allowance—R.N. Personnel.

The daily rates of ration allowance payable to R.N. personnel serving in Australia and in receipt of R.N. rates of pay and allowances, have been revised with effect from 1st June, 1959.

2. The former rate as shown in A.F.O. 3042/1958 is superseded and the following rates will operate from 1st June, 1959, until further notice—

Canberra and Sydney Areas .. .. .. 98 pence.
Elsewhere .. .. 91 pence.

3. A.C.N.B. message 097F of 19th June is hereby cancelled.

(D.N.A. 252/11/2.)

363/1960.
to be cancelled

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

648.—Wireless—Type 691 and 691EF Transmitters and Type CUH—Receivers—Defective Blower Units A.P. 67067.

Reports have been received of bearing failures in the blower units A.P. 67067 fitted to type 691 and 691EF transmitters and type CUH receivers, and Admiralty advise that it is intended to modify the motors by fitting internal bearing caps.

2. Until this modification is carried out, ships experiencing failure of these motors should obtain replacement motors, but before fitting should wash out the existing lubricant from the bearing and charge with grease XG275, requirements of which should be demanded from N.S.O. (Air) Randwick under ref. 34B/9100512 (4-oz. tube) or ref. 34B/9100513 (1-lb. tube).

3. In view of the difficulty in removing and replacing these motors, and the fact that many ships have not experienced any trouble, it is not proposed to change the lubricants in all motors fitted. However, if time permits, or the motor is removed as part of planned maintenance routines, the opportunity should be taken to clean the bearings and charge with grease XG275.

4. Navy Order 1124 of 1958 is hereby cancelled.

(D.E.E. 4280/12/340.)

(*Navy Order* 1124 *of* 1958.)

UNCLASSIFIED.

649.—Gun Mountings—Auto Testing and Tuning—Supply of Instruments.

Issue of instruments required for testing and tuning weapon mounting auto systems, *vide* B.R. 2034 will be made without demand as supplies become available in accordance with the allocation shown in the appendix to this order.

2. On receipt they are to be taken on charge in the ordnance engineer's gunnery equipment and underwater weapon store account and are to be returned to G.E.S.O. Sydney on paying off.

3. Every care is to be taken to avoid wastage of the special paper used with the duplex quick response recorder. Records are only to be taken in the final stages of tuning.

4. Any instruments drawn on loan in excess of allocation, e.g., for overall gunnery control trials, are to be returned in a serviceable condition or with a list of defects attached, immediately the trial is completed.

5. Navy Order 163 of 1957 is hereby cancelled.

APPENDIX.

Ship or establishment.	*Misalignment meter type M.A.47.*	*Portable dummy director.*	*Duplex quick response recorder and amplifier.*	*Remarks.*
H.M.A.S. MELBOURNE ..	2	1	1	
H.M.A.S. WATSON ..	1	1	1	
H.M.A.S. VOYAGER ..	2	1	1	
H.M.A.S. VENDETTA ..	2	1	1	
H.M.A.S. VAMPIRE ..	2	1	1	
H.M.A.S. ANZAC	2	1	1	
H.M.A.S. TOBRUK.. ..	2	1	1	
H.M.A.S. QUEENBOROUGH	1	1	1	
H.M.A.S. QUICKMATCH ..	1	1	1	
H.M.A.S. QUIBERON ..	1	1	1	
H.M.A.S. YARRA	1	1	1	
H.M.A.S. PARRAMATTA ..	1	1	1	
TYPE 12 FRIGATE 02 ..	1	1	1	
TYPE 12 FRIGATE 05 ..	1	1	1	
C.S.T., F.N.D. (for "L" School "G" School and Gunnery Trials Team)	1 each (3)	1 each (3)	1 each (3)	
WEST HEAD GUNNERY RANGE	1	1	1	
O.E.O. BENDIGO	1	1	1	
O.E.O. MARIBYRNONG ..	1	1	1	
G.M.G.I.	1	1	1	
G.M.W.D.	1	1	1	
G.O.E.A.	1	1	1	
G.E.S.O. SYDNEY	15	3	6	May be drawn on loan for overall gunnery control trials.
G.E.S.O. MARIBYRNONG ..	6	3	3	

Theodolites, Watts Microptic.

C.S.T., F.N.D. (for "G" School) ..	1	
G.E.S.O. SYDNEY	8	May be drawn on loan, for overall gunnery control trials.
G.E.S.O. MARIBYRNONG ..	6	

(D.O.U.W. 4429/199/10.)

(*Navy Order* 163 *of* 1957.)

UNCLASSIFIED.

650.—Gunnery Equipment Stores—Ball and Roller Bearings.

Ball and Roller Bearings are classified as consumable in B.R. 226 series and B.R. 227—Establishments of Spare Parts Tools and Accessories for Gunnery and Underwater Weapons.

2. These items are of an " attractive " nature and all authorities concerned should exercise the utmost care in accounting, handling and fitting of ball and roller bearings and maintain a high standard of maintenance in accordance with B.R. 292, Chapter 15, for those in service to ensure that the useful life of the bearing is prolonged as far as possible.

3. Ball and roller bearings, should be regarded as being of a " quasi-permanent " nature and bearings which are below the standard required for Naval use may be of some use to civilian firms who do not demand such a high standard. They should, if possible, be returned to the gunnery Equipment Stores Depots. Such bearings are to be marked " G " in the ships list of equipment, and form A.D. 526 raised, quoting this order as the authority.

4. Navy Order 35 of 1957 is hereby cancelled.

(D.O.U.W. 736/52/3.)

(*Navy Order* 35 *of* 1957.)

UNCLASSIFIED.

651.—Alteration and Addition Item—Battle Class Destroyers.

Class list item no. 81 for Battle Class Destroyers is to be amended as follows—

Delete: Classification " B ".

Item: Convert Armament communications from sound powered to amplified speech working.

Insert: Classification " A ".

Item: Armament communications to be brought into line with Navy Office Drawing No. 651/16/105 Armament Communications Key Diagram.

Remarks: Compensating weight of 2,830 lb. at upper deck level or 1,197 lb. at forecastle deck level is required for the item and no work is to be carried out without prior approval of the Naval Board.

(D.C.C. 1215/51/4.)

UNCLASSIFIED.

652.—Naval Stores (Air)—Vocab. Section 64TT—Ghost Engine Erecting Stand—Change of Vocabulary Reference Number.

(*A.F.O.* 30/1959.)

The Ghost engine stand described below has been re-referenced as indicated.

2. Stocks and naval store accounts should be adjusted accordingly.

3. Admiralty has advised that the relevant publications will be amended.

Old			*New*	
Reference.	*Part No.*	*Nomenclature.*	*Reference.*	*Part No.*
64TT/1211	T.79047	Stand, engine erecting, Ghost ..	4G/4354	T.79047

(D.N.A.S 4411/19/148.)

UNCLASSIFIED.

653.—Naval Stores (General) (Class B, Group 8, Part B)—Dripless Hot Water Taps for Hot Water Urns—Introduction.

As a result of trials in one of H.M.A. ships, it has been decided to introduce ½-in dripless hot water taps " top lift " type, for hot water urn draw-off points.

2. These taps are of a vertical lift type and cannot be left turned on.

3. Replacement is to be made only when existing taps become defective. H.M.A. ships are to include an item in the defect list quoting this order as authority.

(D.N.A.S. 505/87/10.)

UNCLASSIFIED.

654.—Naval Stores (General) (Class E, Group 5)—Breathing Apparatus, Patterns 5561A and 5562A—Modifications to Existing Relief Valve, Pattern 5571.

(*A.F.O.* 1090/1959.)

Admiralty has advised that trials are still being carried out with a view to overcoming known weaknesses in relief valve, pattern E5/5571.

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

(*a*) The diaphragm, pattern E5/6162, is to be replaced by a diaphragm, pattern E5/3456 (normally supplied for use in helmet relief valve, pattern E5/3452 of Admiralty shallow water diving dress, pattern E5/3420). Fitting is to be carried out locally by service concerned.

(*b*) In view of individual variations which may occur in diaphragms, pattern E5/3456 and in order to ensure correct functioning of the relief valve, *only those diaphragms which measure* $\frac{3}{16}$*-in. or more in thickness at the internal flange* are to be used. Tests are then to be carried out in accordance with chapter 23 of B.R. 155C (3) Royal Naval Diving Manual—Self Contained Diving.

3. The diaphragms, pattern E5/3456, 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.

5. Navy Order 650 of 1958 is hereby cancelled.

(D.N.A.S. 4512/50/572.)

(*Navy Order* 650 *of* 1958.)

UNCLASSIFIED.

655.—Naval Stores (General) (Class E, Group 12)—Polythene Bags for Radiac Instruments—Introduction.

(*A.F.O.* 36/1959.)

The following polythene bags have been introduced into the Rate Book and Authorized List of Naval Stores under class E, group 12—

Pattern.	*Description.*	*Ships' Accounting Classification.*
9117	Bags, polythene, 18-in. by 24-in. by 0.0025-in. thickness	Consumable.
9118	Bags, polythene, 10-in. by 12-in. by 0.0025-in. thickness	Consumable.

2. The bags are required for the protection of radiac instruments under fall-out conditions, the larger bag being for use with radiac instruments type S.M.R. no. 2, and the smaller bag for use with the probe of contamination meter no. 1.

3. First outfit quantities of these bags will be supplied to ships in commission on the following scale—

Pattern.	*First Outfit.*
9117	Five for each meter, survey, radiac no. 2, pattern F3/911-0130 allowed.
9118	Five for each meter, contamination no. 1, pattern F3/911-0107 allowed.

4. Captains of ships in commission concerned should forward demands to S.N.S.O., Sydney. Supply to ships under construction will be arranged by storing yards in the normal manner.

5. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 514/62/2.)

UNCLASSIFIED.

656.—Naval Stores (General) (Class F, Group 3B)—Speed Error Plate—Introduction of New Design.

A new speed error plate for gyro-compasses patterns 1005, 1015, 1035 and 2005, has been introduced to provide a table of correction figures for higher speeds and latitudes than those given on the obsolescent plate, pattern F3B/7056, and has been added to the Rate Book and Authorized List of Naval Stores under class F, group 3B, as follows—

Pattern.	*Description.*	*Ships' Accounting Classification.*
7058	Plate, speed error, for use with gyro-compasses, patterns 1005, 1015, 1035 and 2005	Consumable.

2. Ships still fitted with the obsolescent speed error plate, pattern F3B/7056, should demand pattern F3B/7058 plates from S.N.S.O., Sydney, to replace them.

3. The allowance for fitting in H.M.A. ships is on the basis of one plate on the pelorus stand and one in each gyro-compass compartment.

(D.N.A.S. 519/53/13.)

UNCLASSIFIED.

657.—Naval Stores (General) (Class F, Group 6)—Pattern F6/162509 Film Viewing Desk, Half Plate—Introduction.

(*A.F.O.* 902/1959.)

A film viewing desk has been introduced into naval service for viewing film negatives of drawings and will be added to the Rate Book and Authorized List of Naval Stores as follows—

Class and Group.	*Admiralty Pattern.*	*Description.*	*Denom. of Quantity.*	*Ships' Accounting Classification.*
F.6	162509	Film viewing desk half plate	No.	P

2. Pattern F6/162509 film viewing desk is a portable instrument which has its own internal illumination and can be used in normal office lighting. It features a 4-in. by 5-in. reading lens for inspection of half plate negatives and gives approximately x 2 magnification. In addition, a high-powered scanning lens is provided for inspection of fine detail at increased magnification.

3. The allowance of pattern F6/162509 will be one to each ship using half-plate negatives of gunnery equipment drawings and initial supply will be made to the following—

Daring class destroyers.
Battle class destroyers.
Frigates type 12.
Frigates type 15.

Allowances to battle class destroyers and frigates type 15 are to be regarded as R.A.N. special allowances.

4. Ships concerned in commission should forward demands to their storing yards. Supply to ships storing after construction, modernization or conversion should be arranged by warrant and storing yards in the usual manner.

5. Allocation to ships will be made as supplies become available.

6. The allocation of Admiralty bath viewers will not be changed at present.

7. Admiralty has advised that the relevant publications will be amended.

(D.O.U.W. 4518/62/169.)

UNCLASSIFIED.

658.—Naval Stores (General)—Hard Soap—Accounting.

In the past, hard soap has been obtained from the manufacturers in 50-lb. boxes, each containing 100 no. ½-lb. bars, which, irrespective of loss of weight due to loss of volatile matter, have been accounted for by weight on the assumption that each bar still weighed ½-lb.

2. Future purchases of hard soap will be in cartons, each carton containing 25 no. 35-oz. bars. After normal loss of volatile matter each bar is expected to weigh in the vicinity of 2-lb. However, for accounting purposes, the weight of the soap will be ignored and the denomination of quantity will be "Bars".

(D.N.A.S. 512/87/2.)

UNCLASSIFIED.

659.—Oxygen and Air Charging Regulators—Identification.

Ref. 6D/1702 charging regulators, used in the refilling of oxygen and compressed air cylinders and installations, are at present identified by colour code, viz., red and blue for oxygen and air respectively.

2. In a further endeavour to eliminate the possibility of regulators contaminated with oil from air compressors being used with oxygen cylinders or installations and to assist in the demanding and supply of correct items, it has been decided to introduce separate reference numbers, viz.—

Ref. 6D/1702 (O)	Charging regulator, oxygen.
Ref. 6D/1702 (A)	Charging regulator, compressed air.

3. As an additional precaution future supplies of regulators for air purposes will be clearly marked " AIR ONLY ".

4. Accounting records are to be amended accordingly.

(D.N.A.S. 603/56/1.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

660.—Clothing—W.R.A.N.S.—Introduction of Hats, Tricorne Modified for Wear with White Plastic Covers.

A tricorne hat, modified for wear with a white plastic cover, will be made available from H.M.A. victualling yards when present stocks of hats, tricorne and white pique covers are exhausted.

2. The new hat follows the traditional style of the tricorne but the fur felt crown has been replaced by a crown of resin-bonded buckram. The white plastic cover fits over the crown and is secured beneath the mohair band by four snap fasteners.

3. Details of nomenclature and fixed issuing price are as follows—

	Sizes.	*F.I.P.* £ *s.* *d.*
Hats, tricorne, with white plastic cover	6½ to 7⅛ ..	2 1 9
Hats, tricorne, plastic covers for	6½ to 7⅛ ..	0 3 5

4. The scales of gratuitous issues for W.R.A.N.S. Officers, Chiefs and Petty Officers will be as follows—

Hats, tricorne, with white plastic cover	1 no.
Hats, tricorne, plastic covers for	1 no.

5. Serving personnel may continue to wear hats, tricorne, of the superseded pattern and white pique covers until replacement is required, when the hats, tricorne, with plastic covers may be taken up on repayment.

6. The Interim Pay Instructions and other relevant publications will be amended in due course.

(D.V. 917/100/1.)

UNCLASSIFIED.

661.—Fixed Issuing Prices for Provisions and Victualling Allowance as from 1st July, 1959.

The supplementary list of issuing prices for fresh fruit and vegetables which has operated since 1st April, 1959, has been amended as from 1st July, 1959, and revised price lists have been distributed to all H.M.A. ships and establishments.

2. Consequent upon the revision of these prices the following rates of victualling allowances per head, per diem, will apply from 1st July, 1959—

	s. *d.*
Messes of more than 300	6 4
Messes of 300 or less	6 6
Additional for ships attached to the strategic reserve ..	0 4
H.M.A.S. MELVILLE	6 10
H.M.A.S. TARANGAU	6 11
R.A.N.C. and R.A.N.A.T.E.	7 5

3. Navy Order 330 of 1959 is hereby cancelled.

(D.V. 903/51/1.)

(*Navy Order* 330 *of* 1959.)

UNCLASSIFIED.

662.—Medical Stores—Non-Scale Items.

The scales of medical stores laid down for use in the Royal Australian Navy are not intended to be exhaustive, particularly in regard to the service afloat scales. They are intended as a basic outfit of equipment and medicaments in general use, of sufficient scope to enable the average Medical Officer to treat the ailments and injuries commonly encountered in his practice. They are not inflexible and are amended as necessary by removal or addition of items when evidence of requirement or of current trends, shows this to be desirable. There are many factors involved in amending the scales and it is not economically possible or desirable to include all current items. It will be seen, therefore, that irregular methods of obtaining medical stores are likely to suppress evidence that amendments of scales are necessary.

2. It is the duty of each Medical Officer when serving afloat, to ensure that he is carrying adequate medical stores according to the appropriate scale, taking into consideration the employment of the ship and the availability of further service supplies.

3. When a ship is about to proceed to an area where there is no service medical store depot, the Medical Officer should, in his own interest demand such medical stores as he considers necessary, before leaving for the area. Where no medical officer is borne the Captain is to seek the advice of the nearest naval medical authority. The present R.A.N. scales are based on an average six monthly expenditure.

4. The scale of medical stores for R.A.N. hospitals is considerably greater in range and quantity than those for the service afloat for obvious reasons, but certain items available to civilian practitioners are not carried as scale items even in R.A.N. hospitals.

5. In the event of non-scale items being required in order to treat patients who have been ordered such treatment by consultants or specialists, or in order to meet special circumstances not covered by items on the R.A.N. scales of medical stores, the Senior Medical Officer of the ship or establishment, or Captain, may anticipate approval of the supply of such special items in the quantities ordered by the consultant or specialist, or if considered necessary by the Senior Medical Officer provided the need is—

(*a*) Lifesaving.
(*b*) Urgent.
(*c*) Essential for the recovery of the patient.

6. In all other instances where non-scale items are required, prior approval of the Medical Director General is to be obtained, a copy of the request being sent to the Medical and Dental Store Officer concurrently. Supply is to be arranged according to the following order of availability modified where urgency needs immediate procurement—

(*a*) R.A.N. medical store.
(*b*) Another R.A.N. ship or establishment in the vicinity.
(*c*) Medical store of other services.
(*d*) Local purchase, ensuring that usual discount for Government supplies is allowed.

7. In order that the Medical Director General be informed of the items procured under the above conditions, a monthly report of non-scale procurements of medical stores is to be made to the Medical Director General, only if purchases have been made. The report is to give full details of each item of stores and the diagnosis of the case for which it is required.

(M.D.G. 1001/51/2.)

UNCLASSIFIED.

663.—Purchase of Rabbit Meat.

With effect from 1st August, 1959, rabbit meat will be accounted for in pounds.

2. The price to apply from 1st August, 1959, is 2s. 3d. per lb. and the fixed issuing price list for provisions is to be noted accordingly.

(D.V. 912/93/8.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

664.—Books—Libraries—Central Reference Libraries—Additions.

A list of books added in the quarter ending 30th June, 1959, to the Central Reference Libraries in H.M.A. ships, ALBATROSS, CERBERUS and WATSON is shown in the appendix to this order.

2. Officers and ratings who wish to borrow books from the Central Reference Libraries should apply to the Instructor Officer (or Education Officer) of the ship or establishment in which they are serving. This officer holds a complete catalogue of the Central Reference Libraries.

3. This order will be reprinted for posting on notice boards.

APPENDIX.

Classification and Author.	*Title.*	*Where held ALBATROSS, CERBERUS and WATSON.*
Bibliography—		
Knight	The Sea Story	A. C. W.
Psychology—		
Von Urban	Beyond Human Knowledge	A. C. W.
Van Pelt	The Secrets of Hypnotism	W.
Philosophy—		
Lin Yutang	The Wisdom of Confucius	W.
Religion—		
Monks	Great Catholic Festivals	C.
Archbishop of Canterbury	The Archbishop Speaks	A. C. W.
Politics—		
Martin	The Vital Letters of Russell, Rhrushehev, and Dulles	C.
Fielding	Justice Triumphant	A.
Carboch	Studies in Australian Politics	A.
Economics—		
Wright	Guide to Easy Living	A.
Galbraith	The Affluent Society	W.
Gibb	Lloyds of London	C.
War—		
Stewart	Airpower—The Decisive Force in Korea	A.
Goldberg	A History of the United States Air Force	A.
Education—		
Leedy	Reading Improvement for Adults	C.
Griswold	The University Tradition	A.
Commerce—		
Marsh	World Trade and Investment	W.
Knight	Plane Crash	A. C. W.
Mayer	Madison Avenue, U.S.A.	C.
Customs—		
Edwards	Standard Guidons and Colours	C.
Mathematics—		
Ferrar	Algebra A Text Book of Determinants, Matrices and Algebraic Forms	C.
Relton	Applied Differential Equations	C.
Astronomy—		
Patrick Moore	The Amateur Astronomer	A.
Payne Gaposchkin	Introduction to Astronomy	W.
Agton	Manual of Celestial Navigation	W.

APPENDIX—*continued.*

Classification and Author.	*Title.*	*Where held ALBATROSS, CERBERUS and WATSON.*
Science—		
	A Pilots Meteorology	A.
Houghton	Atmospheric Explorations	A.
Patterson	Introduction to Meteorology	A.
Medicine—		
Strauss	Psychiatry in the Modern World	W.
Engineering—		
Merrall, Goldberg and Helmholz	Principles of Guided Missiles	C.
Department of Air Force	Guided Missiles	A. C.
Muller	Man Among the Stars	C.
Navy—		
Warren Benson	The Admiralty Regrets	A. C. W.
Aron	On War	A. C. W.
Kerchove	International Maritime Dictionary	C.
Weems	Marine Navigation	W.
U.S. Naval Institute	Fundamentals of Sonar	A.
Whaling—		
Lt. Cdr. J. Crisp	South of Cape Horn	A. C. W.
Diet—		
Yudkin	This Slimming Business	W.
Art—		
Brion	Modern Painting	A. C. W.
Goodhart—William	Painting and Decorating Encyclopaedia	A.
	Decorative Art—Studio Year Book	C.
Travel—		
Hurliman	Moscow and Leningrad	C. W.
Amusements—		
Sawer	The Lawless Decade	W.
Williamson	Ballet of Three Decades	C.
Hulton	The Man's Book	A. C. W.
Literature—		
Kerr	Pieces at Eight (Plays)	C. W.
McLeod	Four Period Plays—Australian	C.
Weekes—Ed.	New England Oracle—A Choice Selection from One Hundred Years of Atlantic Monthly	A. C. W.
Lynn	The Comic Tradition in America	A.
	The Plays of William Douglas Home	C.
	Collected Plays of Noel Coward	C.
Churchill	Shakespeare and His Betters	C.

APPENDIX—*continued.*

Classification and Author.	*Title.*	*Where held ALBATROSS, CERBERUS and WATSON.*
History—		
Gibson	The Story of a Tall Ship	C.
Pratt	A Compact History of U.S. Navy	A.
Thiel	And There was Light	A. C. W.
Freuchen	Book of the Seven Seas	W.
Albert	Broadside and Boarders	C.
Hyde	Blue Funnel	W.
Toynbee	East to West	A. W.
Laver	Edwardian Promenade	A.
Kershaw	A History of Guillotine	A.
Geography—		
Griffith Taylor	Sydneyside Scenery	W.
Fawcett	Ruins in the Sky	A. W.
Llewellyn	With My Back to the East	A. W.
Biography—		
Hamilton	The Commander	A. C.
Griffith Taylor	Journeyman Taylor	W.
Coulson	The Saints	C.
	Undoubted Queen	W.
Nichols	Our Gracious Queen	A. C.
Marder	Fear God and Dread Nought, Vol. III.—Correspondence of Admiral of the Fleet, Lord Fisher of Kilverstone	A.
Walter	Nero	A.
Taylor	Michael Collins	A. C.
Webster	John McDouall Stuart	C.
Barry	McConochie of Norfolk Island	C.
Harrison	These Men are Dangerous	A. W.
Valentin	Beethoven—A Pictorial Biography	C.
Penrose	Picasso—His Life and Works	A. C.
Elgar	Van Gogh	W.
War History—		
Merrian	Battle of the Ardennes	A. C. W.
Morison	History of United States Naval Operations in World War II., Vol. XII.—Leyte, June 1944–January, 1945	A.
Jochen Brennecke	The Hunters and the Hunted	A. C. W.
C. E. Lucas Phillips	The Greatest Raid of All	A. C. W.
Rear-Admiral Sir K. Creighton	Convoy Commodore	A.
Berthold	The Sinking of the Bismarck	A. C. W.
Blond	Ordeal Below Zero	A. C. W.
Crichton-Stuart	G. Patrol	A. C. W.
McKee	The Coal-Scuttle Brigade	C. W.
Arnold	Rescue	A.

APPENDIX—*continued.*

Classification and Author.	*Title.*	*Where held ALBATROSS, CERBERUS and WATSON.*
Miscellaneous Modern Histories—		
Sitwell and Jones	Malta	W.
Deardon	Jordan	W.
McDonald	Angkor	A.
Alleg	The Question	W.
Waugh	The Sugar Islands	C. W.
Lerner	America as a Civilization	W.
Tennant	Quest for Paititi—Journey into Unexplored Peru	C.
Scott	Sydney Highways of History	W.
Tetans	Among the Savages of the South Seas	W.

(D.N.E.S. 4575/52/53.)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED.

665.—H.M.A. Establishments—Electric Laundry Irons.

Approval has been given for the undermentioned allowances of electric laundry irons for H.M.A. establishments—

Non-Tropical Areas—

Officers	1 no. per mess of up to 20 and 1 no. for each additional 20 personnel.
Chief and Petty Officers and Ratings	1 no. per mess or dormitory of up to 25 and 1 no. for each additional 25 personnel.

Tropical Areas except H.M.A.S. TARANGAU—

Officers	1 no. per mess up to 12 and 1 no. for each additional 12 personnel.
Chief and Petty Officers and Ratings	1 no. per mess or dormitory of up to 20 and 1 no. for each additional 20 personnel.

H.M.A.S. TARANGAU—

Commanding Officer	1 no.
Officers	1 no. for each 4 officers borne.
Chief and Petty Officers and Ratings	1 no. per mess or dormitory of up to 20 and 1 no. for each additional 20 personnel.
Laundry	1 no. for each 150 personnel.
Medical and Dental Departments	2 no.
Spares	6 no.

2. Approval is also given to the supply of 1 no. electric laundry iron (110 volt) to each M.S.L. whilst attached to H.M.A.S. TARANGAU, subject to suitable arrangements being made to prevent overloading of the generator when the iron is in use.

3. H.M.A. establishments should demand on the appropriate storing yard to complete to the above allowances.

(D.N.A.S. 518/65/2.)

Section 7.

CANCELLED LIST.

UNCLASSIFIED.

666.—Cancellation of Navy Order.

Navy Order 1175 of 1957 is hereby cancelled.

(M.D.G. 4482/49/261.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Registrar

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FOR OFFICIAL USE ONLY.

C.N.O.'s 667-688/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
19th August, 1959.

The enclosed 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.

RESTRICTED.

6721/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED,

667.—Co-ordination of Reports on Systems and Equipment.

The Naval Board is concerned that a high standard of equipment performance should be maintained at all times. To this end and to enable complete analysis of any short comings it is necessary that all sources of information should be fully co-ordinated. Where two or more specializations are affected by any aspect of a report, no matter what branch may be the primary originator of the document, the remarks of each Department concerned are to be included. Separate parts of such a report are to be fully cross-referenced to any information forwarded on other papers.

2. Navy Order 1201 of 1957 is hereby cancelled.

(D.E.E. 4276/104/215.)

(*Navy Order* 1201 *of* 1957.)

UNCLASSIFIED.

668.—Gunnery Instructional Centre—H.M.A.S. KUTTABUL.

Ships of H.M.A. fleet should supplement their sea training by making full use of the Gunnery Instructional Centre, H.M.A.S. KUTTABUL.

2. The facilities provided at the Centre, are as follows—

Gunnery Training.

(*a*) Dome A/A teacher.
(*b*) R.Y.P.A. shooting teacher.
(*c*) Bofor 40-mm. mk. 1* gun on mk. 3A mounting, drill and stripping.
Bofor 40-mm. N.1 gun on mk. 7 mounting—drill.
Bofor loading teacher.
DAWSON 40-mm. mechanical loading teacher.
(*d*) Oerlikon 20-mm. gun on mk. 7A mounting—drill.
Oerlikon 20-mm. gun—sectioned.
(*e*) 4-in. mk. 19 gun on mk. 23* mounting—drill and stripping.
Twin 4-in. mk. 16 guns on mk. 19 mounting—fitted with RP 52 but not connected to power. Drill and stripping.
(*f*) Type 6 mk. 2 gyro gunsights.
(*h*) Artificial visual trainers mk. 1–3 in no. for pointer following exercises.

3. Ships and establishments requiring instruction with the equipment mentioned in paragraph 2 are to provide an Instructor with the class, together with a suitably trained 35-mm. cinema operator, if dome A/A trainer is required. Information can be obtained from the Gunnery Instructional Centre, Tel. FL 0444, Ext. 445.

4. No assistance can be given to small ship musketry and ceremonial parties until a Gunnery Instructor is appropriated.

5. The port gymnasium may be made available as necessary for any special requirements, e.g., Inter-services sports meetings. Information may be obtained from the Command Recreational Officer, Tel. FL 0444, Ext. 414.

Photography.

6. Two Naval Airmen Photographers are borne; facilities are set out in local orders.

Port Ordnance Staff.

7. The port ordnance party, based at the Gunnery Instructional Centre, is responsible for the mechanical maintenance of gunnery and T.A.S. equipment of shore establishments and ships in the Sydney division of the Reserve Fleet. Limited assistance will also be given to small ships and submarines under the command of F.O.I.C.E.A. with the repair, maintenance and testing of equipment. The port ordnance party may be contacted at FL 0444, Ext. 444.

Proof Firings.

8. When requested by the Superintending Armament Supply Officer an officer and gun's crew will be provided from the Gunnery Instructional Centre and H.M.A.S. KUTTABUL to carry out proof firings of automatic weapons, 40-mm. and below.

9. Navy Orders 42 of 1957 and 37 of 1958 are hereby cancelled.

(D.T.S.R. 1426/5/1.)

(*Navy Orders* 42 *of* 1957 *and* 37 *of* 1958.)

UNCLASSIFIED.

669.—Photography—Cine Recording of Deck Landings and Catapult Launches.

Practical trials have shown the excellent value to be obtained from cine records of deck landings, particularly when accidents may be due to such causes as hook or undercarriage failure.

2. A 16-mm. cine camera is used to record the final approach and deck landing, and should follow the aircraft until it has come to rest.

3. It is a requirement that a film record should be made of each aircraft as it is catapult launched, and as it enters the arrester wires during landing. At the discretion of the Captain, however, the filming of the whole of the landing approach may be dispensed with after the working up period of newly-embarked squadrons has been completed.

4. A taking speed of 64 frames per second should be employed for recording both deck landings and catapult launches.

5. Should an aircraft crash on deck, the cine operator should have a record of the development of errors or failures, and is also available to make a short film of any point of interest in clearing the crash, which may be of assistance for record or training purposes. A photographer with a press camera should be available at short notice to supplement this record.

6. When a film can support any recommendation or criticism, or show any accidents of particular interest, it should be forwarded together with form A.25.

7. Navy Order 465 of 1957 is hereby cancelled.

(D.A.W.O.T. 3386/10/9.)

(*Navy Order* 465 *of* 1957.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

670.—Accounting—Orders for Payment by Naval Personnel of Compensation—Instructions.

(*A.F.O.* 152/1959.)

Section 76 of the Naval Discipline Act, 1957, empowers the authority by whom an offender is tried to make orders for the restitution of stolen property and for the payment of compensation. The amount or aggregate amount of the compensation which an offender may be required to pay by order or orders under that section of the Act, otherwise than out of moneys found in his possession is limited to one hundred pounds.

2. When a Captain makes or receives an order for payment of compensation he is to forward one copy of the order to the Director of Navy Accounts (Naval Pay division) for notation and return, and the second copy to the Supply Officer responsible for the pay account of the person against whom the order has been made.

3. Every order will be accompanied by instructions about the manner of enforcement. As soon as the order becomes operable, these instructions are to be put into effect by the Supply Officer who is to proceed as follows—

(*a*) Take on charge in the cash account under trust fund, other trust moneys, any money found in possession of the offender at the time of conviction, which is ordered to be appropriated, and credit the offender with this sum in part 3, miscellaneous credit section of the pay account card using form 9A as the authority voucher;

(*b*) Debit the offenders pay account with the total amount of the compensation order in part 3, miscellaneous debit section of the pay account card using form 9B as the authority voucher;

(*c*) Where necessary, after allowing for the amount in sub-paragraph (*a*) and any credit to date, adjust the fortnightly rate and ensure that the authorized rate of deduction is noted on the pay account card, and carried forward from the pay account card until the charge is liquidated. This order should be quoted as the authority.

4. When this action has been taken, the Supply Officer is to forward his copy of the compensation order to the Director of Navy Accounts (Naval Pay division) with a report stating the amount of money (if any) taken on charge and where all the relevant entries will appear in the cash account and pay account card. A further report is to be made to the Director of Navy Accounts when any compensation charge is finally liquidated.

5. No payment of compensation is to be made without the authority of the Director of Navy Accounts.

6. This order will be incorporated in Interim Pay Instructions.

(D.N.A. 201/53/3.)

UNCLASSIFIED.

671.—Free Travel to Home during Convalescence or whilst awaiting Re-admission to Hospital.

Sick leave may be approved for a period not exceeding 21 days by the Commanding Officer on the recommendation of the Senior Naval Medical Officer, but the Naval Board may, at its discretion extend this period. N.F.R. & I. article 197 refers.

2. Where a member is convalescing or awaiting re-admission to hospital and sick leave is granted under this authority, a member may be granted travel to his home at the expense of the Department if this is recommended by the Senior Naval Medical Officer and approved by the Commanding Officer.

3. The cost of providing free travel to the member's home, as against the cost (if any) of any alternative way in which the member could be cared for during the period is to be regarded as a material factor by the approving authorities when deciding each case.

4. The normal means of leave travel under instruction 212/1 of I.P.I. is to be used in all cases.

5. Duty warrants are to be used for travel under this authority. There will be no entitlement however to payment of travelling allowance.

6. The entitlement of a member to leave travel under section 3 of chapter XII. of I.P.I. is not affected by the provisions of this order.

(H.P.B. 252/7/2.)

UNCLASSIFIED.

672.—Instructional Films and Film Strips—A.1056, "Warning Radar" (Parts 1-3)—Distribution.

(*A.F.O.* 941/1959.)

Copies of the Admiralty instructional film, serial no. A.1056, "Warning Radar", (parts 1–3) are being obtained and the initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale—

H.M.A. Establishments.	*No. of Copies.*
Flinders Naval Depot (for Electrical and Gunnery schools) ..	1
H.M.A.S. WATSON (for N.D. school)	1
R.A.N. Air Station, Nowra (for Observer school and loan to R.A.N.C., H.M.A.S. CRESWELL as necessary)	1
R.A.N. Film Library, Sydney	1

2. Details of the film are as follows—

Part 1—The Use of Radar.

(*a*) Designed as a general introduction to the subject, covering elementary theory and the use of radar in its many and various warning roles.

(*b*) This part has a running time of 10 minutes and is issued on one spool.

Part 2—The Basic Radar Set.

(*c*) A description of the action of the component parts of any radar set, and is suitable for the initial instruction of all officers and ratings who may be connected with the use of radar.

(*d*) This part has a running time of 15 minutes and is issued on one spool.

Part 3—C.R.T. Displays.

(*e*) A sequel to part 2, with a full description of the action of the most common types of radar display.

(*f*) This part has a running time of 22 minutes and is issued on one spool.

(D.N.A.S. 519/56/12.)

UNCLASSIFIED.

673.—Junior Ratings of the Supply and Secretariat, Sick Berth and Dental Branches—Change of Rig.

On 1st October, 1959, ratings of the Supply and Secretariat, Sick Berth and Dental branches, below the rank of Petty Officer, will commence a change, by gradual stages, from class III to class II rig. This order does not apply to Dental Mechanics, who will continue to wear class III rig.

2. The change will be come effective over a period of 4¼ years, in accordance with the following arrangements—

(*a*) On and after 1st October, 1959 new entries and re-entries in the branches concerned, are to be kitted up with a class II uniform, and will be subject in all respects to the normal uniform arrangements for men dressed as seamen. The scale of compulsory kit for these ratings, and the optional items issued gratuitously on entry or re-entry, are shown in the appendix to this order.

(*b*) Ratings below confirmed Petty Officer at present serving, and who are still serving in such a rating on 1st January, 1964, will be required by that time, and at their own expense (i.e., with the aid of uniform allowance) to be in possession of the class II compulsory kit, shown in the appendix to this order. These ratings may make the change from class III to class II uniform progressively, and as convenient between now and the beginning of 1964, as their class III uniforms require replacement. The only stipulation is that at any particular moment of the day, they must be properly dressed in either class II or class III uniforms.

(*c*) Ratings advanced to Petty Officer with effective date of advancement on or before 31st December, 1960, will be entitled to an outfit gratuity under the usual rules, at the rate appropriate to men not dressed as seamen. Ratings who have any prospects of advancement by this date will be ill-advised to change to class II rig, unless they are prepared to change back to class III rig on advancement, with the aid of only the lower class III gratuity.

(*d*) Ratings advanced to Petty Officer, with effective date of advancement on or after 1st January, 1961, will receive outfit gratuity at the rate appropriate to men dressed as seamen.

(*e*) Cooks and Sick Berth Attendants are to continue to wear class I and III white drill trousers as working dress.

(*f*) Steward ratings below Petty Officer are in future to wear class II trousers with mess clothing.

3. Interim Pay Instructions will be amended.

APPENDIX.

UNIFORM KIT, CLASS II.

JUNIOR RATINGS OF THE SUPPLY AND SECRETARIAT, SICK BERTH AND DENTAL BRANCHES (EXCEPT DENTAL MECHANICS).

Compulsory Kit.

	Badges (as necessary).
1 no.	Bag, kit.
2 pairs	Boots, heavy (1 pair may be of light pattern or shoes, black).
1 no.	Brush, blacking.
1 no.	Brush, clothes.
1 no.	Brush, hair.
1 no.	Brush, polishing.
1 no.	Brush, tooth.
2 no.	Caps, white, class II.
3 no.	Collars, blue jean.
1 no.	Comb, hair.
4 pairs	Drawers, poplin.
5 no.	Flannels, cotton (2 no. may be dickey fronts).
3 pairs	Gloves, cotton, white (Stewards only).
1 no.	Jersey, blue.
1 no.	Jersey, blue, sleeveless.
3 no.	Jumpers, seamen's serge.
2 no.	Jumpers, white drill.
2 no.	Lanyards, knife.
1 no.	Raincoat.
2 no.	Ribbons, cap.
2 no.	Scarves, black.
3 no.	Sheets, cotton.
3 no.	Shirts, action/working (2 no. only for Cooks and Sick Berth Attendants).
3 no.	Shirts, white, with collar (Sick Berth Attendants only).
2 pairs	Shorts, blue.
2 pairs	Shorts, tropical, white.
3 no.	Singlets, cotton, style I (Cooks only).
4 pairs	Socks, black.
2 pairs	Stockings, blue.
2 no.	Suits, pyjama (heavy or light).
2 no.	Towels, bath, medium.
3 pairs	Trousers, action/working (2 no. only for Cooks and Sick Berth Attendants).
3 pairs	Trousers, seamen's serge, class II.
2 pairs	Trousers, white drill, class II.
3 pairs	Trousers, white drill, class I and III (Cooks and Sick Berth Attendants only).
3 no.	Tunics, white drill, with blue facings (Stewards only).
1 no.	Type, name.
1 no.	Waistbelt, blue, with pouch.

APPENDIX—*continued.*

Mess Gear.

1 no.	Container, cutlery, plastic	Vocab. no. 55019.
2 no.	Forks, table, large	Vocab. no. 51433.
2 no.	Knives, table, stainless	Vocab. no. 51609.
1 no.	Mug, earthenware	Vocab. no. 55006.
1 no.	Spoon, dessert	Vocab. no. 51883.
1 no.	Spoon, tea	Vocab. no. 51917.

Optional Kit (issued gratuitously).

1 pair	Boots, heavy.
1 no.	Housewife, filled.
1 pair	Shoes, gymnastic.
3 no.	Singlets, cotton.
1 pair	Slippers, black.
1 lb.	Soap, hard.

Manuals of Instruction.

To be issued as appropriate.

(D.V. 930/51/2.)

UNCLASSIFIED.

674.—Passages to Overseas Areas—Embarkation and Disembarkation Reports.

Passages from Australia to overseas areas by sea or air are normally arranged by Navy Office, who will inform overseas authorities of passage arrangements and final departure dates.

2. The following instructions relating to the reporting of arrivals and departures of personnel are to be observed—

(*a*) SEA TRAVEL.

To Overseas Areas.	*Method of Report.*
(i) Embarkation reports at initial and intermediate Australian ports.	Letter to Director of Movements Division, Navy Office, Melbourne.
(ii) Final Australian port of departure.	Deferred signal to A.C.N.B., quoting Navy Office reference only.
(iii) Report of arrival in overseas areas.	Letter to Director of Movements Division, Navy Office, Melbourne.
From Overseas Areas.	
(i) Reports of passages arranged.	Letter to Director of Movements Division, Navy Office, Melbourne; copies to administrative authorities at ports of disembarkation.
(ii) Embarkation reports.	Deferred signal to A.C.N.B., quoting previous reference only.

(iii) Arrival of ship first Australian port.	Deferred signal to A.C.N.B., quoting previous reference only.
(iv) Disembarkations at intermediate and final Australian ports.	Letter to Director of Movements Division, Navy Office, Melbourne.
(*b*) AIR TRAVEL.	
To Overseas Areas.	*Method of Report.*
(i) Emplaning reports.	Letter to Director of Movements Division, Navy Office, Melbourne.
(ii) Disemplaning reports.	Letter to Director of Movements Division, Navy Office, Melbourne.
From Overseas Areas.	
(i) Reports of passages arranged.	Letter to Director of Movements Division, Navy Office, Melbourne; copies to administrative authorities at destination.
(ii) Emplaning report.	Letter to Director of Movements Division, Navy Office, Melbourne; copies to administrative authorities at destination.
(iii) Disemplaning report.	Letter to Director of Movements Division, Navy Office, Melbourne.

Note 1. (*a*) Failure of a member to emplane, or failure of a member to arrive at destination in flights arranged are to be reported by signal to A.C.N.B., info, naval authority at destination or place of departure as applicable.

(*b*) Abnormal delay in departure of flights should be similarly reported.

Note 2. Details of air passages to the United Kingdom for R.N. personnel arranged other than by Navy Office are to be reported by signal to U.K. authorities in accordance with A.F.O. 457/1959.

3. Letters containing movement reports which are regarded as urgent are to be marked " PRIORITY " in accordance with Navy Order 258 of 1959.

4. Paragraph 1 (*b*) of Navy Order 916 of 1957 is hereby cancelled.

(D.M.D. 4363/111/57.)

(*Navy Orders* 916 *of* 1957 *and* 258 *of* 1959.)

UNCLASSIFIED.

675.—Prizes—Shadwell Testimonial 1958.

(*A.F.O.* 1473/1959.)

A sketch survey by the officers of H.M.S. " Woodbridge Haven " of Aqaba Bay has been considered by Hydrographer to be of sufficient merit to qualify for the Shadwell Testimonial. Lieutenant Commander D. R. Reffell, R.N., is accordingly awarded this prize for 1958 and Lieutenant I. B. James, R.A.N., is commended for his part in this survey.

(D.T.S.R. 38/6/2.)

UNCLASSIFIED.

676.—Re-entry of Electrical Branch Ratings.

As previously promulgated the Naval Board has decided that, as a special case and subject to the other normal conditions covering re-entry into the R.A.N., Leading Electrical Mechanics, and Petty Officer and Chief Petty Officer Electricians of the Radio and Electronic Sub-Specializations who have left the R.A.N. for less than five years may re-enter for a period of three years.

2. Electrical branch ratings re-entering under the above conditions are not required to contribute to the D.F.R.B. Fund, but will receive payment of a gratuity of £60 on completion of such an engagement. This gratuity however, is not payable to personnel who on re-entry are in receipt of a pension under the D.F.R.B. Act. Such personnel are required in accordance with section 82F of the Act to contribute to the fund during their re-engagement but on final discharge their pension is re-assessed to take account of the additional service.

3. The gratuity will be payable in full to the dependents of a married man in receipt of marriage allowance in the event of his prior death, or to a rating discharged on medical grounds with a medical incapacity of not less than 60 per cent. where the death or invalidity is due to causes outside his own control.

4. A rating similarly discharged on medical grounds with an incapacity of less than 60 per cent. will receive a *pro rata* gratuity at the rate of £20 for each completed year of service under the engagement.

5. Where, during the currency of his engagement, a rating re-engages for a further period of six or more years he may be paid a *pro rata* gratuity on the basis of completed months of service.

6. The above rates are subject to *pro rata* daily abatement in respect of any period of more than 21 consecutive days during which active pay was not payable.

7. Personnel are advised that where payment of the gratuity is made other than on final discharge the full amount is assessable income for taxation purposes.

8. R.A.F.R. ratings of these categories were informed at the inception of the above by the Director of Naval Reserves but authorities concerned should ensure that details of the scheme continue to be widely publicised in reserve depots and Recruiting Offices.

(D.M.T. 307/4/4.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

677.—Electrical Defects and Failures in H.M.A. Ships—Recording and Reporting Procedure.

The procedure for recording and reporting defects as promulgated by Navy Order 1060 of 1957 has been revised in the light of experience gained, and the following instructions are applicable to all ships.

2. Except as specially provided in paragraphs 12 and 13, a defect record, form A.S. 2061Z is to be prepared in triplicate whenever—

(*a*) a defect however minor occurs. This includes defects found during maintenance, drills, or whenever the equipment is otherwise operated;

(*b*) exceptional expenditure of replacement components is involved;

(*c*) time in excess of 20 per cent. of normal planned maintenance time is required to repair or to prevent the breakdown of equipment or wiring, or to restore equipment performance to accepted standards;

(*d*) periodical dockyard planned maintenance routines become due.

3. Defects will continue to be classified as either ship's staff or dockyard in accordance with present practice. They will be serially numbered from commencement of the system and each serial number will be prefixed by the letter " L ".

4. The original copy of each form A.S. 2061Z raised is to be filed in a ship's record of outstanding defect items.

5. The duplicate copy of each ship's staff defect record, form A.S. 2061Z, raised is to be inserted in the appropriate electrical maintenance routine envelope for repair action concurrently with the next routine, or for immediate reference to the appropriate section if urgent repair is necessary.

6. The duplicate copy of each dockyard defect record, form A.S. 2061Z is to be filed for reference when preparing dockyard defect lists.

7. The triplicate copy of each form A.S. 2061Z raised is to be forwarded to the ship's administrative authority for filing as a record of outstanding defect items.

8. Binders S. 155 are to be used for filing forms A.S. 2061Z. They will contain three separate records respectively " Outstanding Ship's Staff Electrical Defects ", " Outstanding Dockyard Electrical Defects " and " Electrical Defects Made Good ".

9. When any defects are remedied, the original and duplicate copies of form A.S. 2061Z are to be completed. The completed original is to be forwarded to the administrative authority so that his record of outstanding electrical defects for the ship concerned may be brought up to date. The administrative authority is then to forward the original copy to the Naval Board. The completed duplicate copy of form A.S. 2061Z is to be filed in the ship's record of "Electrical Defects Made Good".

10. Books A.S. 342, " Record of Defects ", will not be required when the above system is fully in operation.

11. The reporting of defective electrical equipment and components using form A.S. 2022 is not affected by this order, and when a form A.S. 2022 is prepared there will normally be a corresponding form A.S. 2061Z.

12. In addition to the requirements of paragraphs 2 and 11, additional defect records, forms A.S. 2061Z are to be prepared whenever a gunnery firing takes place. If the shoot or recording arrangements are affected by electrical breakdown or failure, including mishandling or wrong assembly, the nature of each fault and the action taken to remedy is to be clearly stated on individual forms A.S. 2061Z. If the shoot is free of these faults a form A.S. 2061Z is to be endorsed accordingly. These forms will be additional to any required to meet the cases described in paragraphs 2 and 11.

13. Forms prepared in accordance with paragraph 12 are to be given to the Gunnery Officer for inclusion in the analysis of firing. One copy of each form being required with each copy of the analysis.

14. Administrative authorities should add their remarks and recommendations to the back of forms A.S. 2061Z attached to the analysis of firing forwarded to Navy Office.

15. Navy Order 1060 of 1957 is hereby cancelled.

(D.E.E. 4273/1/76.)

(*Navy Orders* 1060 *of* 1957 *and* 678 *of* 1959.)

UNCLASSIFIED.

678.—The R.A.N. System of Electrical Planned Maintenance—Description and Instructions.

The aim of the electrical planned maintenance system is to provide—

(*a*) A standard system for controlling maintenance along sound and proven lines with minimum supervision.

(*b*) A central record of work completed, results of tests and of alterations carried out to equipment.

(*c*) A standard method of reporting progress of maintenance in the ship.

2. The electrical planned maintenance system in no way alters the responsibilities of Electrical Officers as laid down in Q.R. and A.I. and departures may accordingly be made at the discretion of the officers concerned. In such cases amendment proposals will normally be required.

3. The system is based on a modern card index which contains a number of cards carrying a permanent record of each maintainable item of electrical equipment. The index, contained in a cabinet, and consisting of a number of card-carrying trays is known as " The Electrical Master Index " and is roughly equivalent to the old electrical register which it supersedes.

4. Each card in the master index has a related plastic envelope which contains a variety of cards which give details of routine maintenance and provide a means by which the responsible rating can report details of maintenance carried out and results of tests. The envelope complete with routine cards and maintenance report card is known as a maintenance envelope and is normally kept in a four drawer filing cabinet.

5. The master index and maintenance envelopes are operated on a monthly to biennial cycle and at the commencement of each month appropriate envelopes are selected for issue during the month.

6. Since a great number of important routines are carried out at daily and weekly intervals additional instructions and report forms are issued to the leader of each electrical maintenance party in the form of " Daily and Weekly Maintenance Instructions ".

7. The three items—

(*a*) Master index;

(*b*) Maintenance envelope;

(*c*) Daily and weekly maintenance instructions;

together comprise the working part of the system and are fully described in appendix I.

8. To support the system and to assist in compiling reports, replacing lost or damaged cards and in preparing amendment proposals, the following documents are also supplied—

(*a*) Key plans.

(*b*) Books of maintenance schedules.

(*c*) Index to maintenance schedules.

(*d*) Time sheets.

These are fully described in appendix II.

9. All documents associated with the system are initially supplied by Navy Office and, when supplied, automatically supersede electrical registers and all except the performance record sheets of the radio equipment log. Replacement cards and envelopes are obtainable from naval stores on demand and a full list of special cards available is given in appendix III.

10. Amendments proposals are to be raised on forms A.S. 2062Z and forwarded to Navy Office through administrative authorities. These will be considered and, if approved, amendments will be promulgated periodically quoting reference to specific proposals. This will ensure that ships are aware of action taken on their amendment proposals. A guide to the likely types of proposals and the appropriate action is given in appendix IV.

11. *Reports Required.*

(*a*) *Quarterly* by signal in accordance with separate instructions promulgated in Navy Order 946 of 1958.

(*b*) *Quarterly Progress Reports* by letter are to be forwarded to Navy Office through administrative authority under his direction. These reports are to show—

(i) Routines not carried out during quarter, e.g., Master card no. 702—Jan. M1–3, Q4, S2. Mar. M1–3.

(ii) Man-hours spent on planned maintenance in each section during quarter.

(iii) Man-hours required to complete outstanding planned maintenance routines in each section.

(iv) Man-hours spent on defects in each section during quarter.

(v) Estimated man-hours to repair outstanding ships staff defects.

12. Dockyard assistance to progress planned maintenance may be sought whenever ships become due for refit and ships officers are required to include in their main defect list all items of planned maintenance requiring dockyard attention. A brief description of the maintenance required should be stated along with the relevant schedule number when raising these items.

13. Defect recording and reporting procedure, although allied with planned maintenance, is applicable to all ships and separate instructions have been promulgated in other orders.

14. Reports of defective material or design are dealt with using form A.S. 2022 procedure. This procedure is also standard for all ships whether on planned maintenance or not and separate instructions are in force.

15. Notes on the practical operation of the planned maintenance system are included in appendix V.

16. Navy Order 255 of 1957 is hereby cancelled.

Appendix I.

The Master Index.

The master index consists of a Kalamazoo cabinet containing thirteen trays of equipment cards (form A.S. 3007). Each maintainable item of electrical equipment is represented by its own equipment card which carries full details of the equipment. Associated with each equipment card is an auxiliary sheet (form A.S. 3008) for recording routines not done, insulation measurements and details of spare gear used to remedy defects.

2. In addition each equipment card has a coloured strip on its visible edge which indicates in which months the various routines are due.

3. Radio equipment is dealt with in the same manner as other electrical equipment but a separate record of performance is kept in the remaining portion of the radio equipment log. The fitting out figures applicable to each set should be transcribed to the back of the maintenance report card for reference of maintainers.

Appendix I—*continued.*

Maintenance Envelopes.

4. Each equipment card has a related maintenance envelope containing a maintenance report card (form A.S. 3006) and appropriate maintenance cards.

5. The master index is ' scanned ' monthly to select the envelopes containing the work planned for that month. These selected envelopes are then issued to the section leaders who arrange to perform the maintenance. When the specified maintenance is complete the report card is filled in and the envelope returned to the maintenance office.

Daily and Weekly Maintenance Instructions.

6. All daily and weekly routines are written into books which are then issued to the party concerned. Each of these books also contains a number of tear-out report sheets which are to be filled in as required by the Electrical Officer and returned to the maintenance office periodically.

7. These books will normally be held by the section leaders and be given to ratings detailed to carry out the more frequent routines as required.

8. In the case of radio equipment the daily and weekly maintenance instructions are extracted from the book and kept in their own envelopes in the vicinity of the sets. The book then contains report sheets only.

Appendix II.

Key Plans.

The key plans are prepared in Navy Office initially for planning a satisfactory distribution of maintenance over the year. Copies of this plan are subsequently issued to ships, administrative authorities and dockyards for reference purposes. In ships they may also be used for compiling totals of man-hours spent or outstanding as required, although the amended reporting procedure introduced by Navy Order 946 of 1958 and this order reduces such calculations.

2. The key plan lists every maintainable item of electrical equipment, its location, appropriate schedule number corresponding card number and shows the distribution of routines over a twelve month cycle. Key plans issued to ships prior to this order do not show the schedule number but this may generally be found by reference to the index to schedules.

Books of Maintenance Schedules.

3. These contain every current electrical maintenance schedule in use in the fleet and in establishments and each schedule bears an identification number. For ease of reference, the books are issued in four sections as below, and replace those issued to ships prior to this order.

(i) Radio.

(ii) Communications and navigation aids.

(iii) High power, supply and distribution and batteries and miscellaneous.

(iv) T.A.S. and gunnery.

4. When maintenance cards are lost new cards can be prepared and appropriate routines copies from the relevant schedule.

Index to Maintenance Schedules.

5. This index lists all schedules by title and shows the corresponding schedule number alongside each title. The index is issued to all holders of books of schedules and is of use in identifying schedules issued prior to establishment of complete numbering system.

APPENDIX II—*continued.*

6. Amendments to the planned maintenance system are also kept in this index for reference purposes.

Time Sheets.

7. These are guidance sheets issued to all ships at commencement of planned maintenance and show the estimated time for each item of maintenance. A generous space is left for notation of actual times, remarks and calculation of total times as required for reporting purposes. It is optional whether these time sheets or the key plans are used for recording of times, but the estimate of outstanding work will generally be based on the time sheets.

8. When times are definitely established they are to be entered in the space provided on the maintenance cards.

APPENDIX III.

The following items are available for replacement purposes in ships supplied with planned maintenance equipment—

Description.	*Demand As.*	*Classification.*
Envelopes, Plastic, 8½-in. x 6-in. ..	Stationery ..	Consumable.
Cards, Maintenance Report, form A.S. 3006	Stationery ..	Consumable.
Cards, Equipment, form A.S. 3007 ..	Stationery ..	Consumable.
Sheets, Auxiliary, form A.S. 3008 ..	Stationery ..	Consumable.
Defect Record, form A.S. 2061Z ..	Stationery ..	Consumable.
Amendment Proposal, form A.S. 2062Z	Stationery ..	Consumable.

Note.—Cards, equipment, form A.S. 3007 are slightly different to cards equipment KALAMAZOO issued initially to VOYAGER, QUIBERON, MELBOURNE, QUEENBOROUGH, WAGGA, ANZAC (Weapons), TOBRUK (Weapons), "L" School (Weapons). Replacement for these KALAMAZOO type cards are available on application to Navy Office.

2. Replacement copies of "Books of Schedules" and "Index to Schedules" may be obtained on application to Director of Electrical Engineering, Navy Office.

APPENDIX IV.

Amendments.

(*a*) Amendments to planned maintenance routines, cards, &c., will generally be promulgated as "Electrical Planned Maintenance Amendments".

(*b*) Re-arrangement of routines and alterations to time estimates are to be done automatically within the ship without seeking approval. Ultimately all such amendments are to be reported on form A.S. 2062Z which is to be marked "for information only".

(*c*) Proposals to change routines and proposals to add or delete maintenance or equipment cards are to be forwarded for approval, and if approved an amendment will ultimately be issued. In the intervening period necessary adjustments may be made, as a temporary measure, to ensure satisfactory maintenance. (Such adjustments are to be made in accordance with paragraph 2.)

(*d*) The following examples of deficiencies likely to arise in electrical planned maintenance systems and the nature of amendments required are given, together with the action to be taken in each case.

APPENDIX IV—*continued.*

Deficiency.	*Proposal.*	*Action by Ship.*	*Example of Issued Amendment.*
Estimate of time differs markedly from actual time	To re-assess time for card 617— M1 actual 6 hrs. M1 estimated 2 hrs. Siting factor 3 hrs. (Due to unsuitable siting of this machine 3 hours extra time are required to gain access to an otherwise easily maintained machine)	Amend time sheet without further authority. Forward form A.S. 2062Z "For information only"	Nil.
A & A or defect item removes (or adds) an item of equipment	To remove or add card no. 416, title "no. 1 24V M.G. set" delete (or add) reference to this item in all related forms	Raise form A.S. 2062Z for approval. Take temporary steps to arrange proper maintenance	All battle ships. Delete (or add) card no. 416 and all references
An item of equipment is found to be adequately covered by two separate maintenance envelopes	To amend schedule no. 1337 as applicable to card no. 911 by deleting reference to "....."	Raise form A.S. 2062Z. Take steps to prevent duplication of maintenance	All ships fitted with G.D.S. 2* substitute new schedule 1447 in place of schedule 1337
Routine is not adequate to prevent breakdown	To amend schedule no. 1449 as follows—"Quarterly: Renew Grease in Bearings" (Applicable to card 168 only)	Raise form A.S. 2063Z. Take steps to avoid breakdown	Ships QUIBERON ANZAC VOYAGER Add new schedule no. 1450 applicable to 40-in. fan

APPENDIX IV—*continued.*

Deficiency.	*Proposal.*	*Action by Ship.*	*Example of Issued Amendment.*
Frequency of routine not satisfactory	To amend schedule no. 1500 as follows—alter M1 to read Q5: Q5 to read A1	Raise form A.S. 2062Z. Make temporary arrangements to avoid over maintenance	All ships substitute schedule no. 1500A for 1500
Cycling of routine not satisfactory	To shift item 613 "Q" routine from 1st to 3rd month of quarter	Shift routine and amend all relevant forms accordingly. Raise form A.S. 2062Z "for information only"	VOYAGER Item 613 "Q" routines shifted to 3, 6, 9, 12 month columns of key plan.

APPENDIX V.

The following notes are a guide to practical operation of the planned maintenance system. Strict attention to detail by all concerned is essential to prevent breakdown of the system and to minimize office work—

(*a*) *Monthly*—(i) L.O.W. Select month's work load in conjunction with senior E.A., senior electrician or "L" maintenance officer.

(ii) L.O.W. Arrange to issue maintenance envelopes a few at a time, to each section leader.

(*b*) *Daily*—As cards are returned issue new ones, taking care not to issue more than are returned.

(*c*) *Daily*—Electrical officer, senior E.A. or senior electrician examine returned cards.

(*d*) *Daily*—L.O.W. Transcribe relevant information from returned cards to master index, key plans or time sheets before rubbing out remarks and returning complete card sets to their four drawer stowage.

(*e*) *Weekly or Fortnightly*—All daily and weekly reports from section leaders are to be received in office and submitted to electrical officer before being assessed for man-hours.

(*f*) *Monthly*—At the end of month (before preparing next month's work load) the L.O. is to decide whether outstanding routines should be abandoned or carried into the following month. Only essential routines should be carried forward and then must receive no. 1 priority in the new month, being completed before new work is issued. Great care is required at this stage to make certain that unnecessary routines are not carried forward. Abandoned routines are to be marked in the master index and care taken to avoid abandoning any routine on successive occasions.

(*g*) Repeat cycle for following month.

(*h*) *Quarterly*—Prepare quarterly report for transmission to administrative authority by signal in accordance with Navy Order 946 of 1958. The figure reported is to be calculated using the formula $\frac{M+D}{6C}$ representing the number of days required, with existing complement, to complete outstanding planned maintenance and make good outstanding ships' staff defects.

(i) "M" is derived by adding together the estimated man-hours required to complete routines outstanding at end of quarter under report. Certain routines may have been abandoned in the early months of the quarter and will not be included in this total. Likewise routines must be considered for abandonment for the last month of the quarter before making the total. The sum "M" will therefore represent the routines which are actually being carried forward, with no. 1 priority into the new quarter.

(ii) "D" is derived by adding together the times estimated to make good outstanding ships' staff defects. Forms A.S. 2061Z representing these defects will all be filed together and an estimated time is to be allocated to each of these before making a total.

APPENDIX V—*continued.*

(iii) "C" represents the complement of the department available for defect and maintenance work at the commencement of the new quarter; e.g., A ship with a total "L" rating complement of 24 including 1 L.O.W., 1 regulating Ch. Elect. and 2 sick on shore will compute C at 20 men. No regard is to be paid to relative skill unless shortage of suitably skilled ratings is the limiting factor in making good defects and maintenance.

(*j*) *Quarterly*—Prepare quarterly progress report in accordance with instructions laid down in paragraph 11 of this order.

(*k*) *Periodically*—L.O.W. progress preparation of auxiliary sheets which are required to be replaced biennially. Exceptions will be evident when the auxiliary sheet requires only a small number of entries to be made over the two year cycle. In such cases it will suffice to prepare new colour strips to cover the following two years.

(*l*) *As Required*—Raise and forward amendment proposals.

(D.E.E. 4273/1/76.)

(*Navy Orders* 255 *of* 1957, 801 *and* 946 *of* 1958 *and* 677 *of* 1959.)

UNCLASSIFIED.

679.—Ammunition—Propellant—Landing—Destruction—Report.

(*A.F.O.* 1481/1959.)

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing them 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 to Navy Office for instructions—

Propellant lot or sub-lot No.	*Propellant Nature and size.*	*Nature of gun ammunition, etc., which may be involved.*
RNC 780 ..	SC 150 ..	B.L. 6-in.; Impulse Torpedo.
RNC 781 ..	SC 122 ..	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4.5-in.
RNC 782 ..	SC 109 ..	B.L. 6-in.; Q.F. 4.7-in.
RNC 848XA RNC 784 .. RNC 2220 .. RNC 2221 .. RNC 2222 .. RNC 2223 .. RNC 2224 .. RNC 2225 .. RNC 2226 .. RNC 3379XD	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.).
	HSC/T 134-055..	Q.F. 3-pdr.; Q.F. 2-pdr.
RNC 6204XB RNC 6219XB RNC 6229XB RNC 6235XB RNP 1497XB	ASN/T 190-054..	Q.F. 4.7-in.; Q.F. 4-in. (F.A.).
RC 1784 ..	NH 025 ..	Q.F. 40/60.

2. Attention is drawn to article 211 of Naval Magazine and Explosives Regulations 1956, B.R. 862 and 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.

(D.O.U.W. 729/57/3.)

UNCLASSIFIED.

680.—Flyplane Electric Predictor System Mks. 2 and 3—Modification to Angle Solver Part 2 Mk. 1 Mod. 2 to Mk. 1 Mod. 3.

(*a*) *Authorities concerned* ..	Ships and establishments so fitted and gunnery equipment depots.
(*b*) *Equipment concerned* ..	Angle solver part 2 mk. 1 mod. 2.
(*c*) *Purpose of modification*	To reduce backlash in the director elevation drive and resetting and fine gun transmission.
(*d*) *Nature of modification* ..	Exchange of new parts for old.
(*e*) *Drawings*	D.N.O. 9853 G.A., sheets 1 and 2. D.N.O. 9853 item list, sheets 1 and 2. D.N.O. 9853 drawings list.
(*f*) *When to be done* ..	As soon as possible. Parts are available from gunnery equipment stores officers.
(*g*) *By whom to be done* ..	Dockyards.

2. Navy Order 1065 of 1957 is hereby cancelled.

(D.O.U.W. 4429/91/81.)

(*Navy Order* 1065 *of* 1957.)

UNCLASSIFIED.

681.—Asdic Domes—Fouling Prevention.

Marine fouling on asdic domes will increase self-noise levels and reduce transmission and reception performance. Fouling can be prevented by the use of anti-fouling paints.

2. All asdic domes unless otherwise specified by Navy Office are to be painted with a vinyl system at the next occasion of docking, and are to be repainted at each subsequent docking.

3. Painting is to be carried out by ships' staff in accordance with the following instructions—

(*a*) Using wooden scrapers and paint remover, remove all fouling and traces of old paint.

(*b*) Wipe down with cloths moistened in white spirit until all Staybrite panels are clean and bright.

(*c*) Apply the following vinyl paint system—

(i) One coat vinyl wash primer.

(ii) Three coats vinyl zinc chromate.

(iii) Two coats vinyl red anti-fouling.

(*d*) Each coat is to be applied by brush ensuring that all pits and irregularities are filled and a smooth surface is obtained. The final coat is to be applied with horizontal brush strokes so that a smooth surface is presented to the water flow. Approximately one hour is to be allowed between each coat.

4. Ships are to demand sufficient quantities of each type of paint in the vinyl system, to completely repaint all A.S. dome surfaces. Supplies are to be demanded from the appropriate storing yard and should normally be obtained just prior to docking. When ships are to operate outside Australian waters, sufficient stocks are to be held on board to provide for dockings that may be necessary before return to Australia.

5. A.B.R. 19 will be amended.

(D.N.C. 4512/71/407.)

UNCLASSIFIED.

682.—Alteration and Addition Item—Battle Class and Daring Class Destroyers and H.M.A.S. MELBOURNE.

The following alteration and addition item is approved for Battle Class Destroyers, Daring Class Destroyers and H.M.A.S. MELBOURNE—

BATTLE CLASS DESTROYERS—
Class Item No. 135. *Classification* " *A* ".

DARING CLASS DESTROYERS—
Class Item No. 20. *Classification* " *A* ".

H.M.A.S. MELBOURNE—
Class Item No. 95. *Classification* " *A* ".

Item: Gun direction systems mks. 2 and 2*. To reposition R.T.U.'s and modify associated ranging outfit(s) as follows—

(*a*) Reposition the R.T.U.'s adjacent to the relevant bearing handwheels, except that in the case of ships using only section 1 and 3, one of these R.T.U.'s may be positioned in a central position if a better layout is thereby achieved. The R.T.U.'s to be fitted in racks to D.N.O. drawings 10964/1 and 2 and D.N.O. 11203.

(*b*) Where necessary to allow space for T.I.U. operators, to reposition the T.I.U./Sight C.O.S. in the mounting frameworks as in drawing no. D.N.O. 11203.

(*c*) Modify strobe generator (s) design F/3 in accordance with B.R. 1917 Section R.T.A.—to R.T.E. modification no. 3.

(*d*) Remove panel (s) L43/L37 and frameworks.

(*e*) Resite strobe generator (s) design F/3 on bulkhead.

(*f*) Rewire in accordance with D.E.E. typical wiring diagram D.E.E. 28585.

References: A.F.O. " A " series 214/1958 item 466.
Navy Office letter 011302 dated 16th October, 1958.
Navy Office letter 01905 dated 5th March.
F.O.I.C.E.A. memorandum N16/5/2 dated 5th May, 1959.

(D.C.C. 4430/6/74.)

UNCLASSIFIED.

683.—Films for Dial Recording Cameras.

The use of Ilford H.P.S. film (extra high speed) in dial recording cameras produces extremely good results under the light conditions obtaining in transmitting stations in H.M.A. ships.

2. Supplies of films, patterns F5/2375 and F5/2376, for dial recording cameras, are to be filled with Ilford H.P.S. film. Stocks of the films are available for issue on demand.

3. Old stocks of patterns F5/2375 and F5/2376 films are to be issued only for training purposes ashore.

4. Navy Order 405 of 1957 is hereby cancelled.

(D.N.A.S. 4518/50/397.)

(*Navy Order* 405 *of* 1957.)

UNCLASSIFIED.

684.—Naval Stores (General) (Class E, Group 8)—Ceramic Key—Introduction.

A ceramic key shown in Navy Order Diagram Issue 11/59 has been added to the Rate Book and Authorized List of Naval Stores under class E, group 8, as follows—

Pattern.	*Description.*	*Ship's Accounting Classification.*
887	Key, ceramic.	Consumable.

2. Experience has shown that the key provides an ideal means of securing monolithic walls and burner openings of plastic firebrick, pattern 889, and it is intended to adopt it in A/S Frigates type 12 now under construction and possibly in certain existing ships.

3. Arrangements have been made for the provision of keys for initial fitting and first outfits of spares in A/S Frigates type 12, and also for stocks at naval store depots. The first outfit of spares to ships fitted with these keys will be supplied on the basis of one-eighth of the number of keys fitted, and spares held on board should not be allowed to fall below 50 per cent. of these quantities.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4512/81/185.)

UNCLASSIFIED.

685.—Naval Stores (General) (Class E, Group 9)—Lubricants—Replacement of Oil OC 338 Pattern E9/4531 by Oil OC 300 Pattern E9/7590.

(*A.F.O.* 1384/1959.)

No further purchases will be made of oil OC 338 pattern E9/4531, which will be replaced by oil OC 300 pattern E9/7590 provided at present for torpedo lubrication only.

2. Oils OC 300 and OC 338 are so similar in their composition and chemical characteristics that they will be completely compatible in the majority of applications. The only exception will be where a pour point between 0° F. and −10° F. is essential and under these circumstances care should be taken to drain off all oil OC 338 before charging with oil OC 300.

3. Existing stocks of oil OC 338 should be issued until expended.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4512/90/275.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

686.—Officers' Shoulder Straps—Availability from Victualling Yards.

Limited stocks of shoulder straps, for Lieutenant-Commanders and Lieutenants, are maintained at Royal Edward victualling yard, Sydney and H.M.A. victualling yard, Port Melbourne, and are available for issue on repayment.

2. The issuing price for shoulder straps will be—

Lieutenant-Commander ..	£2 17s. 6d.
Lieutenant	£2 9s. 6d.

3. Stocks are not to be maintained in H.M.A. ships and establishments and Supply Officers are to ensure that demands on victualling yards are for actual requirements, as only in exceptional circumstances will returns of surplus shoulder straps be accepted.

(D.V. 917/87/1.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

687.—Form A.S. 2022—Report of Defective Material or Design.

Form A.S. 2022 is used by all ships, establishments and dockyards to provide a standard method of reporting failures in material and shortcomings in design, and to enable early rectifying action to be taken by Navy Office or other authorities concerned.

2. The form is supplied in pads and is to be used for the purposes stated and on the occasions specified in paragraphs 1 and 2 of the instructions for compiling. These instructions, printed on the cover of the pad, are reproduced as an appendix to this order. Supplies of these forms are made without demand.

3. Where a defective item is forwarded, care is to be taken to ensure that the appropriate stores accounting procedure is followed.

4. Navy Orders 54 and 957 of 1956 and 801 of 1958 are hereby cancelled.

APPENDIX.

FORM A.S. 2022—REPORT OF DEFECTIVE MATERIAL OR DESIGN.

Instructions for Compiling.

1. *General.*

This form is to be used in the circumstances indicated in paragraph 2 (*a*) to (*d*) below, and is required by Navy Office to enable early action to be taken to rectify failures of material or shortcomings in design of—

(*a*) Hull and Miscellaneous—Hull structures, services, equipments and fittings.
(*b*) Engineering } All equipments or components.
(*c*) Electrical }
(*d*) Ordnance Engineering—

Gunnery—Gun mountings, rocket launchers, gun fire control equipments, directors, gun direction systems and ancillary equipment.

T.A.S.—All equipments and their control systems or components except explosive, armament stores and ancillary equipment.

(*Note.*—This form is not to be used for reporting defects in material maintained by Fleet Air Arm personnel. Such items should be reported on form A. 21.)

2. *Occasions for Rendering.*

Reports are to be originated by the Department or Departments (*see* paragraph 4) responsible for maintenance and rendered when—

(*a*) Any unusual defect occurs which is not attributable to fair wear or misuse.
(*b*) Corrosion has seriously affected the performance or life of an equipment/structure.
(*c*) Repeated failures occur (even if of a minor nature).
(*d*) Any equipment/structure is unreliable.
(*e*) Any equipment/structure is difficult to maintain.
(*f*) Defects occur and replacement allowances are inadequate.

3. *Compiling the Report.*

(*a*) The originator must indicate the Department rendering the report at the top right hand corner.

(*b*) One or more sections of part A should be completed as required in order to ensure precise identification of the part concerned.

(*c*) Part C must contain all available data regarding the defect, failure, &c., as insufficient information will detract from the value of the report. All information required by existing regulations and not included elsewhere on the form should be inserted in this section.

(*d*) When reporting corrosion the following relevant factors should be described—

(i) Appearance and extent of corrosion.
(ii) Material of part affected.
(iii) Material and condition of protective coating.
(iv) Material and condition of corrosion pieces fitted.
(v) Dissimilar metals in vicinity. Type, condition and thickness of material separating such metals from the part affected.
(vi) Environment of part affected.

(*e*) The report is to be signed by the Captain or the head of the Department concerned if the Captain delegates this duty. (It would be expected that minor technical reports would be signed by the head of the Department concerned.)

APPENDIX.—*continued.*

4. *Joint Reports.*

Where two or more Departments are jointly concerned with the technical aspects of a failure, a joint report should be prepared, signed by the appropriate heads of Departments concerned, and forwarded by the Department most affected by the failure.

5. *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.

6. *Forwarding of Reports and Defective Items.*

(*a*) *Reports*—should be completed in quintuplicate (except where shown below) copies being forwarded as follows—

Original + 1 copy

Hull and Miscellaneous—Director of Naval Construction, Navy Office, Melbourne.

Engineering—Director of Marine Engineering, Navy Office, Melbourne.

Electrical—Director of Electrical Engineering, Navy Office, Melbourne.

Ordnance Engineering, Gunnery .. .. T.A.S. .. .. } Director of Ordnance and Underwater Weapons, Navy Office, Melbourne.

One copy to the administrative authority.

One copy to supply authority where replacement parts are affected.

One copy for ship's file.

Note.—Where defective samples are forwarded, an additional copy is to be made and forwarded with the sample as indicated at (*b*) below.

(*b*) *Defective Items.*

Where it would aid investigation, sketches or photographs should accompany the report. In cases where the cause of defect or failure is obscure or is due to inferior material or faulty manufacture, defective samples should be forwarded where practicable, together with a copy of this report. Such items should be consigned as follows—

Hull .. .. Marine Engineering .. Electrical .. .. } The naval dockyard at which the ship is normally refitted.

Ordnance Engineering, Gunnery .. .. T.A.S. .. .. } G.E.S.O. nearest to ship's refitting yard.

(D.C.C. 3526/12/2141.)

(*Navy Orders* 54 *and* 957 *of* 1956 *and* 801 *of* 1958.)

Section 7.

CANCELLED LIST.

688.—Cancellation of Navy Order.

Navy Order 800 of 1957 is hereby cancelled.

(H.N.B. 3384/191/11.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

C.N.O.'s 689-706/59

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
20th August, 1959.

The enclosed 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.

6722/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

689.—Aviation—Observer and Air Signals School—Terms of Reference.

Navy Order 614 of 1959 is to be amended by *deleting* paragraph 8 and *inserting* in its stead—

" 8. The Captain R.A.N. Air Station, Nowra, is authorized to communicate direct with the Air Warfare Organization and Training Division, Navy Office, and with similar establishments of the Royal Navy, on matters solely concerned with training at the school. All matters of policy are to be submitted through the Flag Officer-in-Charge, East Australia Area."

(H.N.B. 3031/13/279.)

(*Navy Order* 614 *of* 1959.)

UNCLASSIFIED.

690.—Inter-Services Sports—Point Cook.

The following is an extract from a letter which has been received from the Officer Commanding R.A.A.F. Base, Point Cook—

> " Point Cook will be the venue for many of the fixtures for the Inter-Service Sports held during the season 1959–60 and I extend to all officers and other ranks of the Royal Australian Navy an invitation to attend these meetings at Point Cook and to avail themselves of the facilities of the Officers' Mess, Sergeants' Mess, Corporals' Club and Airmen's Club as appropriate."

2. This order will be reprinted for posting on notice boards.

(D.P.S. 138/6/4.)

UNCLASSIFIED.

691.—Organization of the Second Naval Member and Chief of Naval Staff.

Navy Order 642 of 1959 is to be amended as follows—

APPENDIX " C "—Directives.

Add:

HEAD OF FLEET WORK STUDY.

(SHORT TITLE: H.F.W.S.)

The Head of Fleet Work Study is responsible for advising the Naval Board, through the Second Naval Member, on the application of Work Study techniques in the fleet and fleet establishments and on the economical use of Fleet Work Study resources.

2. He is responsible for controlling and co-ordinating in the functional sense, the work of the Fleet Work Study Team.

3. He is to advise on the most fruitful fields for Fleet Work Study. He controls technical Fleet Work Study training, the dissemination of lessons learnt, the application of techniques, records and development.

4. In particular it is his duty to watch over the maintenance of Fleet Work Study investigating standards and to maintain liaison with Work Study departments of the other fighting services and industry in that and other respects.

5. He is to maintain close liaison with the Director O. & M. on all matters arising from Fleet Work Study activities which come within the ambit of the O. & M. unit and the Departmental Work Study and Statistical Sections.

6. His function is primarily advisory. It is executive only in the invigilation required to maintain the integrity of the Fleet Work Study system as such.

(*Navy Order* 642 *of* 1959.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

692.—Legal Assistance to Members of the Forces—Legal Service Bureaux.

Navy Order 557 of 1959, title as above, is to be amended as follows—

Paragraph 7—*Delete* the address of the Melbourne Bureau "2nd Floor, Miller House, 357 Little Collins Street (near Elizabeth Street), Melbourne;" and

Insert "2nd Floor, Chancery House, 440 Little Collins Street (near Queen Street), Melbourne."

(H.P.B. 68/5/3.)

(*Navy Order* 557 *of* 1959.)

Section 3.
HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

693.—Gun Mountings—4.5-in., 4-in. and 40-mm. Mountings—Clutch Interlock Switches Mks. 1 and 1*.

Reports from sea have shown that Clutch Interlock Switches Mks. 1 and 1* are proving unreliable due to rusting of the operating spindle and consequent seizure. Freeing and cleaning the spindle has caused the switch box to flood under adverse conditions.

2. Ships experiencing trouble of this nature should check that the correct packing, i.e., tallowed hemp, is fitted and a brass packing ring made and fitted between the packing and the gland nut. If the spindle is badly corroded a new one should be made with stainless steel (if available) or monel metal. Care must be taken to ensure that the watertight characteristics of the switch are preserved when covers are replaced after inspection.

3. Future switches will be manufactured with stainless steel spindles and a packing ring fitted between the gland nut and the packing.

4. Navy Order 380 of 1957 is hereby cancelled.

(D.O.U.W. 4429/2/25.)

(*Navy Order* 380 *of* 1957.)

RESTRICTED.

694.—Guns—General—Reprinting of Parts 1 and 2 (Gunwharf Stores) of Vocabulary of Naval Armament Stores (B.R. 1837 (1) and (2)).

(*A.F.O.* 291/1959.)

Admiralty has decided to revise and reprint parts 1 and 2 of the Vocabulary of Naval Armament Stores under the numbers B.R. 1837 (1) 59 and (2) 59 respectively.

2. The revised edition will be issued in Divisions as each Division is prepared. Details of the superseded parts of the 1949 print will be promulgated on issue of each Division.

(D.N.A.S. 4139/112/400.)

UNCLASSIFIED.

695.—Alteration and Addition Item—Daring Class Destroyers.

The following alteration and addition item is approved for Daring Class destroyers—

Class List Item No. 21. *Classification A.*

Item: To effect improvement in the electrical supplies to "Control and Communications, Forward" and allied services by providing a supply, using cable pattern 24257 from breaker (N3-03) on the after switchboard to power panel for HP/LP services F $\frac{1\text{-}02}{3\text{-}02}$ P.P.2.

(*a*) The supply lead between breaker (F3-02) on the forward switchboard and power panel for HP/LP supplies F $\frac{1\text{-}02}{3\text{-}02}$ P.P.2 is to be disconnected and removed.

(*b*) The supply lead between breaker (N3-03) and power panel N3-03-P.P.1. is to be disconnected and removed.

(*c*) Power panel N3-03-P.P.1. is to be connected using cable pattern 24555 to breaker (F3-02) and re-numbered F3-02-P.P.1.

(*d*) Power panel for HP/LP services F $\frac{1\text{-}02}{3\text{-}02}$ P.P.2 is to be renumbered $\frac{\text{F1-02}}{\text{N3-03}}$ P.P.2.

(*e*) All services from these power panels are to be re-numbered as necessary.

Note: The following items of surrender weight are to be removed in conjunction with the above item—

(*a*) Box ES 36 page J51 of part I list—Spare armature for 6.6 K.W.L.P. motor generator.

(*b*) Box ES 300 page J54 of part I list—Spare starter for 9.4 K.V.A. motor generator.

(*c*) Box ES 9 page J55 of part I list—Spare armature for 22 K.W. motor generator.

(*d*) Box GES2 page 23 of part I list—Spare armature for Mk. 20A fuze setting metadyne, 2 in no.

Action after Shipbuilder's Trials.

9. 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.

Ship's Heeling Trials.

10. 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 organization. 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 organization. Trials underway should be preceded by stationary heeling trials at anchor.

11. For these trials the vessel is to be in the half 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 these 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 A.
- (ii) A meal is to be prepared in the galley and taken at action stations. (*See* appendix A, 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 aerials rotated.
- (vii) Asdic sets are to be operated on all bearings, dome to be raised and lowered. (*See* appendix A, paragraph 14).
- (viii) T.A.S. 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 A, paragraph 13.)
- (v) Bomb and rocket lifts are to be raised and lowered. (*See* appendix A, paragraph 13.)
- (vi) Cranes are to be trained, luffing and purchase hoists are to be operated. (*See* appendix A, paragraphs 11 and 12.)

(*c*) In addition to the above, for minesweepers—
Minesweeping gear is to be streamed.

Action after Ship's Trials.

14. 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.

15. Navy Order 800 of 1956 is hereby cancelled.

Appendix A.

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 shipbuilder's 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 shipbuilder's trial, all side scuttles which may become submerged are to be hose tested.

8. Screw down storm valves to scuppers, &c., for compartments near the waterline to avoid possible flooding back.

9. For trials underway, the power used must not exceed two-fifths full power, and the use of the 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 port and starboard 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 1½° (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. Asdic hull outfits types 7/7A and 10/10A are not to be raised or lowered when the ship's 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 are to be switched off before commencement of and until completion of heeling trial.

APPENDIX A—*continued.*

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, &c., 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 B.

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, &c.) 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 ship's general use is to be supplied from the ship's 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 C.

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.

(D.N.C. 4276/4/405.)

(*Navy Order* 800 *of* 1956.)

UNCLASSIFIED.

698.—Naval Stores (General) (Class B, Group 8, Part I)—Skid Bomb, Bomb-carriers and Tray Adaptor—Deletion from B.R. 810 (7).

(*A.F.O.* 1563/1959.)

The following items are obsolete and have been deleted from B.R. 810 (7) (Rate Book and Authorized List of Naval Stores)—

Class and Group.	*Pattern.*	*Description.*
B.81	5574	Skid bomb.
	5575	Bomb carriers.
	5577	Tray ammunition adaptor for use with pattern 5574, Skid bomb.

2. All stocks should be disposed of in accordance with current instructions.

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 505/87/15.)

UNCLASSIFIED.

699.—Naval Stores (General) (Class F, Group 1C), Electric Floor Polishing Machines—Requests for Additional Allowances to Establishments.

When seeking additional allowances of electric floor polishing machines, establishments concerned are to include the following information—

(*a*) The area of floor to be polished.
(*b*) The number of machines held.
(*c*) Confirmation that machines allowed are being used to the best advantage, and that the additional requirement cannot be met by re-allocation.

2. Generally, one machine is allowed for every 1,000 square yards of floor area to be maintained except in the case of larger establishments where the concentration of buildings should enable requirements to be met by a more restricted scale.

(D.N.A.S. 518/57/6.)

UNCLASSIFIED.

700.—Naval Stores (General) (Class F, Group 26)—Vibrator, 24 Volts, 250 Cycles, Pattern No. 943-4821—Introduction and Allowances.

(*A.F.O.* 598/1959.)

The 24-volt, 250-cycle Vibrator (Messrs. Ericsson specification no. N. 23003 AA1), incorporated in Calling Unit (vibrator type), to D.E.E. branch 2 specification serial no. 442, and in Noise Injection Unit, pattern F1C/3/32069, has been allocated pattern no. 943-4821 and introduced as a permanent item of naval stores under class/group F. 26 (N.A.T.O. group 6130).

2. Spare vibrators will be allowed on the following basis—

To each ship fitted with Calling Unit (vibrator type) to D.E.E. branch 2 specification serial no. 442	2
To each ship with Noise Injection Unit, pattern F1C/3/32069, in broadcast systems	1

3. Demands should be forwarded to storing yards as necessary.

(D.N.A.S. 519/76/1.)

UNCLASSIFIED.

701.—Sales of Stores—Charges.

The authorized rates for the sale of stores are listed below—

(*a*) Departments in Defence Group (Defence, Army, Air and Supply) .. .. Cost

(*b*) Other Commonwealth Departments .. .. Cost plus 15%

(*c*) Admiralty and New Zealand Navy .. .. Cost plus 20%

(*d*) State Governments and other Administrations (including foreign Governments) .. .. Cost plus 20%

(*e*) Commercial and private interests .. .. .. Cost plus 25%

provided that in respect of (*d*) and (*e*) above the rates are not to be less than the ruling commercial rate.

2. For the above purposes "cost" means "into store" cost and is to be assessed as follows—

(*a*) Fixed issuing price list or special issuing price list where these have been adopted, e.g., victualling stores.

(*b*) Stores purchased locally—latest purchase price.

(*c*) Stores manufactured in Naval establishments—manufactured cost including applicable overhead percentage.

(*d*) Stores purchased overseas—all charges up to delivery in Australia. In cases where Admiralty Rate Book or overseas invoices are used the approved percentage to cover freight, exchange, &c., is to be added to obtain the into store cost.

(*e*) Stores held at Manus or Darwin or in H.M.A. ships in adjacent waters or outside the Australia Station—all additional charges covering freight and handling.

3. Authorized rates for sale of oil fuel (i.e., furnace and automotive diesel) at points of issue will be notified from time to time by the Naval Board.

4. Extra charges to be met by the purchaser are—

(*a*) Cost of special packages and containers.

(*b*) Freight, lighterage and handling charges specially incurred from store to delivery point.

(*c*) Any other extraneous expenditure specially incurred.

5. Except in the case of issues from H.M.A. ships and establishments (in which case claims are raised at Navy Office) claims for stores sold are to be raised locally.

6. Attention is drawn to N.F.R. & I. article 218b in regard to the approving authority before a sale can be made and to N.A.R. & I. articles 226A and 226B regarding pre-payment or the lodging of a bank guarantee when a sale is made to commercial or private interests.

7. Departmental policy applicable to the sale of stores is outlined in Navy Order 106 of 1958.

(D.N.A. 4804/2/60.)

(*Navy Order* 106 *of* 1958.)

RESTRICTED.

702.—Air Filtration Units, Mk. 2—Instructions for Fitting on Board.

(*A.F.O.* 2790/1958.)

The following instructions have been prepared for fitting Air Filtration Units, Mk. 2 on board H.M.A. ships.

2. The unit for fitting on H.M.A. ships will be supplied in two parts each contained in its own re-usable packing case. These two parts will consist of—

(*a*) The stand assembly complete with fan and gas filter.

(*b*) The particulate filter.

The clips and sleeves for connecting the gas filter to the particulate filter and the particulate filter to the inlet trunk are also contained in these boxes. Care should be taken that these are not damaged or mislaid.

3. The packing cases, when empty, should be returned to the S.N.S.O. Sydney.

Deck Seating.

4. Originally it was intended that these units should have resilient mountings but this has now been found to be unnecessary. Therefore, the holes in the base plate to take these mountings can now be used for bolting the units to the deck.

5. The usual method of connecting the units to the deck is by means of four ½-in. UNF bolts connecting the unit to two angle bars running from front to back of the base-plate, with the toe welded to the deck and flanges pointing outwards, tripping brackets being fitted as required.

Erecting Unit.

6. (*a*) Bolt the stand assembly complete with fan and gas filter to its seating.

(*b*) Remove front plate and two top screws in each side plate.

(*c*) Check that side plates are pulled down onto gas filter and are holding it in place. If this is not so the bolts holding the side plates should be slackened and the nuts on the pulling down studs tightened as required and the bolts re-tightened.

(*d*) Remove transit cover from top of gas filter.

(*e*) Fit rubber sleeve to top of gas filter and secure by a small clip and roll rubber sleeve back over clip.

(*f*) Remove the two bolts from the bottom corners at each side and the three bolts from the bottom of the front of the particulate filter.

(*g*) Remove transit covers from top and bottom of particulate filter.

(*h*) Insert the particulate filter into stand, with the pre-filter cover plate to the front, so that it rests on the flanges of the angles fitted to the side plates and holding the gas filter in place.

(*i*) Replace side bolts, two each side, to connect the top of the side plates and stand to the bottom of the particulate filter.

(*j*) Connect the bottom of the particulate filter to the gas filter by means of the rubber sleeve fitted to the top of the gas filter and secure with a large clip.

(*k*) Connect fan to electrical supply terminating the permanent wiring in a conveniently sited socket outlet or terminal box and completing the installation with a short length of flexible cable to facilitate installation and maintenance.

(*l*) Replace front cover plate and insert and tighten bolts connecting cover plate to stand, and cover plate to particulate filter.

(*m*) Connect particulate filter to inlet trunk by means of a rubber sleeve and secure this sleeve with the appropriate size clips (i.e., 8-in. diam. on particulate filter and 7-in. diam. on inlet trunk).

General.

7. The inlet trunk should be fitted with a watertight closure at the weather end and should be 7-in. diamter or equivalent rectangle.

8. Where a rectangular trunk is fitted it would be terminated in a 7-in. diameter spigot at least 1½-in. long.

9. A gap (1-in. maximum ¾-in. minimum) should be left between the top of the particulate filter and the termination of the inlet trunk.

10. A minimum of 4-in. should be left between the sides of the unit and any adjacent fixed structure.

11. No space is required behind the unit.

12. A withdrawal space of at least 24-in. for the particulate filter and pre-filter is required in front of the unit.

13. A *rubber lined* steel band rigidly connected to an adjacent bulkhead is to be fitted just below the handles on the particulate filter. This band should be easily portable so that the particulate filter can be replaced as quickly as possible.

14. The clips securing the rubber sleeves should not be over-tightened and a short screw-driver should be used for this purpose. These clips should be fitted with the slot of the adjusting screw pointing to the front of the unit to facilitate their tightening and release.

15. No fixings or fastenings are to be made to either the gas filter or the particulate filter.

16. Identification marking plates should be attached to the stand assembly and not the filters.

17. The particulate filter casing is not to be cut or modified in any way.

18. Where the unit is fitted in a saloon or ward-room it should be panelled to suit the general scheme of decoration. In this instance, the grid over the fan outlet should be removed and a grille of larger area fitted in the panelling opposite the fan opening. A portable section, of panelling, fitted for quick removal, should be arranged in the vicinity of the pre-filter cover. The remaining panelling over the front of the unit should be readily removable to facilitate maintenance.

19. Admiralty has advised that B.R. 2171 (A.B.C. Handbook) will be amended.

(D.N.C. 3768/16/29.)

UNCLASSIFIED.

703.—Firefighting—H.M.A. Ships in Dock or Berthed Alongside.

This order sets out the responsibility of the various authorities for firefighting operations in H.M.A. ships in dock or alongside.

2. When a ship is in a naval dockyard, any outbreak of fire is to be reported immediately to the dockyard fire brigade, which is to inform the local fire brigade if it is considered necessary. When a ship is berthed other than in a naval dockyard, any outbreak of fire is to be reported by the ship to the local fire brigade.

3. The Captain of an H.M.A. ship in commission is responsible for all fire prevention and firefighting measures taken in his ship. When a fire occurs, he is to take all reasonable steps to prevent a fire spreading from his ship to other ships or property ashore. He is to keep the fire brigade officer advised of the situation on board his ship with regard to the nature of the fire and any dangers that may exist from explosives, fuel or other gear on board.

4. The officer-in-charge of the fire brigade remains at all times, and wherever operating, in charge of his own men and equipment and he will not take part in fighting a ship-board fire unless requested to do so by the Commanding Officer, his responsibility otherwise being confined to the fighting of any fire in the wharf area and its immediate surroundings, and preventing any ship-board fire spreading from the ship.

5. The responsbility for fire prevention in ships being built by contract rests with the shipbuilder until the ship is accepted by the Department of the Navy, and the responsibility for fire fighting rests with the shipbuilder or the local fire brigade, depending on local arrangements. For ships building in naval dockyards, the responsibility for fire prevention and firefighting rests with the General Manager until acceptance, and he is to take action in the same way as the Captain of a ship in commission. In both cases the ship's company should give all needed assistance.

6. It is important that the closest co-operation be maintained at all times between naval authorities, ships' officers, shipyard officials, fire brigade officers and dock authorities.

7. Navy Order 631 of 1957 is hereby cancelled.

(D.T.S.R. 3513/1/82.)

(*Navy Order* 631 *of* 1957.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

704.—Victualling Stores—Damage to Casks.

(*A.F.O.* 1434/1959.)

Avoidable and costly damage to casks is being caused in H.M.A. ships and establishments by the use of wrong methods of extracting bungs. Examples are driving the bung into the cask or "flogging" the bung staves with a wooden hammer or heavier implement to force the bung out of the cask.

2. The correct procedure is set out in B.R. 93 (51) Victualling Manual, article 95, paragraph 2 (amendment no. 5—A.F.O. P.282/53).

3. The pricker must be driven into the bung and not into the crack between bung and bung stave. The latter method invariably damages the stave, which then has to be renewed before the cask can be used again.

(D.V. 456/51/1.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

705.—Naval Stores—Accounting—Stores not in the Custody of the Supply Officer.

(A.F.O. 1375/1959.)

With reference to Navy Order 272 of 1959, reports made on form A.S. 156 to the Supply Officer, by the Engineer Officer, in respect of oil fuel in his custody, which has been expended, is in future to be rendered monthly instead of weekly as at present.

2. Returns of expenditure of all other items of naval stores not in the custody of the Supply Officer should continue to be made weekly on form A.S. 156.

(D.N.A.S. 3541/4/136.)

(Navy Order 272 of 1959.)

UNCLASSIFIED.

706.—Treasury Form 12—General Expenses.

A standard Treasury Form 12 (General Expenses) has been introduced by the Treasury for use by all Defence Departments. Such form, for use by the Department of the Navy, has been designated " Form NA.4 ".

2. Form NA.4 is for use in H.M.A. establishments and offices only and first issues will be made, without demand, by the Superintending Naval and Air Store Officer, Sydney. After a reasonable trial period (not less than six months) users are to transmit to the Director of Navy Accounts, Melbourne, comments as to whether or not the form is satisfactory.

3. Form A.S. 22/NA.4 will continue to be used by H.M.A. ships pending introduction of a revised form designated " Form A.S. 22 ".

(D.N.A. 464/54/20.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar.

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 707-727/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
1st September, 1959.

The enclosed 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.

RESTRICTED.

7314/59.

CONTENTS.

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

707.—Centralized Maintenance in H.M.A.S. MELBOURNE.—Duties and Responsibilities of Officers.

This order lays down the duties and terms of reference of officers engaged in the operation of H.M.A.S. MELBOURNE's air group under the recently introduced system of centralized maintenance. The instructions in this order supersede the relevant existing instructions in Q.R. & A.I. and I.F.A.A. and will eventually be included in the appropriate publication.

Squadron Commanders.

2. When embarked or disembarked the squadron commander will be responsible to the Commander (Air) for—

(*a*) Administration, discipline, training and efficiency of his squadron.

(*b*) Safety of air crew and aircraft under his command.

(*c*) Keeping a complete record of all accidents for which written records on form A.25 are rendered. Duplicates of all accident reports are to be retained in the squadron records.

(*d*) Ensuring that all air crew make periodical check inspections of aircraft so as to familiarize themselves with the aircraft.

3. Guidance as to the responsibilities of squadron commanders is given in I.F.A.A. article 210, paragraph 2 (*a*) to (*f*) inclusive.

Air Group Engineer Officer.

4. The Air Group Engineer Officer will be the senior air engineer officer appointed to the air group and when embarked or disembarked will be responsible to Commander (Air) for—

(*a*) Over-all allocation and employment of (A), (E) & (O) maintenance ratings appropriated to the air group to meet the task set by the Commander (Air) and for the satisfactory performance of all work carried out by these ratings.

(*b*) Carrying out the duties of custodian for air equipment on his charge and accounting for it in accordance with AP (R.A.N.) 102.

(*c*) The air worthiness and serviceability of all aircraft on his charge.

(*d*) Security of all aircraft and material on his charge.

(*e*) Ensuring that technical standards laid down for maintenance personnel appropriated to the air group are maintained and that proper records of their technical qualifications are kept.

(*f*) All divisional duties with (A), (E) & (O) ratings appropriated to the air group.

(*g*) Promulgation of technical orders concerning the air engineering standards and practices to be used by air engineering ratings appropriated to the air group.

(*h*) The training and employment of all officers attached to his department.

5. When embarked the Air Group Engineer Officer will also assume the following duties—

(*a*) Employment of the correct engineering standards and practices by embarked squadrons or flights not attached to the air group.

(*b*) The control of the ship's air engineering and air armament workshops.

(*c*) Maintenance of all aircraft mobile and salvage equipment embarked.

(*d*) Servicing and maintenance of aircraft armament and arming of aircraft.

(*e*) Co-ordination of servicing requirements while flying operations are taking place.

(*f*) Clearing crashed aircraft from the flight path.

6. When the air group is disembarked he is to have direct access to the Station Air Engineer Officer for advice on technical or personnel matters.

Air Group Electrical Officer.

7. The Air Group Electrical Officer is the technical authority on all electrical matters in the air group. He will be responsible to Commander (Air) for—

(*a*) Efficiency and operation of the air group electrical department.

(*b*) Co-operation of his department with other departments.

(*c*) Instruction and training of officers and ratings who are attached to his department.

(*d*) Obtaining materiel required by his department in the proper manner.

(*e*) Keeping the necessary technical records and preparing reports.

(*f*) Maintenance and repair, in accordance with correct engineering codes and practice, of all electrical materiel and instruments fitted in group aircraft.

(*g*) Minor repairs to cameras and ancillary apparatus fitted in group aircraft.

(*h*) Maintenance of portable and transportable electrical apparatus in the air group.

8. When the air group is embarked, the Air Group Electrical Officer is responsible to the Commander (Air) additionally for the overall control and efficiency of the ship's air electrical organization and for those duties normally discharged by the ship's Air Electrical Officer *vide* paragraph 14.

9. When the air group is embarked, the ship's Air Electrical Officer will come under the direction of the Air Group Electrical Officer for centralized air group maintenance duties. When the air group is disembarked he is to have direct access to the Station Air Electrical Officer for advice on technical and personnel matters.

Squadron Air Warfare Instructors, Squadron Senior Observers and Squadron Safety Equipment Survival Officers.

10. Squadron Air Warfare Instructors, Squadron Senior Observers and Squadron Safety Equipment and Survival Officers will continue to carry out their duties as laid down in I.F.A.A., articles 213, 214 and 215 respectively.

Ships' Air Engineer Officer.

11. When the air group is disembarked the ship's Air Engineer Officer is responsible to the Commander (Air) for—

(*a*) Employment of the correct engineering standards and practices in the air engineering department and by embarked squadrons or flights not attached to the air group.

(*b*) The organization of the ship's air engineering department and workshops.

(*c*) Maintenance of all aircraft mobile and salvage equipment embarked.

(*d*) Carrying out the duties of custodian in accordance with AP (R.A.N.) 102.

(*e*) Employment of, and divisional duties with air engineering ratings appropriated to the ship.

(*f*) Any other air engineering duties as requried.

12. When the air group is embarked the ship's Air Engineer Officer is responsible to the Air Group Engineer Officer for the above duties.

Ship's Air Ordnance Engineer Officer.

13. When the air group is embarked the Air Ordnance Engineer Officer is responsible to the Gunnery and T.A.S. Officers to meet the requirements of the Air Group Air Engineer Officer for—

(*a*) Mechanical maintenance and efficiency of all air armament equipment.

(*b*) The control of all technical work carried out by air ordnance ratings.

(*c*) The organization of air ordnance ratings to meet the maintenance and arming task.

(*d*) The efficiency and cleanliness of the air armament workshops, stores and equipment.

(*e*) Custody of and accounting for aircraft gun wharf stores.

(*f*) Loading and unloading and final preparation for use of aircraft explosives on all aircraft.

(*g*) Divisional duties with air ordnance ratings.

14. When the air group is disembarked he is responsible to the Gunnery and T.A.S. Officers for such duties outlined in paragraph 13 as are then relevant.

Ship's Air Electrical Officer.

15. The ship's Air Electrical Officer is the technical authority on electrical equipment in use within the Air Department. He is responsible to the Commander (Air) for—

(*a*) The efficiency and operation of his department.

(*b*) The co-operation of his department with other departments.

(*c*) The instruction and training of officers and men who are attached to his department.

(*d*) Obtaining stores required by his department in the proper manner.

(*e*) Keeping necessary technical records and preparing reports.

(*f*) The general supervision over electrical maintenance of aircraft in squadrons and for advising the Squadron Air Electrical Officer as necessary. He may visit squadrons in connexion with those duties at any time.

(*g*) The maintenance and repair in accordance with the correct engineering codes and practices of all air electrical materiel and instruments except when such gear is fitted in aircraft under the control of Squadron Air Electrical Officers.

(*h*) The minor repairs of cameras and ancillary equipments which are not the responsibility of Squadron Air Electrical Officers.

(*i*) The workshops and other facilities that are used solely for the maintenance of air electrical materiel.

When the air group is embarked, the duties of the ship's Air Electrical Officer are modified in accordance with paragraph 8.

16. In the event of a squadron being disembarked and separated from the air group, the Air Group Engineer Officer and Air Group Electrical Officer are to determine the proportion of maintenance ratings transferred.

17. The air engineering and air electrical complements of H.M.A.S. MELBOURNE's air group allow a proportion for workshop backing and assistance at R.A.N. Air Station, Nowra, when the air group is disembarked.

18. Navy Orders 917 and 1055 of 1957 are hereby cancelled.

(D.A.M.R. 3391/125/36.)

(*Navy Orders* 917 *and* 1055 *of* 1957.)

RESTRICTED.

708.—Complements—H.M.A. Ships and Establishments—Security Classification.

The use of the term "Provisional" in relation to the Schemes of Complement of H.M.A. ships and establishments is to be discontinued.

2. Schemes of War Complement are to be classified CONFIDENTIAL and Schemes of Peace Complement RESTRICTED.

3. All copies of current Peace and War Complements are to be amended accordingly.

(D.M.T. 4012/103/29.)

RESTRICTED.

709.—General Messages to be Held at Ports and by Establishments.

General message series to be held at ports and by establishments have been reviewed and the revised requirement is shown in the appendix.

2. A.C.N.B. will distribute mail copies of General Messages as necessary to authorities. It should be noted that only A.C.N.B. holds General Messages of the G, U, and C series. These will be passed when required or on request.

3. Sydney, Fremantle and Darwin are the only M.S.O.'s which will normally be required to supply ships and other establishments in their area with General Messages.

4. Navy Order 573 of 1959 is hereby cancelled.

APPENDIX.

Authority or Establishment.	*General Message Series.*
A.C.N.B.	A, LA, LX, R. G, U. C. P, PX. M. F, RF. Hydropacs, Naveams, WC, WP, WM, WF.
F.O.I.C., E.A. (Sydney M.S.O.)	A, LA, LX, R. P, PX. M. F, RF. Hydropacs, WP, WM, WF.
N.O.I.C., N.A. (Darwin M.S.O.) N.O.I.C., W.A. (Fremantle M.S.O.)	A, LA, LX. P, PX. F, RF. Hydropacs, WP, WF, WM.
N.O.I.C., N.G. (Manus M.S.O.)	A, LA, LX. P, PX. F. Hydropacs, WP, WF, WM.
N.O.I.C., Vic. (Melbourne) S.A. (Adelaide) Tas. (Hobart) Q'ld (Brisbane) Jervis Bay	A, LA, LX. F. Hydropacs, WF.
N.A.S. Nowra	A, LA, LX, R. F, RF.
Other Establishments	A, LA, LX, F.

Note.—Naveams are held by Deputy Directors of Navigation at capital cities.

(D.S.D. 4363/112/34.)

(*Navy Order* 573 *of* 1959.)

UNCLASSIFIED.

710.—Naval Overseeing and Inspection.

In order to effect some measure of co-ordination and consequent economy in the staffs of various branches, each of which carry out similar duties of oversight, survey and inspection of stores and equipment, it has been decided that the General Overseers in the East Australia and Victoria areas shall be responsible for certain of this work at present undertaken by the General Managers of H.M.A. dockyards, the Superintendent of the Machinery and Spares Depot, and the Gunnery Equipment and Stores Officer.

2. All requisitions for the survey or inspection of machinery and spares, gunnery equipment and stores, and naval stores should in future be forwarded from the store depot concerned to the General Overseer of the area. Radio and radar stores and those after manufacture or repair in the dockyards, will continue to be the responsibility of the dockyard managements.

3. Transfer of staff at present employed full time on survey or inspection work now being taken over by the General Overseers under the terms of this order is to be arranged locally and reported to the Naval Board.

4. The General Overseer may requisition the General Manager to provide any special technical services of equipment and personnel available in the naval dockyard which may be required for the purpose of inspection or survey.

5. Navy Orders 1124 of 1957 and 266 of 1958 are hereby cancelled.

(D.C.C. 2/4/2.)

(*Navy Orders* 1124 *of* 1957 *and* 266 *of* 1958.)

UNCLASSIFIED.

711.—Overseeing and Inspection Authorities—Integration.

In order to further reduce duplication of effort, referred to in Navy Order 710 of 1959, which occurs between branches each performing the functions of overseeing and inspection, it has been decided to merge under one administrative authority in each area or command, the responsibility for certain departmental overseeing and inspection work. Accordingly the General Overseers in the East Australia and Victoria area are appointed additionally as Superintendents of Inspection (short title G.O.S.I.) to co-ordinate certain of the oversight and inspection in these areas now carried out by the General Overseers, the Deputy Inspectors of Naval Ordnance and the Naval Air Engineer Overseer.

2. In the Victoria area, the appointment of the General Manager, Williamstown Dockyard as General Overseer, Victoria, is terminated. A new appointment of General Overseer and Superintendent of Inspection, Victoria has been made.

3. The addresses of the General Overseers and Superintendents of Inspection are as follows—

East Australia Area.

The General Overseer and Superintendent of Inspection,
7–41 Cowper Wharf Road,
Woolloomooloo, Sydney.

Postal Address—Garden Island, Sydney, N.S.W.

Telephone—FL 0444.

Victoria.

The General Overseer and Superintendent of Inspection,
Chicago Street,
Maribyrnong, Vic.

Postal Address—Private Bag No. 8, Post Office, Ascot Vale, W.2, Victoria.

Telephone—FU 022. Ext. 1360 and 1228.

4. The Overseeing and Inspection Organizations controlled by the General Overseer and Superintendents of Inspection will be under the overall administrative control of the Flag or Senior Officer of the area in the terms of Q.R. & A.I., article 2761.

5. The administrative services common to D.I.N.O., N.A.E.O. and G.O.S.I., together with all oversight and inspection required at outside contractors will be co-ordinated by G.O.S.I. Otherwise the existing arrangements for the inspection of naval armament stores and naval air stores will remain unchanged, and D.I.N.O. and N.A.E.O. will continue to control their day-to-day inspection functions, recruitment staff, &c., and retain the right to correspond directly with Directors at Navy Office on appropriate matters as laid down in N.O.D.I.B. Standing Orders (1958) and Navy Order 358 of 1959.

6. General Overseers and Superintendents of Inspection are authorized to correspond direct with the Chief of Construction, Directors at Navy Office and Commanding Officers of H.M.A. ships and establishments on routine and technical matters in connexion with inspection and overseeing.

7. The functions and responsibilities of the General Overseers and Superintendents of Inspection are as follows—

(*a*) The co-ordination of all overseeing and inspection work required at outside contractors.

(*b*) The oversight of new construction, repairs, refits, docking, slipping, modernization and conversion of H.M.A. ships, and of marine work for which orders have been placed by the Department of the Navy except work carried out by H.M.A. naval dockyards. For new construction, the provisions of B.R. 1921—Procedure for Supervision of Ships and Vessels Building and Completing at Contractors Yards—are to be complied with where applicable.

(*c*) Draft in conjunction with contractors, trial programmes for ships newly constructed, modernized or converted on behalf of the Department of the Navy.

(*d*) The inspection and survey of naval stores, machinery spares and gunnery equipment stores, excepting those manufactured or repairs by naval dockyards.

(*e*) To be the technical adviser to the storekeeping authorities upon all matters relating to the manufacture and repair of stores carried out by outside contractors.

(*f*) Ensure that the contractor completes the work to acceptable standards, that the Department of the Navy does not become liable for the cost of rectifying faulty work, and, when orders are placed on a cost plus basis, that the most economical methods are used.

(*g*) To ensure that the most economical methods are employed within his organization including the introduction of approved firms inspection and statistical sampling where applicable.

(*h*) On request by an ordering authority—

(i) Furnish recommendations on tenders received for supply or repair of machinery, equipment and stores.

(ii) Furnish particulars of repairs required to machinery, equipment, small craft, and stores, which require preliminary survey to determine the nature and extent of such repairs.

(*i*) On request by an authority concerned, inspect the installation of special technical equipment in establishments.

8. The G.O.S.I. is responsible for progressing orders placed by the Chief of Construction. Otherwise the progressing of orders is the function of each ordering authority who may, if desired utilize the services of the G.O.S.I. in this respect.

9. Where the services of the G.O.S I. are required, ordering authorities are to ensure that all procurement demands raised on the Department of Supply and all invitations to tender and orders placed directly with private contractors are endorsed "To be in accordance with the Requirements of Naval Inspection" and are to ensure that orders are clear and sufficient in all details regarding quantities, delivery dates, and specifications. Three copies of all such demands, tenders, orders, and amendments to orders, together with the relevant specifications and drawings are to be forwarded by the ordering authority to the G.O.S I. in the area in which the work is to be carried out, and the ordering authority is to ensure that the contractor is provided with a copy of the Requirements of Naval Inspection. Where the extent of repairs required is not known and is to be determined by G.O.S I. during a survey, the invitation to tender is to indicate the fact.

10. It is the prerogative of the G.O.S.I. to decide whether oversight and/or inspection are required at the contractor's works and he is to notify the contractor accordingly when necessary. On each occasion that an item of an order is inspected and passed as being in accordance with the requirements of naval inspection, the G.O.S.I. is to furnish the contractor or ordering authority, as applicable, with a certificate to that effect. Apart from the necessity for the G.O.S.I. to have some knowledge of the numbers of items or quantity being supplied by a contractor, he is not in the case of bulk orders, required to be concerned whether the quantity purported to be delivered is correct or not.

11. The General Overseers and Superintendents of Inspection are to maintain a close liaison and are to keep each other informed of all work sub-contracted from their own area. In this regard they are to ensure that the G.O.S.I. in the area to which the work has been sub-contracted receives full details of both the main and sub-orders.

12. Purchases of items of a simple nature to current commercial standards and not to specification, and which, on receipt, can readily be recognized by ordering authorities as being suitable for service use, should not normally be subject to the requirements of naval inspection. Such items may be purchased to the satisfaction of the ordering authority on receipt into store.

13. In the interests of economy and for their own advantage, ordering and store-keeping authorities should take every opportunity to utilize the technical knowledge and experience available in the inspection organization now set up.

(D.C.C. 2/4/2.)

(*Navy Orders* 358 *and* 710 *of* 1959.)

UNCLASSIFIED.

712.—Transfer of Department to Canberra—Direction of Correspondence to the Naval Board and Naval Directors.

With reference to paragraph 2 of Navy Order 552 of 1959 all correspondence from H.M.A. ships and establishments for the consideration or the information of the Naval Board is, from a date which will be notified in A.C.N.B. General Message, to be addressed to—

The Secretary,
Department of the Navy,
Navy Office,
CANBERRA, A.C.T.

2. Correspondence between Directors of Branches of the Department and Commanding Officers of H.M.A. ships, Naval Officers-in-Charge, Heads of Branches in Sydney, &c., under the provisions of C.O.R. article 335 should be directed to the appropriate Canberra or Melbourne address—

(*a*) The Director of.....,
Department of the Navy,
Navy Office,
CANBERRA, A.C.T.

(*b*) The Director of.....
Department of the Navy
Victoria Barracks,
MELBOURNE, Vic.

68/5/12

(Sec. ~~3911/51/338~~.)

(*Navy Order* 552 *of* 1959.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

713.—Air Transport—Unused Tickets.

The Auditor-General has drawn attention to payments made for airline tickets in respect of which journeys were not undertaken.

2. Where a fare ticket is obtained in exchange for a travel warrant and the journey is necessarily cancelled or uncompleted, the airways authority concerned shall be advised promptly and the unused ticket shall be forwarded to the appropriate naval authority in order that a refund may be claimed.

3. The full fare is refunded if not less than 12 hours notice is given to the airways authority concerned, 5 per cent. is deducted if not less than 6 hours notice, 10 per cent is deducted if not less than 2 hours notice and 25 per cent. is deducted if less than 2 hours notice is given.

4. The attention of all concerned is to be directed to the necessity for ensuring that adequate notice is given of inability to travel as booked, in order that the maximum refund practicable may be obtained, thus minimizing the loss to public funds.

5. This order will be reprinted for posting on notice boards.

(D.N.A. 187/1/7.)

UNCLASSIFIED.

714.—Officers—Seaman General List—Surveying Service—Volunteers.

The Surveying Service of the Royal Australian Navy offers to Seaman General List Officers a career of which the greater part will be spent afloat. It affords junior officers special opportunities for the exercise of seamanship in handling ships, boats, and for the display of initiative in charge of detached parties and in command of tenders. In time of war, in addition to his normal surveying task, the Surveying Officer is required for amphibious operations, minelaying, minesweeping and a variety of other duties for which his specialist knowledge particularly fits him; in peacetime H.M.A. surveying ships are normally employed in Australian waters.

2. Surveying Officers have similar chances of promotion up to the rank of Captain as in other branches of the service.

3. Surveying Officers will only be promoted to Commander and above on the General List, for such officers do not normally serve with the fleet and consequently do not have the opportunities to gain the type of experience necessary for promotion on the Post List. Surveying ships will continue to be commanded by Surveying Officers. A majority of Surveying Officers obtain at least one seagoing command.

4. Officers joining the Surveying Service receive additional pay as Assistant Surveyors. Commencing as a 4th Class Assistant, an officer may rise on his merits as a surveyor through four grades to become a "Charge Surveyor". Thus the Surveying Officer has the advantage that he becomes proficient in his profession and is issued with certificates to that effect as he is advanced to each grade. These certificates may be useful to him when he finally retires, as the services of highly qualified surveyors are increasingly sought by commercial firms and port authorities.

5. Vacancies in the Surveying Service exist for junior officers from time to time. Seaman General List officers may volunteer in accordance with Navy Order 715 of 1959 but their acceptance will be dependent on having achieved an adequate standard in Seamanship and N.D., during training.

6. Officers selected are expected to serve for a minimum of 2½ years; thereafter they may elect to continue in the Surveying Service if found suitable, or may return to general service if they wish.

7. Rates of surveying pay and conditions of payment are laid down in Interim Pay Instructions.

8. Officers wishing to volunteer should apply through the usual service channels, and this should be done even if an officer has already given "surveying" as a choice on completion of his courses as in accordance with Navy Order 715 of 1959.

9. Navy Order 990 of 1957 is hereby cancelled.

(D.O.A. 4002/22/71.)

(*Navy Orders* 990 *of* 1957 *and* 715 *of* 1959.)

UNCLASSIFIED.

715.—Officers—Seaman—Sub-Specialization on the General List.

(*A.F.O.* 1540/1959.)

Under the present system of training officers the arrangements for Seaman Officers to sub-specialize are as follows—

(*a*) *Pilots.*—As soon as possible after the award of Bridge Watchkeeping and Ocean Navigation Certificates.

(*b*) *Observers.*—As soon as possible after completion of 18 months at sea as Acting Sub-Lieutenant, Bridge Watchkeeping and Ocean Navigation Certificates having been obtained.

(*c*) *Other Officers.*—Normally on completion of the Lieutenants' Greenwich Course.

2. To enable appointments and courses to be planned, the Naval Board needs to know well in advance the subject in which each officer wishes to sub-specialize. As from the date of this order, therefore, *ALL* Seaman officers are to state their first three choices for sub-specialization, in order of preference, as follows—

(*a*) *First Occasion.*—One month before the end of their final term at Dartmouth.

(*b*) *Second Occasion.*—On attaining 6 months' seniority as an Acting Sub-Lieutenant.

The timing of (*a*) is determined by the need to plan appropriate appointments for officers undergoing their first commission at sea; that for (*b*) is determined by the need to plan sub-specialist courses for potential pilots who start their sub-specialist training after 12 months at sea.

3. Captains are to report these preferences by letter direct to the Secretary, Department of the Navy, copy to the administrative authority, quoting this order and stating—

(*a*) Name of officer.

(*b*) Preferences (i), (ii) and (iii) in sequence.

(*c*) Captain's opinion as to whether candidate is "suitable", "unsuitable" or "I.K." *for each preference.*

Form A.S. 206 is *not* required to accompany these reports.

4. In selecting officers for sub-specialization the Naval Board will give full consideration to the preferences expressed but will appoint officers in accordance with the requirement of the service.

5. An officer may change his choice of sub-specialization at any time; such changes are to be reported in accordance with paragraph 3 above.

(D.O.A. 303/2/4.)

UNCLASSIFIED.

716.—Ratings—Award of Helmsman Certificates.

With reference to Navy Order 150 of 1959, title as above, Helmsman Certificates awarded are to be reported on form A.S. 161A.

2. A.C.N.B. 138F of 7th August is hereby cancelled.

(H.N.B. 4002/52/67.)

(*Navy Order* 150 *of* 1959.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

717.—Signal Flags and Associated Equipment—Allowances.

Navy Orders 1030 of 1958, table A and 109 of 1959 are to be amended as follows—

Delete line commencing Signal School.

Insert new line—

Signal School	4	5	1 spare
	6	4	..

(D.S.D. 4510/14/134.)

(*Navy Orders* 1030 *of* 1958 *and* 109 *of* 1959.)

UNCLASSIFIED.

718.—Ammunition—Propellant—Landing—Destruction—Report.

(*A.F.O.* 1625/1959.)

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing them are to be returned to the nearest N.A. 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 to Navy Office for instructions.

Propellant lot or sub-lot No.	*Propellant nature and size.*	*Nature of gun ammunition, &c., which may be involved.*
RNC 857XA	SC 103	B.L. 6-in.; Q.F. 5–25-in.; Q.F. 4-in.
RNC 791 RNC 946XB	SC 109	B.L. 6-in.; Q.F. 4.7-in.
RNC 863XA	SC 122	B.L. 6-in.; Q.F. 4.7-in.; Q.F. 4.5-in.
RNC 6266XB RNP 1507XB	ASN/T 190–054	Q.F. 4.7-in.; Q.F. 4-in. (F.A.)
RNC 5008XH RNC 5056XH RNP 857XH RNP 877XH RNP 890XH RNP 909XH	HSCK/T 134-055	Q.F. 3-pdr.; Q.F. 2-pdr.; D.C.T.; squid, A/S mortar.
RC 1813 RC 1821 RC 1822 RC 1825	NH 025	Q.F. 40/60.

2. Attention is drawn to article 211 of Naval Magazine and Explosives Regulations, 1956, B.R. 862 and 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.

(D.O.U.W. 729/57/13.)

UNCLASSIFIED.

719.—Local Purchase of Stores—H.M.A. Ships.

It has been decided that combined order/requisition forms should be used on H.M.A. ships for all purchases of stores except fresh provisions in lieu of Treasury Forms 11 and 13. Forms A.S. 1046Z should continue to be used for fresh provisions.

2. Combined order/requisition forms are available, on demand, from S.N.S.O., Sydney.

(D.N.A.S. 3526/1/36.)

UNCLASSIFIED.

720.—Naval Stores (General) (Class B, Group 11, Part F)—Wrench, Self-grip, 10-in., Straight-Nosed, "Mole" Pattern—Introduction and Allowances.

(*A.F.O.* 972/59.)

The following item has been introduced as an item of naval stores, to facilitate hand fitting work in ships, particularly under restricted working conditions.

Pattern.	*Description.*	*Ship's Accounting Classification.*
B11F/H.4611	Wrench, self-grip, 10-in., straight-nosed, "Mole" pattern	Consumable.

2. The allowances to ships as a first outfit are as follows—

H.M.A.S. MELBOURNE	2
Destroyers, Frigates, Survey Ships, O.M.S. Vessels	1

3. Ships concerned should forward demands to their storing yards. Supply to ships under construction should be arranged by the warrant and storing yards.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4506/12/665.)

UNCLASSIFIED.

721.—Naval Stores (General) (Class E, Group 5)—Hoods, Type "C", Pattern 3382—Defective Manufacture.

(*A.F.O.* 1380/1959.)

Admiralty has advised that a number of hoods, type "C", pattern E5/3382 have been issued with the tongue valve orifice on the inside of the hood partially blocked by a thin piece of rubber membrane which should have been removed during manufacture.

2. H.M.A. ships and services are to arrange for all hoods, type "C", to be examined and, in those cases where the orifice is not equivalent to approximately the full internal diameter of the metal sleeve connecting with the actual tongue valve tube, are to be considered as defective and returned to the nearest (Suptg.) Naval Store Officer quoting this order as the authority. Replacements should be demanded in the normal manner.

3. (Suptg.) Naval Store Officers are to arrange for hoods, type "C" held in stock to be similarly examined. All defective hoods, including those returned from services are to be rectified in the dockyard.

(D.N.A.S. 4512/50/589.)

UNCLASSIFIED.

722.—Naval Stores (General) (Class E, Group 12)—Ash Trays—2-Piece —Introduction and Allowances—H.M.A. Ships.

A 2-piece design ash tray has been adopted as the standard ash tray in the R.A.N. for use in wardrooms and enclosed messes of H.M.A. ships. The ash tray will have "R.A.N." embossed in gold lettering.

2. Full description of the item is as follows—

Class and Group.	*Description.*	*Accounting Classification.*
E12	Ashtray, 2-piece design (Goodwill or equivalent) in colours wine, red and green	Consumable.

3. First outfit quantities will be as follows—

Aircraft Carriers	140
Daring Class	35
Battle Class	33
Tribal Class	25
Frigates	24

4. Supply will be effected by the appropriate (S)N.S.O. without demand in, as far as practicable, equal quantities of wine, red and green colours.

(D.N.A.S. 506/85/2.)

UNCLASSIFIED.

723.—Precautions Against Fire or Poisoning Due to Vapours from Protectives.

Fatal injuries have occurred owing to neglect of proper precautions in the use of protective coatings, the solvents contained in which are nearly all inflammable and/or toxic.

2. The materials principally concerned are listed below, but any substance liable to give off vapour (other than water vapour) involves some degree of risk, depending on the nature of the vapour and its concentration.

3. In general, the temporary protectives contain volatile solvents to promote quick drying and are therefore more hazardous than oil paints, which are generally safe except when being sprayed.

4. Precautions are of two kinds—

(*a*) Those aimed at preventing a dangerous concentration of vapour, i.e.—

(i) Avoidance of quick drying materials containing highly volatile substances such as gasoline or trichlorethylene.

(ii) Provision of adequate ventilation around the work in hand.

(iii) Avoidance of any procedure which overtaxes the ventilation system by releasing vapour rapidly, e.g., spray-application.

(*b*) Those aimed at preventing harm even if a dangerous concentration of vapour should occur, i.e.—

(i) Elimination of possible sources of ignition. This applies to materials containing non-inflammable solvents as well as the inflammable type since trichlorethylene vapour in contact with a flame or red-hot surface generates phosgene, which is a more dangerous poison than trichlorethylene.

(ii) Use of correct type of respirator.

(iii) Provision of stand-by personnel with equipment to render immediate assistance in case of need.

5. The exact nature of the precautions to be taken will vary with the circumstances; obviously prevention of a dangerous concentration of vapour is the first essential. The vapours concerned are all heavier than air, and ventilation must be such as will withdraw them from the bottom of the compartment, and not merely stir them up.

Risks due to Vapour from Temporary Protectives.

Description.	*Patt. No.*	*Specification.*	*Composition of Vapour.*	*Risks due to Vapour—*	
				Poisoning.	*Fire.*
Protective PX-1	1177	DEF. 2331 ..	White spirit	Very slight unless sprayed	Slight unless sprayed
Protective PX-2	1178	C.S. 1033F ..	Mainly trichlorethylene	Major risk ..	No risk
Protective PX-3	1180	DTD. 279B ..	Similar to gasoline	Slight unless sprayed	Major risk
Protective PX-9	—	DTD. 663A ..	Similar to gasoline	Slight unless sprayed	Major risk
Protective PX-10	1179	C.S. 2060C ..	Similar to white spirit	Very slight unless sprayed	Slight unless sprayed
Protective PX-13	—	DTD 791B ..	Similar to gasoline	Slight unless sprayed	Major risk
Protective PX-105	—	DEF (Aust) 1001 type C, Grade 2	Similar to white spirit	Very slight unless sprayed	Slight unless sprayed
Protective PX-106	—	DEF (Aust) 1001 type D, Grade 1	Similar to white spirit	Very slight unless sprayed	Slight unless sprayed
Protective PX-107	—	DEF (Aust) 1001 type D, Grade 2	Similar to white spirit	Very slight unless sprayed	Slight unless sprayed
Protective PX-112	—	DEF (Aust) 1002	Similar to white spirit	Very slight unless sprayed	Slight unless sprayed

6. Due to the poisonous effect of the lead salts contained in temporary protective PX-12, care should be taken to wash hands carefully if gloves are not worn whilst using this material.

(D.C.C. 177/51/3.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED. Cancelled e NO 516/62

724.—Mess Gear, Utensils for Chief Petty Officers', Petty Officers' and Seamen's Messes—Replacement Allowances for 1959–60.

Free replacement for 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 1959–60 up to the following amounts—

	£ s. d.	
(*a*) Chief Petty Officers and Petty Officers ..	1 19 6	per head.
(*b*) All other ratings	0 11 3	per head.

2. All consumable stores drawn against the above allowances are to be valued at the prices shown in the "Official Memorandum—Fixed Issuing Price List for Mess Gear" dated 1st July, 1959.

3. Navy Order 729 of 1958 is hereby cancelled.

(D.V. 914/52/9.)

(*Navy Order* 729 *of* 1958.)

UNCLASSIFIED. Cancelled e NO 516/62

725.—Officers' Mess Traps—Replacement Allowances 1959–60.

The authorized amounts to which free replacement of consumable items of officers' mess traps may be made for the financial year 1959–60 are as follows—

	In Stationary Ships and Establishments. £ s. d.	*In Seagoing Ships.* £ s. d.
Mess—		
Flag Officer	—	121 0 6
Commodore or Captain	63 19 3	76 15 0
Flag Captain	—	44 5 0
Commander or Lieutenant-Commander in command	32 13 0	39 3 9
Ward Room—		
Mess of one officer	10 10 6	12 11 6
Mess of two officers	18 13 0	22 7 9
For every officer borne in excess of two	4 4 6	5 18 6

2. All consumable stores drawn against the above allowances are to be valued at the prices shown in the "Official Memorandum—Fixed Issuing Price List for Mess Gear" dated 1st July, 1959.

Calculation of Replacement Allowances.

3. (*a*) *Seagoing ships.*—When calculating replacement allowances, only officers actually borne for victuals are to be included, but where officers borne are supernumary to complement, for training, &c., the replacement allowances are to be calculated on the basis of the average daily number borne during each quarter.

(*b*) *Stationary ships and establishments.*—

(i) Replacement allowances are to be calculated on the basis of either average daily number victualled during each quarter or a figure calculated in accordance with the succeeding sub-paragraphs, whichever is the greater.

(ii) In the case of H.M.A.S. ALBATROSS, NIRIMBA, CERBERUS, TARANGAU and MELVILLE the alternative figure is to be arrived at by deducting 25 per cent. from the average daily numbers borne for pay during each quarter.

(iii) In the case of stationary ships and establishments other than those named in the preceding sub-paragraph the alternative figure is to be arrived at by deducting 33⅓ per cent. from the average daily numbers borne for pay during each quarter.

4. Navy Order 730 of 1958 is hereby cancelled.

(D.V. 914/52/9.)

(*Navy Order* 730 *of* 1958.)

Section 6.

ESTABLISHMENTS.

RESTRICTED.

726.—Communications—Tape Relay Procedures.

The following information on change of tape relay procedure is promulgated to enable advance instruction to be given to communication operators.

2. "Routeing Line Segregation" will become effective from 010001Z, February, 1960 and will supersede, "Predetermined Routeing" at present in use. It will standardize the combined British Commonwealth and N.A.T.O. tape relay procedure.

3. On introduction of the new procedure the following modifications to the message format laid down in A.C.P. 127 (B), section IV., are expected to become effective—

(*a*) Format line 10 will be cancelled except that the group count will continue in use for encrypted messages. (A.C.P. 127 (B), article 111 (2) (*b*) 3 is to be followed in respect of SVC messages.)

(*b*) Confirmation message format line 14 will be discontinued.

(*c*) The month of filing will no longer be inserted in format line 15.

4. B.R. 1978 will be replaced by the Commonwealth Naval Supplement to A.C.P. 117.

5. Further instructions including the revision of A.C.P. 127 (B) will be promulgated before "Routeing Line Segregation" is introduced.

(D.S.D. 16/207/7.)

Section 7.

CANCELLED LIST.

727.—Cancellation of Navy Orders.

All Navy Orders and Confidential Navy Orders of 1956 will be obsolete as from 1st September, 1959, and may then be destroyed in accordance with the current instructions for the disposal of Confidential waste.

(H.N.B. 3712/20/41.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
2nd September, 1959.

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

By direction of the Naval Board.

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

7315/59.

UNCLASSIFIED.

728.—Books—Distribution of Non-accountable Publications during July, 1959.

The non-accountable publications, amendments to A.P.'s, B.R.'s, miscellaneous publications, &c., and A.F.O. " S.C." Series, contained in the appendix to this order, have been distributed to ships and services during 1959. Navy Order 983 of 1957 is relevant.

2. Copies of A.F.O. " P " Series amendments and A.P. amendments, referred to in the appendix to this order, are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Navy Order 1063 of 1958.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date or Amendment No.*
Aeroplane	15th May, 1959.
Aeroplane	22nd May, 1959.
Aeroplane	29th May, 1959.
Aeroplane	5th June, 1959.
Aircraft	Vol. 38, No. 10, July, 1959.
D.E.F. 1234	1 P.C.C. Paper No. 1/59 D.E.F. 1234, Issue No. 2, Table of Contents.
Flight	1st May, 1959.
Flight	8th May, 1959.
Flight	15th May, 1959.
Flight	22nd May, 1959.
Flight	29th May, 1959.
Flight	5th June, 1959.
A Guide to Optimum Frequencies S7/59	August, September, October.
Joint Services Recognition Journal	Vol. 14, No. 4, April, 1959.
Joint Services Recognition Journal	Vol. 14, No. 5, May, 1959.
Manual of the Audit Act and Treasury Regulations	Amendment Issue No. 3 dated 19th May, 1959.
N.A.M.A.N.	N1949–N1958, 30th June, 1959.
Occupational Safety and Health	January, March, Vol. IX., 1959.
Occupational Safety and Health	Index Volume VIII., 1958.
Post Office Guide	Supplement No. 47, May, 1959.
Post Office Guide	Supplement No. 48, June, 1959.
R.N. Navy List	January, 1959.
United Nations Review	Volume 5, No. 12, June, 1959.
U.S. Naval Institute Proceedings	Vol. 84, No. 4, April, 1958.
U.S. Naval Institute Proceedings	Vol. 84, No. 5, May, 1958.
U.S. Naval Institute Proceedings	Vol. 84, No. 6, June, 1958.
U.S. Naval Institute Proceedings	Vol. 84, No. 8, August, 1958.
U.S. Naval Institute Proceedings	Vol. 84, No. 9, September, 1958.
U.S. Naval Institute Proceedings	Vol. 84, No. 10, October, 1958.
U.S. Naval Institute Proceedings	Vol. 84, No. 11, November, 1958.
U.S. Naval Institute Proceedings	Vol. 84, No. 12, December, 1958.

AMENDMENTS TO B.R.'s, ETC.

B.R. No.	*Amendment No.*
B.R. 1	23.
B.R. 155C (7)	1.
B.R. 291/45	28.
B.R. 664	Amendments 27 and 28.
B.R. 667/1959	Supplemental Service Issue No. 1—Noter-up, 1st January, 1959.
B.R. 667/1959	Supplemental Service Issue No. 2—Noter-up, 22nd May, 1959.
B.R. 677/58	Amendments 1 and 2.
B.R. 811 (12)	1.
B.R. 870 (2)	1.
B.R. 1246/1959	1.
B.R. 1340	11.
B.R. 1467 (1) (2)	7.
B.R. 1510	2.
B.R. 1557 (1) A	1.
B.R. 1557 (1) B	1.
B.R. 1557 (2) B	1.
B.R. 1557 (3)	1.
B.R. 1635 (51)	5.
B.R. 1647	2.
B.R. 1653	3.
B.R. 1658	3.
B.R. 1665	4.
B.R. 1669 (5/52)	4.
B.R. 1705 (2)	5.
B.R. 1709 (1)	Amendments 18 and 19.
B.R. 1709 (2)	Amendments 7 and 8.
B.R. 1709 (3)	6.
B.R. 1732	9.
B.R. 1736 (24)	1.
B.R. 1754 (1956)	6.
B.R. 1768 (Addendum No. 1) 1956	Amendments 2 and 3.
B.R. 1771 (5)	4.
B.R. 1797	23.
B.R. 1837 (3), Division R, Section RD	1.
B.R. 1837 (3), Division R, Section RG	1.
B.R. 1837 (3), Division R, Section RJ	1.
B.R. 1837 (3), Division R, Section RK	1.
B.R. 1837 (3), Division R, Section RQ	1.
B.R. 1837 (3), Division R, Section RV	1.
B.R. 1837 (3), Division R, Section RW	1.
B.R. 1837 (3), Division R, Section RX	1.
B.R. 1837 (3), Division R, Section RY	1.
B.R. 1837 (3), Division S, Section SA	Amendments 1 and 2.
B.R. 1837 (3), Division S, Section SB	1.
B.R. 1837 (3), Division S, Section SC	1.
B.R. 1837 (3), Division S, Section SD	Amendments 1 and 2.
B.R. 1837 (3), Division S, Section SH	2.
B.R. 1837 (3), Division S, Section SL	1.
B.R. 1837 (3), Division S, Section SW	2.
B.R. 1837 (3), Division S, Section SX	1.

AMENDMENTS TO B.R.'S, ETC.—*continued.*

B.R. No.	*Amendment No.*
B.R. 1837 (4), Division U, Section UA	2.
B.R. 1837 (4), Division U, Section UB	2.
B.R. 1837 (4), Division U, Section UD	2.
B.R. 1837 (4), Division U, Section UE	2.
B.R. 1846 (1) (2)	12.
B.R. 1856 (13)	Amendments 5 and 6.
B.R. 1917 (1)	38.
B.R. 1917 (2)	40.
B.R. 1917 (2A)	27.
B.R. 1946 (1)	4.
B.R. 1950	43.
B.R. 1955 (1)	11.
B.R. 1983	11.
B.R. 2047A (13)	2.
B.R. 2067A	3.
B.R. 2067D	4.
B.R. 2097	3.
B.R. 2104	Amendments 1 and 3.
B.R. 2108	4.
B.R. 2125 (3)	3.
B.R. 2125 (4), 1957	Amendments 1, 2 and 3.
B.R. 2125 (7), 1957	Amendments 1 and 2.
B.R. 2125 (9)	1.
B.R. 2127	Amendments 7 and 8.
B.R. 2135	Amendments 20 and 21.
B.R. 2169	1.
B.R. 2173	2.
A.C.P. 114H	Change No. 2.
A.C.P. 127	United Kingdom Joint Supplement No. 1.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
113	A.L. 148, 149 and 150.
880A, Vol. 1	A.L. 25 and 26.
1086, Book 1 (2nd Edition)	A.L. 25.
1086, Book 2 (2nd Edition)	A.L. 90 and Erratum to A.L. 90.
1086, Book 3, Part 1 (2nd Edition)	A.L. 71.
1086, Book 3, Part 2 (2nd Edition)	A.L. 110, 111, 112, 113, 114, Erratum to A.L. 114, 115, 116 and 117.
1086, Book 4, Part 2 (2nd Edition)	A.L. 38.
1086, Book 4, Part 3 (2nd Edition)	A.L. 73.
1086, Book 5 (2nd Edition)	A.L. 76, 77, 78, 79, Erratum to 79, 80, 81, 82 and 83.
1086, Book 6 (2nd Edition)	A.L. 94.
1086, Book 7 (2nd Edition)	Erratum to A.L. 95, 96, 97, 100 and 101.
1086, Book 8, Part 1 (2nd Edition)	A.L. 53.
1086, Book 9 (2nd Edition)	Erratum to A.L. 113, 117, 118, 119, 120 and 121.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1086, Book 11 (2nd Edition)	A.L. 136, 137, 138, 139, 140 and 141.
1086, Book 12 (2nd Edition)	A.L. 149, 150, 151, 152 and 153.
1086, Book 14 (2nd Edition)	A.L. 30, 31, 32, 33, 34, 35 and 36.
1086, Book 15 (2nd Edition)	A.L. 137 and 139.
1181, Vol. 2	(A.L. 71)–B.64 Mod. No. Rotax/R.A.N. 4 (April, 1959).
1181A, Vol. 1 and Vol. 6, Part 1	A.L. 8.
1181C, Vol. 1 and Vol. 6, Part 1	A.L. 26 and 29.
1181C, Vol. 6, Parts 2, 3 and 4	A.I.L. 1/59 (R.A.N.) A.L. 35 and 36.
1182 (N), Vol. 1	A.L. 10, 13, 14 and 15.
1182 (N), Vol. 2	(A.L. 66)–C.15.
1182A, Vol. 1	A.I.L. 1/59.
1182A (N), Vol. 1	A.L. 7, 11, 12 and 13.
1182A, Vol. 2, Part 1	C.32.
1182B, Vol. 1 and Vol. 6	A.L. 39.
1182B (N), Vol. 1 and Vol. 6	A.L. 8.
1182C, Vol. 1	A.L. 130, 131, 134 and 135.
1182C (N), Vol. 1	A.L. 11.
1182C, Vol. 2	(A.L. 69)–F.11.
1182C, Vol. 4, Parts 2 and 6	A.L. 17.
1182C (N), Vol. 6	A.L. 4.
1182D, Vol. 1 (N)	A.L. 2.
1182E, Vol. 1	A.I.L. 1/59 A.I.L. 2/59 A.L. 72 and 73.
1182E (N), Vol. 1	A.L. 7.
1182E, Vol. 2	(A.L. 72)–A.1 (A.L. 66)–C.14 (A.L. 68)–C.14 (Alt. 1) (A.L. 63)–D.20 (A.L. 71)–D.21 (A.L. 70)–E.1 (A.L. 69)–I.1 (Alt. 1).
1234B, Vol. 2	A.L. 7.
1275A, Vol. 1, Section 12	A.L. 7.
1275A, Vol. 1, Section 13	A.L. 18, 20 and 21.
1275A, Vol. 1, Section 14	A.L. 6.
1275A, Vol. 1, Section 15	A.L. 19.
1275A, Vol. 1, Section 16	A.L. 22.
1275A, Vol. 1, Section 17	A.L. 19, 20 and 21.
1275A, Vol. 1, Section 18	A.L. 23.
1275A, Vol. 1, Section 20	A.L. 42, 43 and 44.
1275A, Vol. 1, Section 21	A.L. 25, 26, 27 and 28.
1275A, Vol. 1, Section 22	A.L. 12, 19 and 20.
1275A, Vol. 1, Section 24	A.L. 31.
1275A, Vol. 1, Section 26	A.L. 17, 19, 20 and 21.
1275A, Vol. 1, Section 27	A.L. 12, 16 and 17.
1275A, Vol. 2	(A.L. 83)–D.1 (A.L. 81)–N.6.
1275A, Vol. 4, Part 6 (N) (Office Copy)	Chapters 1 and 2 of Section 8.

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1275B, Vol. 1	A.L. 265.
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1275B, Vol. 1, Section 11	A.L. 13 and 20.
1275B, Vol. 1, Section 15	A.L. 5.
1275B, Vol. 1, Section 17	A.L. 3.
1275B, Vol. 2	(A.L. 47)–C.2
	(A.L. 42)–I.2
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	(A.L. 44)–Z.2
	(A.L. 45)–Z.3
	(A.L. 46)–Z.4.
1275E, Vol. 1	A.L. 90 and 96.
1275E, Vol. 2, Part 1	(A.L. 196)–H.64
	(A.L. 198)–H.65
	(A.L. 197)–Z.21
	(A.L. 199)–Z.24 (Alt. 1 inc.)
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1355C, Vol. 1	A.L. 56 and 59.
1355D, Vol. 1	A.L. 27 and 28.
1355D, Vol. 4, Part 6	A.L. 8.
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1374B, Vol. 2, Part 1	(A.L. 62)–B.5
	(A.L. 65)–Z.19.
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1374G, Vol. 1	A.L. 41.
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1374H, Vol. 2, Part 1	(A.L. 25)–A.12 (Alt. 1 inc.).
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1464G, Vol. 1	A.L. 158 and 159.
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1538P, Vol. 6, Part 3	A.L. 8.
1641E, Vol. 1	A.L. 33.
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	A.L. 13.
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1641P, Vol. 1, Part 2 and Vol. 5	A.L. 43.

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	A.I.L. 2/59
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1661, Vol. 2, Part 1	B.29
	B.30
	B.31.
1661B, Vol. 1 (2nd Edition)	A.L. 89.
1661C, Vol. 1 (2nd Edition)	A.L. 70, 73, 74 and 75.
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1661E, Vol. 4 (2nd Edition)	A.L. 80.
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	A.98
	A.99
	A.101
	A.102
	A.103
	A.104
	A.105
	D.17
	RAN/ D/1 (Mod. Electrical/RAN/7) (April, 1959).
1664C, Vol. 2, Part 1	20 (A.L. 2).
1664D, Vol. 1, Parts 1 and 3 (2nd Edition)	A.L. 39, 40, 41 and 42.
1664D, Vol. 1, Part 2 and Vol. 5.. ..	A.L. 49.
1664E, Vol. 1 and Vol. 5	A.L. 8.
1664F, Vol. 1 and Vol. 5	A.L. 5.
1803, Vol. 2, Part 1	E.110 (A.L. 1)
	E.119
	F.84
	F.85.
1803A, Vol. 1	A.L. 59.
1803B, Vol. 1	A.L. 157 and 171.
1803B, Vol. 2, Part 2	A.L. 91 and 95.
1803B, Vol. 2, Part 3	A.L. 91 and 96.
1803C, Vol. 1	A.L. 54.
1803C, Vol. 2, Part 2	A.L. 33.
1803C, Vol. 2, Part 3	A.L. 48 and 50.
1803D, Vol. 1, Book 1	A.L. 41 and 52.
1803D, Vol. 1, Book 2	A.L. 49 and 53.
1803D, Vol. 1, Book 3	A.L. 110, 111 and 112.
1803D, Vol. 1, Book 3A	A.L. 5, 12, 13 and 15.
1803D, Vol. 1, Book 4	A.L. 65, 77, 78 and 79.
1803D, Vol. 2, Part 2	A.L. 208, 216, 217 and 218.
1803D, Vol. 2, Part 3	A.L. 250, 258, 259 and 260.
1803E, Vol. 1	A.I.L. 1/58
	A.L. 106.
1803E, Vol. 2, Part 2	A.L. 69 and 74.
1803E, Vol. 2, Part 3	A.L. 83.
1803F, Vol. 1, Book 1	A.L. 18, 22 and 23.
1803F, Vol. 1, Book 2	A.L. 15.
1803F, Vol. 2, Part 2	A.L. 48 and 54.

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1803G, Vol. 2, Part 3	A.L. 7.
1803J, Vol. 1	A.L. 58 and 62.
1803J, Vol. 2, Part 2	A.L. 31 and 33.
1803J, Vol. 2, Part 3	A.L. 37.
1803K, Vol. 1	A.L. 7.
1803N, Vol. 1, Book 1	A.L. 27.
1803N, Vol. 1, Book 2	A.I.L. 1/58 A.I.L. 2/58 A.L. 16.
1803P, Vol. 1	A.L. 82, 93, 94 and 95.
1803P, Vol. 2, Part 2	A.L. 21 and 23.
1803P, Vol. 2, Part 3	A.L. 10.
1803S, Vol. 1, Book 1	A.L. 7.
1803S, Vol. 1, Book 2	A.L. 12.
1803T, Vol. 1	A.L. 65 and 68.
1803T, Vol. 6	A.L. 44 and 45.
2173A, Vol. 1 and Vol. 6	A.L. 41.
2173C, Vol. 1 and Vol. 6	A.L. 15.
2234E, Vol. 2, Part 1	(A.L. 39)–M.4.
2240A, Vol. 1, Book 1	A.L. 127.
2264B, Vol. 1	A.L. 42.
2276F, Vol. 1	A.L. 79.
2306B, Vol. 1 and Vol. 6	A.L. 16.
2306B, Vol. 5	A.L. 7.
2306F, Vol. 1 and Vol. 6	A.L. 13 and 14.
2306G, Vol. 1 and Vol. 6	A.L. 10 and 11
2306H, Vol. 1 and Vol. 6 and Vol. 5	A.L. 8, 9 and 10.
2306M, Vol. 1 and Vol. 6	A.L. 22.
2337, Vol. 1, Book 1	A.L. 31 and 41.
2337, Vol. 1, Book 2	A.L. 24, 33 and 35.
2337, Vol. 2	(A.L. 162)–C.18 (Alt. 2) (A.L. 160)–C.75.
2337, Vol. 6	A.L. 66 and 73.
2463, Vol. 1	A.L. 163, 164 and 165.
2531J, Vol. 1	A.L. 4 and 7.
2531N, Vol. 3	A.L. 1, 2, 3 and 4.
2533C, Vol. 2, Part 1	No. 8 (A.L. 1 inc.).
2534E, Vol. 1	A.L. 24.
2534N, Vol. 1	A.L. 16.
2534N, Vol. 3	A.L. 7 and 8.
2536C, Vol. 1, Part 1	A.L. 19.
2536C, Vol. 1, Part 3	A.L. 18.
2538H, Vol. 2, Part 1	No. 23 (A.L. 1 inc.).
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2538HA, Vol. 2, Part 1	(A.L. 117)–B.34 (Alt. 1 inc.).
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2552L, Vol. 6, Part 2	A.L. 22.
2553B, Vol. 1	A.L. 6.
2553B, Vol. 3	A.L. 4.
2655, Vol. 2, Part 1	(A.L. 3)–Z.1.
2656A, Vol. 1	A.I.L. 1/59 A.I.L. 2/59.
2802A, Vol 1, Parts 1 and 3 (2nd Edition)	A.L. 29.
2850A, Vol. 1 and Vol. 6, Part 1	A.L. 124.
2876A, Vol. 1	A.L. 19.
2876E, Vol. 1	A.L. 9.
2888H	A.L. 20.
2892F, Vol. 1	A.L. 38.
2892F, Vol. 3, Part 1 (2nd Edition)	A.L. 1 and 2.
2892F, Vol. 4, Part 6	A.L. 2.
2898D, Vol. 1 and Vol. 6, Part 2	A.L. 16.
2917E, Vol. 1 and Vol. 6	A.L. 22.
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3042, Book 2	A.L. 2, 3 and 4.
3042, Book 4	A.L. 1, 2 and 3.
3042A, Book 1	A.L. 5, 6 and 7.
3042A, Book 2, Sections 3 and 4	A.L. 7.
3082	A.L. 11.
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3280A, Vol. 1	A.L. 10 and 11.
3280B, Vol. 1	A.L. 9.
3321	A.L. 1.
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4121C, Vol. 3, Part 1	A.L. 22.
4146B, Vol. 1	A.L. 64.
4257B (Covers 1 –2)	A.L. 101.
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4269C, Vol. 2, Part 1	A.9 D.8 (A.L. 1) F.12 (A.L. 1) H.24 P.2 (A.L. 1 inc.).
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4282A, Vol. 2, Part 2	A.L. 16.
4282B, Vol. 1	A.L. 27.
4282C, Vol. 1	A.L. 29.
4288, Vol. 1, Part 1	A.L. 39, 40 and 41.
4288, Vol. 1, Part 2 and Vol. 5	A.I.L. 1/59 A.I.L. 2/59 A.I.L. 3/59 A.I.L. 4/59 A.I.L. 5/59 A.I.L. 6/59 A.I.L. 7/59 A.I.L. 8/59 A.I.L. 9/59 A.I.L. 10/59 A.I.L. 11/59 A.I.L. 12/59 A.I.L. 13/59 A.L. 66.
4288, Vol. 2	(A.L. 287)–B.87 (Alt. 1) (A.L. 288)–B.158 (Alt. 2 inc.) (A.L. 241)–B.183 (A.L. 257)–B.183 (Alt. 1) (A.L. 242)–B.184 (A.L. 280)–B.207 (A.L. 281)–B.208 (A.L. 283)–B.209 (A.L. 286)–B.212.
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4288 (N), Vol. 1, Parts 1 and 2	A.I.L. 1/59 A.I.L. 2/59 A.I.L. 3/59 A.I.L. 4/59 A.L. 25, 26, 27 and 28.
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4301C and E, Vol. 1	A.L. 86.
4303A, Vol. 1	A.L. 18.
4303B, Vol. 1, Book 1	A.L. 19 and 26.

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4303C, Vol. 1	A.L. 105, 108, 109, 110 and 111.
4303C, Vol. 6	A.L. 40.
4303D, Vol. 1	A.L. 42.
4303D, Vol. 6	A.L. 20.
4303E, Vol. 1	A.L. 48, 52, 53, 54 and 55.
4303Z, Vol. 1	A.L. 47.
4303Z, Vol. 6	A.L. 14.
4306A, Vol. 1	A.L. 38.
4320A, B, C, Vol. 6, Part 4	A.L. 65.
4320A and C	A.L. 74 and 75.
4320B, Vol. 2	(A.L. 101)–Q.8.
4320B, Vol. 6, Part 1	A.L. 28 and 31.
4340, Vol. 2	(A.L. 20)–B.8.
4343, Vol. 1	A.L. 135, 148, 150 and 151.
4343, Vol. 6	A.L. 26 and 27.
3434A, Vol. 1	A.L. 72.
4343A, Vol. 2	(A.L. 55)–C.21.
4343A, Vol. 6	A.L. 12.
4343B, Vol. 1	A.L. 233.
4343B, Vol. 1, Book 3, Sections 14 to 20	A.L. 10.
4343B, Vol. 2	(A.L. 121)–A.8 (A.L. 119)–H.3 (A.L. 112)–O.2 (A.L. 122)–P.21 (A.L. 123)–S.1.
4343B, Vol. 4, Part 6	A.L. 43 (with Corrigendum), 44 and 45.
4343B, Vol. 6	A.L. 25.
4343C, Vol. 1	A.L. 127.
4343C, Vol. 1, Book 1	A.L. 10, 11, 12, 13, 14, 15 and 16.
4343C, Vol. 6	A.L. 10.
4343D, Vol. 1, Book 1 (Sections 1 to 6)	A.L. 4.
4343D, Vol. 1, Book 2 (Sections 7 to 13)	A.L. 10, 15, 16 and 17.
4343D, Vol. 1, Book 4 (Sections 20 to 22)	A.L. 8 and 19.
4343D, Vol. 2	(A.L. 44)–B.1 (A.L. 45)–B.2.
4343D, Vol. 4, Part 6	A.L. 33, 34 and 35.
4343D, Vol. 6	A.L. 56 and 66.
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4343E, Vol. 2	(A.L. 26)–Z.8.
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4343X, Vol. 1	A.L. 35.
4343X, Vol. 2	(A.L. 40)–A.3 (A.L. 41)–A.4 (A.L. 39)–G.2 (Canc.).
4343X, Vol. 4, Part 6	A.L. 10 and 11.

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	A.I.L. 2/59.
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4360C, Vol. 2	A.24 (A.L. 2)
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	F.19
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	F.21
	H.11 (A.L. 1)
	H.16
	H.17
	J.11 (A.L. 2)
	J.17 (A.L. 1)
	J.20
	J.21
	J.22
	J.23
	K.3 (Issue 2)
	K.6
	K.7
	M.11 (A.L. 1)
	P.13 (A.L. 1)
	P.17
	Q.6
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	Q.8
	V.4
	V.5
	V.6.
4361, Vol. 6, Part 4	A.L. 25.
4361G, Vol. 1	A.L. 46.
4361G, Vol. 2	(A.L. 147)–G.10 (Alt. 2 inc.)
	(A.L. 146)–G.11 (A.L. 3 inc.).
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4401, Vol. 1	A.L. 31.
4471A, Vol. 1	A.L. 118, 119 and 120.
4483A, Vol. 1, Part 2 and Vol. 5 ..	A.L. 26.
4487A, Vol. 2	D.15 (A.L. 1)
	H.6 (A.L. 1 inc.).
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4515F, Vol. 3, Part 1, Section 2, Chapter 14	A.L. 2.

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4638, Vol. 1 and 6	A.L. 4.
A.P. (N) 141	A.L. 2.
A.P. (N) 377	A.L. 118 and 119
	A.L. (RAN) 24 to R.A.N. Supplement.
A.P. (N) 378	A.L. 119
	A.L. (RAN) 22 to R.A.N. Supplement.
A.P. (N) 383	A.L. 109.
A.P. (N) 400 (G.A.)	A.L. 12.
A.P. (N) 1023 (6)	Erratum to A.L. 16
	A.L. 18, 19 and 20.
A.P. (N) 1024, Vol. 4, Part 6, Issue 1 ..	A.L. 2.
A.P. (N) 1025	A.L. 21 and 22.
A.P. (RAN) 4, P.N. (Issue 2)	A.L. 1.
A.P. (RAN) 4, Vol. 5 (Issue 2)	A.L. 2.
A.P. (RAN) 7, Vol. 2	H.7 (Mod. No. Vampire V.731) (April, 1959)
	M.2 (Mod. No. Vampire V.731)
	V.2 (Mod. No. Vampire V. 732)
	V.3 (Mod. No. Vampire V.747).
A.P. (RAN) 7, Vol. 5, Parts 2 and 3 (Issue 2)	A.L. 1.
A.P. (RAN) 101	A.L. 17.
A.P. (RAN) 102, Part A	A.L. 4.
A.P. (RAN) 140 (2nd Edition)	A.L. 3 and 4.
S.A.L. 383	A.L. 110.
N.A.M.O. Engines	A.L. 47, 48 and 49
	E(A)5 (30.4.59)
	E(RR)52 (3.4.59)
	L.1 (Issue 16) (16.3.59)
	X.86 (16.3.59)
	SI/Leonides Major/1A (2.2.59).
N.A.M.O. Gannet	A.L. 19
	X.28 (16.3.59)
	STI/55 (12.3.59)
	STI/56 (30.4.59).
N.A.M.O. General	G.5 (Issue 18) (3 leaves) (1.4.59)
	I.98 (10.3.59)
	L.106 (3.4.59)
	L.107 (16.4.59)
	O.88 (26.3.59)
	R.74 (27.4.59)
	W.66 (18.3.59)
	W.66 (Diagram)
	STI/Electrical/158A (2.4.59)
	STI/Electrical/158A (Diagram)
	STI/Electrical/166 (3.4.59)
	STI/Electrical/167 (17.4.59)
	STI/Ejection Seat/25 (16.3.59)
	STI/Ejection Seat/Diagram
	STI/Ground Equipment/23 (23.4.59)
	STI/Safety Equipment/36 (1.4.59)
	STI/Safety Equipment/36 (Diagram)
	STI/Safety Equipment /38A (27.4.59).

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N.A.M.O. Miscellaneous	STI/Devon/21 (2 leaves) (8.4.59) STI/Dragon Fly/15A (Issue 2) (2 leaves) (13.3.59) STI/Dragon Fly/17A (8.4.59) SI/Sea Prince/5 (2 leaves) (1.4.59) SI/Sea Prince/5 Diagram (Figs. 1 and 2).
N.A.M.O. Meteor	A.L. 6.
N.A.M.O. Sea Vampire	STI/181 (10.3.59) STI/183 (10.3.59) STI/184 (26.2.59) STI/185 (10.3.59) SI/61 (26.2.59).
N.A.M.O. Sea Venom	R.7 (8.4.59) STI/169 (1.4.59) STI/170 (20.3.59) STI/171 (29.4.59) STI/171 (Diagram) STI/172 (20.4.59) SI/55 (16.3.59)
N.A.M.O. Westland Whirlwind	A.L. 12 A.4 (Issue 2) (17.4.59) A.7 (23.3.59) R.1 (20.4.59) STI/42 (23.3.59) STI/43 (3.4.59) STI/45 (16.3.59) STI/46 (23.3.59) STI/48 (16.3.59) STI/49 (16.4.59) STI/52 (20.4.59) STI/53 (21.4.59) SI/17A (17.4.59).
R.A.N.A.M.O. Dakota	A.L. 1.
R.A.N.A.M.O. Double Mamba	Index (1.5.59).
R.A.N.A.M.O. Ejection Seats	Index (1.5.59) STI/RAN. 7 (April, 1959).
R.A.N.A.M.O. Engines General	E.19 (June, 1959) S.1 (Issue 3) (June, 1959) SI/Engine Accessory/RAN. 2 (Issue 2) (May, 1959).
R.A.N.A.M.O. Gannet	Index (1.5.59) A.14 (Issue 2) (June, 1959) A.15 (June, 1959) W.2 (May, 1959) STI/RAN. 63 (March, 1959) SI/RAN. 21 (March, 1959) SI/RAN. 22 (Issue 2) (May, 1959) SI/RAN. 24 (June, 1959).

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R.A.N.A.M.O. Ghost	Index (1.5.59) No. 5 (June, 1959).
R.A.N.A.M.O. Sea Venom	Index (1.5.59) STI/RAN. 62 (June, 1959) SI/RAN. 20 (May, 1959) (Issue 2) SI/RAN. 21 (May, 1959) SI/RAN. 22 (May, 1959).
R.A.N.A.M.O. Sycamore	Index (1.5.59) A.7 (May, 1959).
R.A.N.A.M.O. Vampire Trainer ..	Index (1.5.59) A.L. 2 SI/RAN. 18 (May, 1959).
Air Clues	March, 1959 April, 1959.
Air Pictorial	March, 1959 April, 1959.
Alvis Leonides Modification Bulletins ..	Explanatory Sheet (February, 1959) (4th Edition) Index Issue 10 (4th Edition) Index Issue 11 (4th Edition) No. 485 (416) (February, 1959) (4th Edition) No. 487 (383) (February, 1959) (4th Edition) No. 488 (396) (February, 1959) (4th Edition) No. 489 (401) (February, 1959) (4th Edition) No. 490 (403) (February, 1959) (4th Edition) No. 491 (407T) (February, 1959) (4th Edition) No. 492 (408) (February, 1959) (4th Edition) No. 493 (410T) February, 1959) (4th Edition) No. 494 (415) (February, 1959) (4th Edition) No. 499 (402) (February, 1959) (4th Edition)

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Alvis Leonides Operation, Maintenance and Overhaul Handbook	A.L. 17.
Alvis Leonides Service Bulletins	No. 438 (47) (January, 1959) (4th Edition) No. 495 (54) (January, 1959) (4th Edition) No. 496 (52) (January, 1959) (4th Edition) No. 497 (55) (January, 1959) (4th Edition) No. 498 (56) (February, 1959) (4th Edition).
Aviation Studies (International) Ltd. ..	Armament Data Sheets—Amendment Pages (12 No.) Army Vehicle and Military Aircraft Data Sheets, Replacement Sheets (26.5.59).
D.C.A. Aeronautical Information Publication	RAC/2 (A.L. 28) RAC/3 (A.L. 17) (Canc.).
D.C.A. Operations Letters	A.T.C. 268, C.O.M. 166 (22.6.59) A.T.C. 270 (23.6.59) A.T.C. 274 (2.7.59).
I.C.A.O. Bulletins	Vol. XIV., No. 2 1959 Vol. XIV., No. 3 1959.
R.A.F. Flight Information Publication Terminal Approach Procedure Charts—Far East Asia—High and Low Altitude	A.L. 7.
R.A.F. Flight Information Publication Catalogue of Charts Terminal Approach Procedures	A.L. 5.
Sea Venom Modification Booklet ..	A.L. 12 and 13.
Smiths Instruments Ltd. Modification Leaflets	No. 414 (April, 1959) No. 436 (April, 1959) No. 437 (April, 1959) No. 438 (April, 1959) No. 440 (April, 1959) No. 446 (April, 1959). No. 460 (April, 1959).

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Sperry Field Service Bulletins	No. 1C (25.11.58), Electric Gyro Horizon Type H.L. 5/5A No. 12 (16.9.58), Gyrosyn Compass Type C.L. 3 No. 45A (11.9.58), Gyrosyn Compass Type C.L. 1A No. 53 (16.9.58), Gyrosyn Compass Type C.L. 1A No. 56 (10.7.58), Gyrosyn Compass Type C.L. 1/1A No. 70A (11.9.58), Gyrosyn Compass Type C.L. 2. No. 80 (16.9.58), Gyrosyn Compass Type C.L. 2 No. 1D (10.11.58), Horizon Gyro Unit Type B.
Standardization Design Memoranda ..	Alphabetical Index (Issue 14) No. 3 (Issue 2—Cancellation) No. 99 (Issue 2) No. 103 (Issue 5) No. 153 (Issue 2), A.L. 1 No. 263 No. 342 No. I.S. 273 (Issue 4).
A.A.P. No. 2, Table of Contents (12th Edition)	Sub A.L. 88 (A.L. 10321).
A.A.P. No. 2, A.B.C.S.C., Class 5831 ..	Sub A.L. 3 (A.L. 10185).
A.A.P. No. 2, Group D, Section 1B (8th Edition)	Sub A.L. 63 (A.L. 10189).
A.A.P. No. 2, Group E, Section 7B (10th Edition)	Sub A.L. 34 (A.L. 10178).
A.A.P. No. 2, Group G, Section 5D (7th Edition)	Sub A.L. 31 (A.L. 9942).
A.A.P. No. 2, Group G, Section 6J (5th Edition)	Sub A.L. 16 (A.L. 10188).
A.A.P. No. 2, Group G, Section 105C (4th Edition)	Sub A.L. 32 (A.L. 10092).
A.A.P. No. 2, Group Y, Section 10AD (6th Edition)	Sub A.L. 15 (A.L. 10172).
A.A.P. No. 2, Group Y, Section 10AR (5th Edition)	Sub A.L. 14 (A.L. 10056).
A.A.P. No. 2, Group Y, Section 10B (7th Edition)	Sub A.L. 34 (A.L. 10205).
A.A.P. No. 2, Group Y, Section 10H ..	Sub A.L. 31 (A.L. 10079).
A.A.P. No. 2, Group Y, Section 10HA (5th Edition)	Sub A.L. 17 (A.L. 10259).
A.A.P. No. 2, Group Y, Section 10K (6th Edition)	Sub A.L. 18 (A.L. 10114).
A.A.P. No. 2, Group Y, Section 110G (5th Edition)	Sub A.L. 14 (A.L. 10192).
A.A.P. No. 2, Group Y, Section 110Q ..	Sub A.L. 10 (A.L. 10130).

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A.A.P. No. 2, Group Y, Section 110TB (3rd Edition)	Sub A.L. 7 (A.L. 10159).
A.A.P. 121 (November, 1957)	A.L. 2.
A.A.P. 702.1	A.L. 82.
A.A.P. 721.79, Vol. 2, Part 2	A.L. 133, 136, 139, 145 and 146.
A.A.P. 741.00, Vol. 2, Part 2	A.L. 54, 56 and 57.
A.A.P. 742.00, Vol. 2, Part 2	A.L. 7.
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	Gunnery Equipment/5
	Helicopter/8
	Helicopter/9
	Instrument/13.
	Propeller/10
	Safety Equipment/13
	Twin Wasp/5.
R.A.A.F. Summary of Aircraft Accidents ..	January–March, 1959.
R.A.A.F. Summary of Defects	Directorate of Armament Engineering, Serial No. 1–59 (Quarter ending 27.2.59)
	Engine and Accessories, Serial No. 15 (Period July, 1957 to December, 1957)
	Electrical, Serial No. 1/59 (Period 1st January to 31st March, 1959)
	Instrument No. 17.
R.A.A.F. Twin Wasp Orders	A.L. 52 and 55.
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Title.	*Date.*
Lloyds Shipping Index	29th June, 1959.
Lloyds Shipping Index	6th July, 1959.
Lloyds Shipping Index	13th July, 1959.
Lloyds Shipping Index	20th July, 1959.

Distribution of A.F.O. "S.C" Series.

Publication.	*"S.C." No.*
N.C.C.P. 8	S.C. 6/59. R.N. Correction No. 1.
B.R. 1978/1958	S.C. 20/58. Amendment No. 1.
B.R. 1978/1958	S.C. 26/58. Correction No. 2.
B.R. 1978/1958	S.C. 2/59. Correction No. 3.
B.R. 1978/1958	S.C. 12/59. Correction No. 4.

(D.N.A.S. 465/57/2.)

(*Navy Orders* 983 *of* 1957 *and* 1063 *of* 1958.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Regulations.

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FOR OFFICIAL USE ONLY.

C.N.O.'s 729-751/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
7th September, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

Thos. B. 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.

7517/59.

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CONTENTS—*continued.*

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

729.—Annual Allowance of Naval Armament Stores for Passive Defence Training.

Paragraph 1 of Navy Order 403 of 1958 is to be amended as follows—

Delete: LP 001 GENERATORS, SMOKE Y4

Insert: LP 001 GENERATORS, SMOKE No. Y4 or LP 014 GENERATORS, SMOKE No. 5

(D.O.U.W. 700/55/1.)

(*Navy Order* 403 *of* 1958.)

UNCLASSIFIED.

730.—Aviation—R.A.N. Observer School—Terms of Reference.

The Observer School is located at the Royal Australian Naval Air Station, Nowra, New South Wales.

2. The Officer-in-Charge is responsible for the execution of the school's task to the Captain, R.A.N., Air Station, Nowra.

3. The general functions of the R.A.N. Observer School are as follows—

(*a*) To provide such training courses in observer matters as may be directed by the Naval Board. (*See* paragraph 4.)

(*b*) To act as an advisory authority on all aviation duties, except photographic, performed by Observers.

(*c*) To provide basic operational training for Observers.

(*d*) To work in close co-operation with the Australian Joint Anti-Submarine School, Nowra, in the development of naval anti-submarine aircraft tactics and equipment, and in the associated training of Observers.

(*e*) To carry out any suitable trials on the Australian Joint Anti-Submarine School's behalf.

(*f*) To co-operate with the Officer-in-Charge, Signal School, H.M.A.S. CERBERUS, on common air signal matters.

(*g*) To act as an advisory authority on the user aspect of airborne radio and radar.

4. The training commitments will include—

(*a*) All the basic operational stages involved in the training of R.A.N., R.A.N.V.R., and British Commonwealth officers qualifying as naval Observers.

(*b*) Refresher training for Observers.

(*c*) Conversion and familiarization on new types of anti-submarine radar and radio equipments, and on A.I. radars, sonar, and electronic detection devices, normally operated by an Observer.

(*d*) Familiarization courses in air radar operating for specialist officers concerned.

5. The flying task will be met by No. 725 Air Squadron.

6. The school is to carry out any technical and tactical trials of naval aircraft and their equipment which may be directed. For the purpose of such trials the school is permitted to carry out minor modifications (in accordance with R.A.N.A.M.M. 201), of aircraft and equipment applicable to air anti-submarine operations.

7. All correspondence and signals for the attention of the R.A.N. Observer School should be addressed to the Commanding Officer, R.A.N. Air Station, Nowra, New South Wales.

8. The Captain, R.A.N. Air Station, Nowra, is authorized to communicate direct with the Air Warfare Organization and Training Division and Director of Officer Appointments, Navy Office, and with similar establishments of the Royal Navy, on matters solely concerned with training at the school. All matters of policy are to be submitted through the Flag Officer-in-Charge, East Australia Area.

9. Navy Order 614 of 1959 is hereby cancelled.

(D.A.W.O.T. 2/4/12.)

(*Navy Order* 614 *of* 1959.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

731.—Hard-Lying Money for Personnel in Ships Undergoing Refit or Whilst Reducing to Reserve.

With reference to I.P.I. 80/6, the Naval Board has approved that, in the case of seagoing ships, Hard-Lying Money is payable during refit periods or whilst reducing to reserve.

2. With effect from 1st July, 1959, the following ships when in commission are to be regarded as seagoing for the purposes of the preceding paragraph—

H.M.A. Ships—

ANZAC.
DIAMANTINA.
GASCOYNE.
KIMBLA.
MELBOURNE.
PALUMA.
QUIBERON.
QUICKMATCH.
QUEENBOROUGH.
SWAN.
TOBRUK.
VAMPIRE.
VENDETTA.
VOYAGER.
WARRAMUNGRA.
WARREGO.
WOOMERA.

3. Naval personnel living and sleeping on board H.M.A. ships, specified in paragraph 2 may, therefore, be paid Hard-Lying Money in respect of any day on which the ship is undergoing refit, or reducing to reserve.

4. Payment during the periods specified in the preceding paragraph, is only to be made where the member otherwise qualifies for payment under the normal rules governing payment to personnel serving in a seagoing ship as contained in I.P.I. 80-80/5 and 80/7-80/9 inclusive.

5. The list of ships shown above will be amended as required.

6. Navy Orders 40 and 207 of 1959 are hereby cancelled.

(H.P.B. 252/6/4.)

(*Navy Orders* 40 *and* 207 *of* 1959.)

UNCLASSIFIED.

732.—Ratings—Electrical Branch—Acting Electrical Artificers, 4th Class—Confirmation.

In view of the long duration of preliminary technical training undergone by direct entry Electrical Artificers it has been decided that all ratings who fail to qualify for confirmation within eighteen months acting time as Electrical Artificers, 4th class, due to service reasons, will be permitted to count all or portion of their acting time as Electrical Artificers, 4th class, towards advancement to Electrical Artificer, 3rd Class and to Chief Electrical Artificer.

2. The revised instructions contained in the appendix to this order, which corresponds in lay-out to A.B.R. 10, are applicable to ratings qualifying for confirmation.

3. Electrical Artificers, 4th Class, confirmed under the existing provisions of A.B.R. 10 (1958), article 1822, whose confirmation from a date later than the completion of eighteen months as Acting Electrical Artificer, 4th Class, with a resultant loss of seniority for purposes of advancement to Electrical Artificer, 3rd class, and Chief Electrical Artificer, has been due to service reasons, are eligible for consideration to count all or portion of their acting service under the provisions of the appendix to this order.

4. Consideration has also been given to the question of the award of the Certificate for Confirmation to Acting Electrical Artificer, 4th class, and it has been decided that from the date of this order ratings must complete a minimum of three months' service as Acting Electrical Artificer, 4th class, in an authorized complement billet before being eligible for the award of this certificate.

5. A.B.R. 10, article 1822, will be amended in due course.

APPENDIX.

ELECTRICAL ARTIFICER, 4TH CLASS (*EX* APPRENTICE AND *EX* DIRECT ENTRY RECRUIT (ACTING 4TH CLASS)) RELATIVE RATING—PETTY OFFICER.

(A) Captain.

(B) (i) Minimum of twelve months' seniority as acting 4th class but subject to being qualified at (B) (ii).

(ii) Awarded Certificate for Confirmation on History Sheet (*see* (F) (i)).

APPENDIX—*continued.*

(C)—

(D) (i) Certificate for Confirmation—To be signed by an Electrical Officer of Lieutenant's rank or above. If the Electrical Officer is below the rank of Lieutenant the Certificate is to be signed by the Captain.

(E)—

(F) (i) The Certificate for Confirmation may be awarded to an Acting Electrical Artificer 4th class at any time after three months' service in an authorized complement billet. Article 0203 (2) is also relevant.

(ii) Confirmation in rating is not to be effected earlier than the date on which a rating becomes fully qualified at (B).

(iii) Up to eighteen months' acting time as Electrical Artificer 4th class will be permitted to count towards advancement to Electrical Artificer 3rd class and Chief Electrical Artificer. However, ratings who fail to qualify for confirmation within eighteen months' acting time due entirely to service reasons may be permitted to count all acting time. Accordingly when effecting confirmation in such cases the Commanding Officer is authorized to make the following notation on page 2 of the rating's Certificate of Service—

" Approved to count all acting time as A/E.A. 4 for advancement to E.A. 3 and Ch.E.A., A.B.R. 10, Article 1822 (F) (iii) ".

(iv) This notation is to be reported on form A.S. 161a. In the absence of such a notation it may be assumed that a rating is not entitled to count more than eighteen months' acting time towards advancement to E.A.3 or Ch.E.A.

(v) Ratings whose late confirmation is contributed to by failure at technical training undergone at Flinders Naval Depot or unnecessary delay in addition to service reasons may be reported to Navy Office, should the case be considered to warrant it, for consideration of period of acting time to count in excess of eighteen months.

(vi) Any rating who fails to obtain the Certificate for Confirmation within three years of being advanced to acting 4th class is to be reported to the Naval Board together with a full statement of the circumstances in order that the question of his retention in the Service can be considered. A report is also to be forwarded should a rating's conduct be unsatisfactory at any time.

(H.P.B. 303/21/8.)

UNCLASSIFIED.

733.—Services Canteens Trust Fund—Education Awards for 1960.

The Trustees of the Services Canteens Trust Fund are inviting applications for education awards for 1960.

Education Awards.

2. Education awards range in value from £5 to £200 depending on the nature and cost of the course taken by the child and the circumstances of the family. There is a means test based on the adjusted family income. Education awards may be granted if the adjusted family income is £800 or less (orphans and those taking tertiary courses) and £700 for other children. The adjusted family income is calculated by taking the gross income of the family and deducting 10 per cent. for each dependant if the gross income is less than £1,200, and £120 for each dependant if

the gross income is over £1,200. The awards are designed to contribute towards the expenses of education to help parents keep their children at school to obtain the benefits of higher education.

Eligibility.

3. Any child coming within the age requirements set out below and whose father or mother served in the Australian Forces on full time paid duty between 3rd September, 1939 and 30th June, 1947 is eligible to apply for an education award.

Age Requirements.

4. Education awards commence from the year in which the child turns fifteen. Where there are exceptional circumstances such as a child who would be deprived of a secondary education if financial help is not available to the parents to send the child to school or where a parent's income is derived solely from old age, invalid or war pension, awards will be considered for the year in which the child turns thirteen or fourteen. Orphan children may be considered for awards from the year in which they turn twelve.

Applications.

5. Applications for awards for 1960 should be lodged with the Regional Secretary of the Services Canteens Trust Fund in the State of residence of the parent before the 15th October, 1959.

Post-Graduate Scholarships.

6. One post-graduate scholarship is awarded each year for study overseas. The value of this scholarship is £1,000 per annum for a maximum of three years. Applications close on 1st November, 1959.

Higher Training Education Awards.

7. Higher training education awards may be granted for post-graduate courses in auxiliary services to medicine, welfare or science such as Nursing, Occupational Therapy, Speech Therapy, Orthoptic Therapy, or Laboratory Technician. Applications close on 1st December, 1959.

8. The addresses of Regional Secretaries are as under—

Queensland	Victoria Barracks, BRISBANE.
New South Wales	84 Pitt Street, SYDNEY.
Victoria	Victoria Barracks, MELBOURNE.
South Australia	22 Grenfell Street, ADELAIDE.
Western Australia	Swan Barracks, PERTH.
Tasmania	Anglesea Barracks, HOBART.
Australian Capital Territory	15 Bremer Street, GRIFFITH, A.C.T.

9. This order will be reprinted for posting on notice boards.

10. Navy Order 1163 of 1957 is hereby cancelled.

(D.N.E.S. 134/51/4.)

(*Navy Order* 1163 *of* 1957.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

734.—Contactor Control Panels, Mks. 13 and 13*—Modification of Circuit.

(*A.F.O.* 1552/1959.)

It has been found that a defect in the " power on " lamp circuits associated with contactor control panels, mks. 13 and 13*, used with certain 4-in. mk. 19 mtgs, will operate the overload device before blowing the " power on " lamps fuses in the panel.

2. To prevent such a defect from taking power off a gun mounting with which the control panel is fitted, the following modification is to be carried out at the earliest opportunity, as shown in Navy Order Diagram Issue 12/59.

(*a*) Disconnect and remove the lead joining the overload relay coil and the " power on " lamp $+^{ve}$ fuse, and the lead joining the " power on " lamp $+^{ve}$ fuse and $+^{ve}$ output links.

(*b*) Connect the overload relay coil to the $+^{ve}$ output links, and the " power on " lamp $+^{ve}$ fuse to the dead side of the $+^{ve}$ line contactor.

(D.E.E. 737/52/2.)

UNCLASSIFIED.

735.—Firing of Nose Fuzes Through Rubber Muzzle Covers.

(*A.F.O.* 1554/1959.)

Admiralty trials have been completed on all naval V.T., T.M., D.A. and T.M./D.A. fuses. These fuses are now cleared for firing through rubber muzzles covers.

2. Trials are continuing to clear V.T., T.M., D.A. and T.M./D.A. fuses for firing through muzzle covers coated with up to 3 inches of ice. If these trials are successful, details will be promulgated by Navy Orders. Until further orders, however, NO nose-fused shell are to be fired through muzzle covers coated with ice.

3. Navy Order 17 of 1959, *Guns—Q.F. 4-in. and 4.5-in. Guns—Introduction of Rubber Muzzle Covers*, as amended by Navy Order 73~~1~~ of 1959 is relevant.

(D.O.U.W. 726/70/6.)

(*Navy Orders* 17 *and* 73~~1~~ *of* 1959.)

UNCLASSIFIED.

736.—Guns—Q.F. 4-in. and 4.5-in. Guns—Introduction of Rubber Muzzle Covers.

Paragraph 4 of Navy Order 17 of 1959 is to be amended as follows—

Delete:

" except those with N3 fuses,".

(D.O.U.W. 4442/128/151.)

(*Navy Order* 17 *of* 1959.)

UNCLASSIFIED.

737.—4.5-in. Twin R.P. 41 Mks. 6 and 6* Mtgs.—Hydraulic Breech Opening Gear.

A report has been received concerning an oil leakage between the power unit block, drawing no. N44914 item 1, and adaptor, drawing no. N44915 item 17.

2. On investigation it was discovered that the drawing and item no. has been stamped into the sealing face of the adaptor thereby causing the leakage. If similar leakages occur the adaptor is to be examined and if stamped in this way it is to be faced off and the drawing and item no. re-stamped in a more suitable position.

(D.O.U.W. 1215/55/1.)

RESTRICTED.

738.—Diving—Underwater Floodlights—Introduction, Operation and Allowances.

A new type of free flooding underwater lamp, capable of being used to depths of 1,500 feet, is being introduced into service for ships bottom searches and diving generally.

2. The lamp is free-flooding and rated at 1,000 watts, with a high output of light efficiency of 24.5 lumens per watt, the lamp cap being protected from the water by a special 8-in. long tubular rubber moulding fitted with a brush type holder which seals on the neck of the lamp, whilst the twin T.R.S. cable passes through the smaller end of the moulding and is sealed by tightening a clip.

3. The lamp is protected from mechanical damage by an anodised aluminium grille which is of sufficient weight to stop the lamp up-ending underwater.

4. *Operation.*

(*a*) The lamps are to be used from a 220 *Volt D.C. Supply only.*

(*b*) The lamps must only be switched "on" or "off" when completely immersed in the water.

(*c*) Before use, the fittings and associated cables should be inspected to ensure that there are no cuts, splits or visible holes in the sheath of the cable, and that the floodlight is serviceable.

5. *Allowances.*

	Number per ship.
H.M.A.S. WATSON	2
M.C.D.T.	2
M.C.D.U.	1
H.M.A.S. MELBOURNE	4
Daring Class Destroyers	2
Battle Class Destroyers	2
Tribal Class Destroyers	2
A/S Frigates Type 12	2
A/S Frigates Type 15	2
A/S Frigates River Class	2
A/S Frigates (Sloop)	2

6. These allowances are additional to the pattern 17074 light supplied for damage control purposes.

7. For H.M.A.S. WATSON a 220 volt generator similar to the generator issued to the M.C.D.U. is to be demanded.

8. Confidential Navy Order 18 of 1959 is hereby cancelled.

(D.O.U.W. 4477/101/21.)

(*Confidential Navy Order* 18 *of* 1959.)

RESTRICTED.

739.—Torpedo Control Instruments—Errors in Torpedo Deflection Sights, Mk. 3**, Mod. 1 and Mk. 3***.

(*A.F.O.* 1823/1959.)

It has been found that a deflection angle error of up to 4° can exist in torpedo deflection sights mk. 3** mod. 1 and mk. 3*** when in the bow and quarter fire positions. This arises from the introduction into the design of a hitting run correction.

2. Pending the modification and eventual supersession of these sights, the following instructions are to be carried out in respect of each sight fitted.

3. *To find the error.* Check the alignment of the salvo dial (B.R. 1703 (3/52), paragraphs 11-16 refer).

Set the firing bearing ring, to bow fire.

Set the hitting run to infinity.

Set zero deflection angle.

Measure angle between ship's head and mean torpedo on salvo dial. If this angle is 30°, the sight has no error. If not, make the angle equal to 30° by moving the D.A. scale adjustment.

Read off D.A. on the scale. This reading is the error in the sight for bow fire.

Carry out the same procedure with the firing bearing ring in the quarter fire position.

The angle between the ship's head and the mean torpedo should be 150°.

4. *To correct the error.* Remove the front cover of the deflection sight and set the sight up for bow fire with zero deflection angle and hitting run set to infinity. Draw out a new set of salvo markings for a 2° angular spacing on paper. Paste this over the original narrow spread markings lining up the mean torpedo 30° from the ship's head. Repeat the process for quarter fire, in this case pasting the new salvo marking over the original wide spread markings. Mark the three salvo markings "Bow", "Beam" and "Quarter".

5. A modified salvo dial for a ship fitted with four tubes is shown in Navy Order Diagram Issue 12/59.

6. When obtaining a line of sight from or via the sided sight, torpedoes are fired when the line of sight pointer crosses the appropriate spread markings on the salvo dial.

7. *Error when spread foresight is used.*—This modification does not remove the error from the spread foresight. To minimize the effect of the error when firing by spread foresight the hitting run dial should be set to infinity, regardless of the actual hitting run, and torpedoes fired in the normal way. This will give an arbitrary angled fire correction equal to the error in the sight.

8. A pencil reference to this order should be made in B.R. 1703 (3/52) chapter II., paragraph 42, B.R. 1703 (5), chapter 9, paragraph 268, B.R. 1946 (2), paragraph 40 and B.R. 1946 (3), paragraph 96.

(D.O.U.W. 712/51/13.)

UNCLASSIFIED.

740.—Common Range Electrical Test Equipment—Introduction and Allowances.

(*A.F.O.* 2207/1958.)

Consideration has been given to the method by which sea-going H.M.A. ships are provided with common electrical test equipment. This has been achieved in the past by allowances shown in the following publications—

(*a*) "E" List No. 1115 .. .. Common Naval Radio Test Equipment.

(*b*) A/S List No. 247 (or earlier A/S 139) Asdic Test Equipment.

(*c*) Establishment of Sea Stores .. General Electrical Test Equipment.

(*Note.—See* paragraph 5 regarding special equipment.)

2. The above allowances have now been consolidated into single allowances for different classes of ships as shown in the appendix to this order. The aim has been to eliminate duplication of equipment and to increase the existing allowances of such instruments as avometers and meggers which, with the advent of maintenance schedules, have proved to be inadequate.

3. H.M.A. ships in commission are to adjust holdings of test equipment in accordance with these revised allowances by forwarding demands for additional items, and returning items held in excess, to their storing yard quoting this order as authority. Supply to ships under construction, modernization and conversion and to ships re-storing after refit should be arranged by storing yards in the usual manner.

4. Certain test instruments have a joint service use, and these are currently being assigned N.A.T.O. stock numbers. Particulars of the new numbers assigned to date are shown in the appendix to this order, against the existing Admiralty or joint service number. Ships and establishments should, accordingly, arrange adjustment of ledgers, &c., in accordance with A.B.R.4, article 1812G and amendment of permanent loan lists.

5. Test instruments which are special to particular equipments are not included in the allowances detailed in the establishment lists quoted in paragraph 1 of this order and these will continue to be shown in the pertinent specialist equipment establishments.

6. Admiralty have advised that establishment lists E1115 and A/S 247 (or earlier A/S 139) will be abolished.

APPENDIX.

Class/ Group.	*Pattern Number.*	*Joint Service Ref.*	*Description.*	*Aircraft Carrier H.M.A.S. MELBOURNE.*	*Darings.*	*Tribals and Battle Class.*	*Frigates.*	*O.M.S. H.M.A.S. WARREGO. H.M.A.S. SWAN.*	*Tugs, R.W.V. Miscellaneous Craft.*
F1A/1	1565	—	Ammeter 2-in. dial (sq. flange) r.f.O–1A ..	—	—	—	—	—	—
F1A/1	W3332	—	Voltmeter, portable, electrostatic—screened 1–6 Kv	1	1	1/1	1	1	—
F1A/1	W4085 ..	—	Transformer autoadjustable input 230 v,50 C/S output 0–270 V,2A	—	—	—	—	—	—
F1A/1	W5001A	—	Signal generator	—	—	—/1	—	—	—
F1A/1	W5079	—	Voltmeter, portable electrostatic 3–15 Kv ..	1	1	1/1	1	—	—
F1A/1	7560	—	Ammeter, 2½-in. dial r.f.O–500 m.a. ..	—	—	—	—	—	—
F1A/1	54704A	—	Signal generator 15 Kc/S–8 Mc/s	—	—	—	—	—	—
F1A/1	58150	—	Measuring head of WY.0023	1	1	1/1	1	1	—
F23	972–8284 (previously) F1A/1/60875A	—	Cable assembly, set of, in steel case (for CT82) (previously). Box stowage with flexible connexion (for CT82)	1	1	1/1	1	1	—
F19	943–2420 (previously) F1A/1/61335	CT202	Signal generator, frequency swept 7–70 Mc/s (previously). Frequency swept oscillator 7–70 Mc/s	—	—	—	—	—	—
F19	943–2416 (previously) F1A/1/61354	CT215	Signal generator, pulse modulated 5–75 Mc/s	—	—	—	—	—	—
F16	972–8577 (previously) F1A/1/104390	—	Attenuator, r.f.0–100 of B (for CT216) ..	1	—	—	—	—	—
F19	943–2783 (previously) F1A/1/61417	CTA25	Multiplier, electrical instrument (previously). Multiplier D.C.—accessory to CT54	1	1	1/1	1	1	—
F19	943–2782 (previously) F1A/1/61418	—	Probes r.f. (previously). Probe unit des. 3 accessories to CT54	1	1	1/1	1	1	—

APPENDIX—*continued.*

Class/ Group.	Pattern Number.	Joint Service Ref.	Description.	Aircraft Carrier H.M.A.S. MELBOURNE.	Darings.	Tribals and Battle Class.	Frigates.	O.M.S. H.M.A.S. WARREGO. H.M.A.S. SWAN.	Tugs, B.W.V. Miscellaneous Craft.
F19	943–2419 (previously) F1A/1/61761	CT160	Test set, electronic, valve (previously). Tester, valve	1	1	1/1	1	1	—
F24	943–2422 (previously) F1A/1/61833	CTA24	Box Battery—accessories to CT54	1	1	1/1	1	1	—
F19	943–3266 (previously) F1A/1/62274	CT216	Indicator, standing wave ratio (previously). Reflection coefficient meter 2–30 Mc/s	1	—	—	—	—	—
F19	943–3267 (previously) F1A/1/62275	CT217	Indicator, standing wave ratio (previously). Reflection coefficient meter 125 and 280 Mc/s	1	—	—	—	—	—
F19	943–6249 (previously) F1A/1/63451	CT207	Generator thermal noise 100–600 Mc/s (previously). Noise Generator, 100–600 Mc/s	1	1	1/1	1	1	—
F19	943–2784 (previously) F1A/1/63729	CT214	Test set, radio (previously). Test set r.f. power output and modulation meter 20–400 Mc/s	1	1	1/1	1	1	—
F3	89 (previously) F1A/1/64653	—	Adaptor, high impedance—accessories to CT54	1	1	1/1	1	1	—
F19	943–2415 (previously) F1A/1/67166	CT82	Generator, thermal noise 15 Kc/s–Mc/s (previously). Noise generator 15 Kc/s–100 Mc/s	1	1	1/1	1	1	—
F19	943–2418 (previously) F1A/1/6721	CT54	Voltmeter, electronic (previously). Voltmeter, valve	1	1	1/1	1	1	—
F19	943–2771 (previously) F1A/1/67922	CTA2	Power supplying unit (previously). Rectifier unit accessory to CT54	1	1	1/1	1	1	—
F23	940–0941 (previously) F1A/1/67384	—	Connector—accessory to CTA2	1	1	1/1	1	1	—
F19	943–2770	—	Power supply unit—accessory to CT54 (for A.C. strips only)	1	1	1/1	1	1	—

F23	940–0941 (previously) F1A/1/67384	—	Connector—accessory to 943–2770	1	1	1/1	1	1	—
F19	943–2443 (previously) F1A/1/68577	CT318	Test Set, insulation, 500v–15 Kv (previously). Insulation tester 500 v–18 Kv (or pattern W2445 temporarily in lieu)	1	1	1/1	1	1	—
F19	943–2417 (previously) F1A/1/68622	CT52	Oscilloscope miniature in carrying case ..	2	2	2/2	2	1	—
F19	943–2499 (previously) F1A/1/68623	CTA1	Power unit—accessory to CT52	1	1	1/1	1	1	—
F19	943–1825 (previously) F1A/1/7115	CT378	Signal generator 2–225 Mc/s	1	1	1/1	1	1	—
F16	972–8353 (previously) F1A/1/71231	—	Attenuators, fixed } Accessories for pattern F19/943–1825 test oscillator	1	1	1/1	1	1	—
F16	972–8352 (previously) F1A/1/71232	—	Attenuator, fixed ..	1	1	1/1	1	1	—
F23	940–0941 (previously) F1A/1/67384	—	Connector ..	1	1	1/1	1	1	—
F23	972–8340 (previously) F1A/1/60865	—	Cable assembly R.F.	1	1	1/1	1	1	—
F23	972–8349 (previously) F1A/1/61670	—	Cable assembly R.F.	1	1	1/1	1	1	—
F19	943–3268 (previously) F1A/1/71790	CT397	Power unit, variable voltage (0 ± 500 v D.C.)	1	1	1/1	1	1	—
F23	940–0941 (previously) F1A/1/67384	—	Connector—accessory to CT397	1	1	1/1	1	1	—
F1A/1	100320	—	Q meter	1	—	—	—	—	—
F1A/1	100387	—	Inductances in stowage box (accessory to Q meter)	1	—	—	—	—	—
F1A/1	100321	—	Attenuator a.f.	1	—	—	—	—	—
F19	943–2442 (previously) F1A/1/103920	CT375	Bridge, universal (pattern W.5000 temporarily in lieu)	1	1	1/1	1	1	—
F23	940–0941 (previously) F1A/1/67384	—	Connector—accessory to CT375	1	1	1/1	1	1	—

APPENDIX—*continued.*

Class/ Group.	Pattern Number.	Joint Service Ref.	Description.	Aircraft Carrier H.M.A.S. MELBOURNE.	Darings.	Tribals and Battle Class.	Frigates.	O.M.S. H.M.A.S. WARREGO. H.M.A.S. SWAN.	Tugs, B.W.V. Miscellaneous Craft.
F19	943-2421 (previously) F1A/1/104391	CT379	Calibrator, range indicator (previously). Range, calibrator (pattern 57880 temporarily in lieu)	1	1	1/1	1	1	—
F23	940-0941 (previously) F1A/1/67384	—	Connector—accessory to CT379	1	—	—	—	—	—
F23	972-8338 (previously) F1A/1/64961	—	Connector—accessory to CT379	2	2	2/2	2	2	—
F23	972-8342 (previously) F1A/1/60861	—	Connector—accessory to CT379	2	2	2/2	2	2	—
F23	972-8340 (previously) F1A/1/60865	—	Connector—accessory to CT379	2	2	2/2	2	2	—
F23	972-8489 (previously) F1A/1/71003	—	Connector—accessory to CT379	2	2	2/2	2	2	—
F19	943-1911 (previously) F1A/1/104403	CT394	Signal generator 12-485 Mc/s (patterns W.5001A and 54705 temporarily in lieu)	—	—	—	—	—	—
F1A/1	ZD.01831	CT45	Test set deviation f.m. no. 2	1	—	—	—	—	—
F1A/1	ZD.00784	CT212	Test oscillator portable 85 Kc/s-32 Mc/s (pattern W2508 temporarily in lieu)	1	1	1/1	1	1	1
F1A/1	ZD.02332 ..	CT43	Impedance bridge (or pattern 54709 in lieu) ..	—	—	—	—	—	—
F1A/1	ZD.02417	CT44	Wattmeter, absorption a.f. no. 1 (pattern 54708 temporarily in lieu)	1	—	—	—	—	—
F1A/1	ZD.02970	—	Decibel meter, portable no. 3 mk. 2 ..	1	1	1/1	1	—	—
F1A/1	10S/831	—	Oscilloscope type 13A	1	—	—	—	—	—
F1A/1	10S/16700	CT218	Signal generator 85 Kc/s-30 Mc/s (for patterns 54704 and 54707 temporarily in lieu)	1	—	—	—	—	—
F1A/1	F1A/1/104290 ..	XT373	Oscillator, audio frequency (or pattern W7252 in lieu)	1	1	1/1	1	—	—
F1A/1	F1A/1/54707 ..	XT381	Test oscillator 60 Kc/s to 20 Mc/s	—	—	—	—	—	—
F1A/2	A.186	—	Board testing for indicating instruments ..	—	—	—	—	—	—
F1A/2	A.1282	—	Lead, flex, 2 core screened } for test set A.2514	—	1	1/1	1	—	—
F1A/2	A.1283	—	Lead, flex, 2 core screened } for test set A.2514	—	1	1/1	1	—	—
F1A/2	A.1284	—	Lead, flex, 2 core screened } for test set A.2514	—	1	1/1	1	—	—
F1A/2	A.1461	—	Transformer, variac type 100R 0-270 v, 2 Kva	—	—	—	—	—	—
F1A/2	A.2431	—	Test set portable for receivers 15 Kc/s ..	—	1	1/1	1	—	—
F1A/2	A.2514	—	Test set portable performance testing ..	—	1	1/1	1	—	—
F1A/2	A.3632	—	Adaptor unit for test set pattern A.2514 ..	—	1	1/1	1	—	—
—	—	XT345	Signal generator 5-100 Kc/s and 1 Kc/s (or pattern A.2177 temporarily in lieu)	—	—	—	—	—	—
F1A/2	A.3693	—	Test set, portable for receivers, 10 Kc/s ..	—	—	—	—	—	—
F1A/2	6882	—	Voltmeter, electrostatic, minisquare 0-2.5 Kv	1	1	1/1	1	—	—
F1A/2	7088	—	Wavemeter, portable 0-15, 15-26 Kc/s ..	—	1	1/1	1	—	—
F1A/2	—	XT346	Oscillator precision 30 C/S-350 Kc/s ..	—	—	—	—	—	—
F1C/3	48A	—	Avometer testing set, complete with case ..	6	5	2/2	2	1	1
F1C/3	1806	—	Voltmeter, circular portable 3-0-3 v ..	2	1	1/1	1	1	1
F1C/3	2807	—	Voltmeter 0-10 v..	—	—	—	—	—	—
F1C/3	5045	—	Ohmmeter, megger, circuit testing complete with case	8	2	1/1	1	1	—
F1C/3	6496	—	Bridge megger, resistance tester 0-50 megohms 250 v complete with case	3	2	2/2	2	—	—
F1C/3	12924	—	Wee megger, 0-50 megohms 500 v, complete with case (for pattern 5047 in lieu)	8	7	4/4	4	1	—
F1C/3	12945A	—	Avometer testing set (model 8SK) complete with case (or pattern 1245 in lieu)	3	3	1/1	1*	—	—
F1C/3	13301	—	Avominor A.C./D.C. universal	—	—	—	—	1	1
F1C/3	13302	—	Resistance, adjustable, potentiometer 210 ohms rated 2A contin	1	—	—	—	—	—

* 3 No. to Type 12 Frigates.

APPENDIX—*continued.*

Class/Group.	Pattern Number.	Joint Service Ref.	Description.	Aircraft Carrier H.M.A.S. MELBOURNE.	Destroyer.	Tribals and Battle Class.	Frigates.	O.M.S. H.M.A.S. WARREGO. H.M.A.S. SWAN.	Tug, R.M.V. Miscellaneous Craft.
F1C/3	13304	—	Resistance variable r-40 ohms rated 6A contin	1	—	—	—	—	—
F1C/3	13586	—	Ammeter tong test 0–100, 0–400A ..	1	1	1/1	1	—	—
F1C/3	32144	—	Avometer testing set, complete with case (pattern 47A temporarily in lieu)	3	2	2/2	2	—	—
F1A/1	WY0023	—	Fluxmeter A.D.R.E. no. 1 ..	1	1	1/1	1	—	—
—	—	XT343	Voltmeter, value 1.2 m.v.–400 v ..	—	—	—	—	—	—
F2C/2	26935	—	Resistance, water, artificial load ..	—	—	—	—	—	—
			Permanent Spares—						
F1A/1	68645	—	Fuse link for F19/943–2499 ..	1	1	1/1	1	1	—
F4A	CV.1596	—	Valve for 10S/831 ..	2	—	—	—	—	—
F1A/1	70132	—	Ammeter for F19/943–3267 ..	2	—	—	—	—	—

(D.N.A.S. 517/51/37.)

UNCLASSIFIED.

741.—Naval Stores (Accounting)—Returns to H.M. Dockyards and R.N. Naval Store Depots.

When stores are returned to H.M. dockyards and R.N. store depots by H.M.A. ships in future, copy no. 4 of form A.S. 331 is to be forwarded to Navy Office.

2. On receipt of the acquitted copy no. 3 of form A.S. 331 from the dockyard or depot concerned, comparisons and adjustments as detailed in A.B.R. 4, article 1002 (5) are to be effected. Details of the report of survey as shown on copy no. 3 are to be transcribed to the relevant copy no. 4.

3. The no. 4 copies of forms A.S. 331 are to be forwarded to Navy Office quarterly under cover of form A.S. 558 forwarding forms A.S. 549. No. 3 copies are to be retained as supporting vouchers to the naval store account.

4. The additional copy of form A.S. 331 to be forwarded to the dockyard or store depot in accordance with A.B.R. 4 article 1002 (2) is still required.

5. A.B.R. 4 will be amended.

(D.N.A.S. 400/51/7.)

UNCLASSIFIED.

742.—Naval Stores (Air)—R.A.F. Vocabulary Section 5H—Introduction of Joint Service Reference Numbers.

(*A.F.O.* 1487/1959.)

The undermentioned reference numbers in section 5H are changed as shown. No changes of vocabulary section, part, number or description are involved.

2. Stocks should be transferred and records amended accordingly; H.M.A. ships and establishments are to adjust their ledgers in accordance with A.B.R. 4, article 1812 (*g*) (Navy Order 1107 of 1958, paragraph 8 (*g*) refers).

3. The relevant publications will be amended.

Old Stores Ref. No.	*New Stores Ref. No.*
1	9402802
3	9402803
5	9402792
6	9402793
7	9402796
8	9402795
9	9402794
12	9402797
18	9402798
19	9402800
125	9402799
126	9402801

(D.N.A.S. 603/55/4.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

743.—Naval Stores (General) (Class B, Group 10, Part B)—Pins, Cotter, Split—Amendment to Description.

(*A.F.O.* 967/1959).

The length of split pins shown in the Rate Book and Authorized List of Naval Stores under class B, group 10, part B, will, to accord with B.S. 1574, be the length of the shorter leg under the eye instead of the length of the shorter leg including the eye. Details are shown in the appendix to this order.

2. Admiralty has advised that the Rate Book and Authorized List of Naval Stores will be amended.

APPENDIX.

Pattern.	*Description.*	*Diam.* Ins.	*Lenth Overall.* Ins.	*Length Under Eye.* Ins.	*Denom.*	*Ship's Acct'g. Class'n.*
6370	Pins, Cotter, Split, Mild Steel	$\frac{1}{2}$	$6\frac{1}{2}$	$5\frac{1}{2}$	Doz.	Consumable
6371	Pins, Cotter, Split, Mild Steel	$\frac{7}{16}$	3	2	Doz.	Consumable
6372	Pins, Cotter, Split, Mild Steel	$\frac{7}{16}$	6	5	Doz.	Consumable
6373	Pins, Cotter, Split, Mild Steel	$\frac{3}{8}$	3	$2\frac{1}{4}$	Doz.	Consumable
6374	Pins, Cotter, Split, Mild Steel	$\frac{3}{8}$	6	$5\frac{1}{2}$	Doz.	Consumable
6375	Pins, Cotter, Split, Mild Steel	$\frac{5}{16}$	2	$1\frac{3}{8}$	Doz.	Consumable
6376	Pins, Cotter, Split, Mild Steel	$\frac{5}{16}$	5	$4\frac{1}{4}$	Doz.	Consumable
6377	Pins, Cotter, Split, Mild Steel	$\frac{1}{4}$	2	$1\frac{1}{2}$	Doz.	Consumable
6378	Pins, Cotter, Split, Mild Steel	$\frac{1}{4}$	4	$3\frac{1}{2}$	Doz.	Consumable
6379	Pins, Cotter, Split, Mild Steel	$\frac{1}{4}$	5	$4\frac{1}{2}$	Doz.	Consumable
14370	Pins, Cotter, S0lit, Mild Steel	$\frac{7}{32}$	$2\frac{3}{4}$	$2\frac{1}{4}$	Doz.	Consumable
6380	Pins, Cotter, Split, Mild Steel	$\frac{3}{16}$	$1\frac{1}{2}$	$1\frac{1}{8}$	Doz.	Consumable
6381	Pins, Cotter, Split, Mild Steel	$\frac{3}{16}$	4	$3\frac{1}{2}$	Doz.	Consumable
6382	Pins, Cotter, Split, Mild Steel	$\frac{5}{32}$	$1\frac{1}{2}$	$1\frac{1}{8}$	Doz.	Consumable
6383	Pins, Cotter, Split, Mild Steel	$\frac{5}{32}$	4	$3\frac{1}{2}$	Doz.	Consumable
6384	Pins, Cotter, Split, Mild Steel	$\frac{1}{8}$	1	$\frac{3}{4}$	Doz.	Consumable
6385	Pins, Cotter, Split, Mild Steel	$\frac{1}{8}$	4	$3\frac{1}{4}$	Doz.	Consumable
6386	Pins, Cotter, Split, Mild Steel	$\frac{3}{32}$	1	$\frac{3}{4}$	Doz.	Consumable
6387	Pins, Cotter, Split, Mild Steel	$\frac{3}{32}$	3	$2\frac{3}{4}$	Doz.	Consumable
6388	Pins, Cotter, Split, Mild Steel	$\frac{1}{16}$	1	$\frac{7}{8}$	Doz.	Consumable
6389	Pins, Cotter, Split, Mild Steel	$\frac{1}{16}$	$2\frac{1}{2}$	$2\frac{1}{4}$	Doz.	Consumable
6390	Pins, Cotter, Split, Naval Brass	$\frac{5}{16}$	$4\frac{1}{2}$	$3\frac{3}{4}$	Doz.	Consumable
6391	Pins, Cotter, Split, Naval Brass	$\frac{5}{16}$	$1\frac{1}{2}$	$\frac{7}{8}$	Doz.	Consumable
6392	Pins, Cotter, Split, Naval Brass	$\frac{1}{4}$	$3\frac{1}{2}$	3	Doz.	Consumable
6393	Pins, Cotter, Split, Naval Brass	$\frac{1}{4}$	$4\frac{1}{2}$	4	Doz.	Consumable
6394	Pins, Cotter, Split, Naval Brass	$\frac{7}{32}$	3	$2\frac{1}{2}$	Doz.	Consumable
6395	Pins, Cotter, Split, Naval Brass	$\frac{3}{16}$	4	$3\frac{1}{2}$	Doz.	Consumable
6396	Pins, Cotter, Split, Naval Brass	$\frac{5}{32}$	$2\frac{1}{2}$	2	Doz.	Consumable
6397	Pins, Cotter, Split, Naval Brass	$\frac{1}{8}$	$2\frac{1}{2}$	$2\frac{1}{4}$	Doz.	Consumable
6398	Pins, Cotter, Split, Naval Brass	$\frac{3}{32}$	$1\frac{1}{4}$	1	Doz.	Consumable
6399	Pins, Cotter, Split, Naval Brass	$\frac{1}{16}$	1	$\frac{7}{8}$	Doz.	Consumable
6400	Pins, Cotter, Split, Naval Brass	$\frac{1}{16}$	$2\frac{1}{2}$	$2\frac{1}{4}$	Doz.	Consumable

(D.N.A.S. 506/61/10.)

UNCLASSIFIED.

744.—Naval Stores (General) (Class B, Group 10B)—Washers, Pattern 721 Series—Re-allocation of Pattern Numbers.

(*A.F.O.* 1383/1959.)

To avoid confusion in recognition and accounting arising from the letter suffixes allocated to washers in the pattern 721 series under class B, group 10, part B, in the Rate Book and Authorized List of Naval Stores the pattern numbers have been changed as follows—

Old Pattern No.	*New Pattern No.*
721	16027
721A	16028
721G	16029
721H	16030
721I	16031
721K	16032
721L	16033
721M	16034
721N	16035
721O	16036
721P	16037

2. Admiralty has advised that the relevant publications will be amended in due course.

(D.N.A.S. 506/61/11.)

UNCLASSIFIED.

745.—Naval Stores (General) (Class E, Group 12)—Scales, Boxwood Engineers' Pattern 5933—Introduction and Allowances.

(*A.F.O.* 239/1959.)

Boxwood scale pattern 5909 manufactured to ref. no. A.15 of B.S. specification 1347: 1956, is suitable only for scale drawings of machinery details.

2. In order to provide a suitable scale for other purposes, notably for general ship arrangement drawings, type A1 is being added to the Rate Book and Authorized list of Naval Stores, under class E, group 12, as follows—

Pattern.	*Description.*	*Ships Accounting Classification.*
5933	Scale, boxwood, engineers', type A1 of specification BS. 1347	P

3. No specific allowances will be made but ships and establishments with a requirement should forward a request on form A.S. 130 through the administrative authority in the normal manner.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 514/62/11.)

UNCLASSIFIED.

746.—Painting of Boot Topping Area in H.M.A. Ships.

(*A.F.O.* 1269/1959.)

Attention is drawn to the danger of applying anti-fouling compositions direct to bare metal, as copper contained in this paint will induce and accelerate active corrosion, particularly in the boot topping area where the hull plating is most vulnerable.

2. When complete repainting or touching up is being carried out, dockyards and H.M.A. ships are to ensure that the recommended number of coats of anti-corrosive composition are applied before application of the anti-fouling compositions.

3. A.B.R. 19/1956 will be amended in due course.

(D.N.C. 512/80/15.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

747.—Badges—Gratuitous Issues on Advancement.

As from 1st October, 1959, gratuitous issues of gold wire and other necessary badges, in accordance with the scales set out in the appendix to this order, are to be made to R.A.N. and W.R.A.N.S. ratings on advancement in rating, on qualifying for and on advancement in specialist or technical qualification, and on qualifying for good conduct, skill and other special badges.

2. The free issues specified are designed to provide for all necessary changes of badges on articles of uniform provided in the compulsory kits of the ratings concerned, and on items issued on personal loan, with the exception of hat badges, which are issued gratuitously to W.R.A.N.S. ratings on advancement, and cap badges, the cost of which is included in the gratuity payable to R.A.N. ratings on change of class of uniform.

3. Free issues are to be made on first advancement to the acting rate, but a second issue is not to be made on confirmation in rating, or on re-advancement following dis-rating or reversion.

4. Replacements of worn out badges and requirements for wear on new items of uniform are to be provided at the expense of the ratings concerned.

5. Sufficient stocks of badges to enable initial gratuitous issues are to be carried by all ships and establishments. Care is to be taken however, to ensure that in smaller ships which do not normally carry badges, stocks held be restricted to estimated requirements for a limited period only, bearing in mind that the majority of advancements in specialist qualifications, at least, occur in the larger establishments and that when operating in or from the Sydney area, any special or unforeseen requirement can be met quickly by the Suptg. Victualling Store Officer, Sydney. Stocks of badges held are to be reviewed at least quarterly and any surplus stocks held are to be returned to the nearest victualling yard.

6. When a rating becomes entitled to a gratuitous issue of badges, the necessary gold badge for presentation to the rating by the Captain or his representative is to be issued by the Supply Officer to the Captain's Secretary (in relation to rating and good conduct badges) or to the Departmental Head (in relation to other badges) and a temporary receipt obtained.

7. When form A.S. 161—Report of Changes—is prepared, an additional carbon copy is to be made (this copy is to be taken from a separate book of forms A.S. 161 and the serial number altered in manuscript. At the same time, the addressee shown on the additional copy should be amended to agree with that shown on form A.S. 105 Copy no. 2, i.e., Supply Officer) and given to the Supply Officer or officer responsible for victualling stores who will issue red and blue badges in the normal manner on form A.S. 105. Particulars of gold badges issued *vide* paragraph 6 are also to be included on form A.S. 105 and the temporary receipt destroyed. The copy of form A.S. 161 is to be attached to copy no. 2 of form A.S. 105.

8. If badges are temporarily unavailable for issue, the Supply Officer or officer responsible for victualling stores, will retain the copy of form A.S. 161 until all badges are available. If no issues have been effected before the rating is drafted, the copy of form A.S. 161 is to be forwarded to the Supply Officer of the ship or establishment concerned. If part issue has been made, the copy of form A.S. 161 is to support copy no. 2 of form A.S. 105 for issues made and an advice, showing the badges still to be issued, forwarded to the Supply Officer concerned.

APPENDIX.

SCALE A.—R.A.N. RATINGS.

	Type of Badge.	*Number to be Issued.*	
I. On advancement to—			
(*a*) Leading rate	Appropriate rating badge	1 gold ..	Class II. ratings
(*b*) Petty Officer		2 red ..	
		9 blue ..	
		1 gold ..	Class III. ratings
		1 red ..	
		6 blue ..	
Additional issues to be made to—			
(i) Ratings whose compulsory kit includes 2 suits, blue overall	Appropriate rating badge	2 blue ..	
(ii) Ratings whose compulsory kit includes 3 shirts, action working	Appropriate rating badge	1 blue	
(iii) Stewards	Appropriate rating badge	3 blue	
II. On advancement to—			
Chief Petty Officer	Appropriate branch badge	1 Pr. gold 1 Pr. red 2 gold	
Additional issues to be made—			
Ratings whose compulsory kit includes 2 suits, blue overall	Appropriate branch badge	2 blue	
III. On qualifying for, or on advancement in specialist or technical qualifications—			
(*a*) Petty Officers and below ..	Appropriate branch badge	1 gold ..	Class II. ratings
		2 red ..	
		2 blue ..	
		1 gold ..	Class III. ratings
		1 red ..	
		2 blue	
(*b*) Chief Petty Officers ..	Appropriate branch badge	1 Pr. gold 1 Pr. red 2 gold	

APPENDIX—*continued.*

	Type of Badge.	*Numbe to be issued.*
Additional issues to be made to—		
(i) Ratings whose compulsory kit includes 2 suits, blue overall	Appropriate branch badge	2 blue
(ii) Naval Airmen (Aircrew) ..	Appropriate branch badge	1 red
IV. On qualifying for skill and other special badges (e.g., Good Shooting Badge)—		
(*a*) Petty Officers and below ..	Appropriate skill or special badge	1 gold .. 2 red .. 2 blue .. (Class II. ratings); 1 gold .. 1 red .. 2 blue .. (Class III. ratings)
(*b*) Chief Petty Officers ..	Appropriate skill badge	1 gold, 1 red, 2 blue
V. On qualifying for Good Conduct Badges—		
Petty Officers and below ..	Good conduct badge (sets of 1, 2 or 3, as appropriate)	1 set gold, 2 sets red, 2 sets blue (Class II. ratings); 1 set gold, 1 set red, 2 sets blue (Class III. ratings)
VI. On first occasion after advancement when required to wear foul weather clothing—		
Chief Petty Officers and Petty Officers	Appropriate badge for foul weather hoods	1

SCALE B.—W.R.A.N.S. RATINGS.

I. On advancement to—		
(*a*) Leading W.R.A.N. .. (*b*) Petty Officer W.R.A.N. ..	Appropriate rating badge	1 gold, 6 blue
Additional issues to be made to—		
(i) Ratings serving in tropical areas; (ii) Sick berth attendants .. (iii) Stewardesses .. .. (iv) Cooks	Appropriate rating badge	4 blue
II. On advancement to—		
Chief Petty Officer W.R.A.N. ..	Appropriate branch badge	1 Pr. gold, 4 Pr. blue
III. On qualifying for, or on advancement in Specialist or Technical qualification—		
(*a*) Petty Officer W.R.A.N.S. and below	Appropriate branch badge	1 gold, 4 blue
(*b*) Chief Petty Officer W.R.A.N.S.	Appropriate branch badge	1 Pr. gold, 4 Pr. blue

(D.V. 4716/1/428.)

Section 5.
BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

748.—Books—B.R. 25/1958—First Aid in the Royal Navy.

B.R. 25—" First Aid in the Royal Navy " has been revised, and copies of the new edition are now available by demand on the Superintending Naval and Air Store Officer, Sydney.

2. All holders of the old issue are to return their copies in exchange for the 1958 edition. The returned copies are to be dealt with in accordance with Navy Order 787 of 1957.

3. The Supply Officer is to draw stocks for personal issue to the personnel borne in the ship or establishment on the following basis—

All medical and dental officers.
All sick berth staff ranks and ratings (male and female).
All dental staff ranks and ratings.
All quartermasters and coxswains.
All physical training instructors.

4. In addition, one copy is to be drawn for each B.R. library, and on the scale of 5 per cent. of naval personnel borne. These are to be used for the purposes outlined in Navy Order 538 of 1959.

5. Further stocks are expected, and the position will be reviewed upon receipt.

(D.N.A.S. 465/52/33.)

(*Navy Orders* 787 *of* 1957 *and* 538 *of* 1959.)

749.—B.R. 1864—Rules for the Operation of Voice Communication Systems—Revised Distribution.

Navy Order 424 of 1959 is to be amended as follows—

After H.M.A.S. MELBOURNE insert:

	No.
H.M.A.S. ALBATROSS for training purposes	1

(D.N.A.S. 465/252/5.)

(*Navy Order* 424 *of* 1959.)

Section 6.
ESTABLISHMENTS.

UNCLASSIFIED.

750.—Australian Services Canteens Organization.

The Australian Services Canteens Organization (A.S.C.O.) has assumed the responsibility for supplying goods for resale in naval canteens. All canteen supplies are to be purchased through A.S.C.O. with the exception of perishable items obtainable locally or items not obtainable from A.S.C.O. Goods will be supplied at a net cost after deduction of all trade and cash discounts, plus a small buying charge.

2. This order will be incorporated in Regulations and Instructions for the R.A.N.

(H.N.B. 47/8/2.)

UNCLASSIFIED.

751.—Captain Cook Graving Dock, Sydney—Conditions, Docking and Associated Charges, and Docking Instructions.

Appendix D of Navy Order 1034 of 1958 is to be amended as follows—

Delete: Paragraph 24.

Insert:

24. When the ship is docking, the positioning of the tugs will be decided by the pilot. Tugs secured alongside the ship being docked will use their own lines, but the ship will normally be required to provide manilla towing lines for the head and stern tugs. Such ropes are to be tended to avoid the danger of the bights fouling docking towers, keel blocks, &c., should they become slack.

Paragraph 25.

Delete: Dockmaster.

Insert: Pilot.

(D.O.D. 1426/51/3.)

(*Navy Order* 1034 *of* 1958.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

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FOR OFFICIAL USE ONLY.

C.N.O.'s 752-790/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
17th September, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

RESTRICTED.

7899/59.

CONTENTS.

CONTENTS—*continued.*

Section 1.

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED.

752.—Home Ports for H.M.A. Ships for Electoral Purposes.

The following is a revised list of R.A.N. ships, and H.M.A.S. TARANGAU, Manus Island, 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—Mornington.	State District—King.
ANZAC.	KIMBLA.
MELBOURNE.	QUEENBOROUGH.
PALUMA.	QUIBERON.
QUICKMATCH.	TARANGAU.
SWAN.	TOBRUK.
VOYAGER.	VAMPIRE.
WARRAMUNGA.	VENDETTA.
WOOMERA.	WARREGO.
GASCOYNE.	DIAMANTINA.
BARCOO.	

2. Navy Order 519 of 1958 is hereby cancelled.

3. This order will be reprinted for posting on Notice Boards.

(H.P.B. 31/1/1.)

(*Navy Order* 519 *of* 1958.)

UNCLASSIFIED.

753.—Organization of the Second Naval Member and Chief of Naval Personnel.

Navy Order 691 of 1959 is to be amended as follows—

Delete: Heading.

Insert: Organization of the Second Naval Member and Chief of Naval Personnel.

(*Navy Order* 691 *of* 1959.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

754.—Benefits to Serving Members of the R.A.N. under the Repatriation Act and Re-establishment and Employment Act.

Section 1.—Benefits under the Repatriation Act.

War pensions for disabilities arising out of war service or service in operational areas as defined in the Repatriation Act and Regulations are payable to officers and ratings.

2. War pensions are also payable to an officer or rating—

(*a*) who, although not allotted for war service, suffers injury from enemy action in any area outside Australia; or

(*b*) who leaves Australia for war service but becomes a casualty for any reason before serving in the area to which he has been allotted.

3. An officer or rating of the Permanent Naval Forces may while he is still serving, lodge a claim for war pension for disabilities which he considers to be due to war service. If a war pension for incapacity accepted as due to war service is granted, it may be received by the officer or rating whilst still serving.

4. The periods of service during which members with previous wartime or operational area service are covered by the provisions of the Repatriation Act and Regulations are as follows—

(*a*) Members appointed or enlisted (i) for service in any force which was raised for war service, or solely for service in time of war or during that time and a definite time thereafter, or (ii) in the citizen forces and called up for continuous service for the duration of, and directly in connexion with the war, are covered in respect of that service up to 30th June, 1951.

(*b*) Members mobilized from the R.A.N.R. prior to 1st July, 1947 who transferred to or re-engaged in the P.N.F. subsequent to 30th June, 1947, are covered only in respect of mobilized service as a member of the R.A.N.R.

(*c*) All other members who entered the P.N.F. prior to 1st July, 1947 are covered in respect of all service, including reserve service up to 2nd January, 1949.

(*d*) Members who were allotted for service in the Korean operational area are covered in respect of such service—*see* paragraphs 11 and 12.

5. An officer or rating who seeks compensation for disabilities arising out of the course of service, after the dates indicated at paragraph 4 (*a*), (*c*) or (*d*) is to apply through his Commanding Officer for compensation under the Commonwealth Employees' Compensation Act.

6. An officer or rating who entered or transferred to the P.N.F. subsequent to 30th June, 1947 and prior to 2nd January, 1949 is covered by the Naval Financial regulations in respect of disabilities incurred during that period. Thereafter he is covered by the C.E.C. Act *vide* paragraph 5.

7. Application for official forms in which to claim for a war pension should be made direct to the Deputy Commissioner of Repatriation of the State of usual residence of the applicant. The addresses of the Deputy Commissioners are as follows—

Deputy Commissioner, Melbourne	Box 87A, G.P.O. MELBOURNE.
Deputy Commissioner, Sydney	Box 3994, G.P.O. SYDNEY.
Deputy Commissioner, Brisbane	Box 651K, G.P.O. BRISBANE.
Deputy Commissioner, Adelaide	Box 902E, G.P.O. ADELAIDE.
Deputy Commissioner, Perth	Box F352, G.P.O. PERTH.
Deputy Commissioner, Hobart	Box 640D, G.P.O. HOBART.

8. The benefits, as indicated hereunder, will be at the rates and under the conditions as provided from time to time under the Australian-Soldiers' Repatriation Act and Regulations—

(*a*) *War Pension.*—Members and their dependants.

(*b*) *Medical treatment and benefits.*—

(i) Members—War caused incapacity; Pulmonary T.B. not due to service; V.D. contracted during war service; any incapacity (with certain exceptions) in the case of a member in receipt of pension at 100 per cent. rate or the higher special rates;

(ii) Widows and children and certain classes of widowed mothers where member's death is due to war service.

(*c*) *Gift for furniture.*—

(i) Members totally and permanently incapacitated or blinded;

(ii) Widows with children.

(*d*) *Tools of Trade—as gift or loan.*—Members generally.

(*e*) *Education of children of.*—Members deceased, totally and permanently incapacitated, blinded and certain pulmonary T.B. cases.

(*f*) *Fares and removal expenses.*—Members proceeding to employment, training or to take up land.

(*g*) *Immediate assistance or loan up to* £5.—Member.

(*h*) *Free passages from Australia to abroad.*—Incapacitated members and their wives and families.

(*i*) *Funeral expenses.*—

(i) Members whose death is due to war service or who die in indigent circumstances;

(ii) Widows and children of deceased members and certain classes of widowed mothers or step-mothers of deceased members where member's death is due to war service and those dependants die in indigent circumstances.

(*j*) *Re-establishment benefits for re-instatement in civil employment.*—Members whose war-caused incapacity precludes their return to their pre-enlistment occupation.

(*k*) *Vocational training.*—Members whose war-caused incapacity precludes their returns to their pre-enlistment occupation.

9. Legislative action has been taken to protect the rights of persons to be covered by the repatriation provisions, in relation to mortgages, agreements for the purchase of land, life insurance policies and hire-purchase agreements and in connexion with Landlord and Tenant protection.

Section II.—Benefits under the Re-establishment and Employment Act.

10. An officer or man who served on one or more of H.M.A. ships during the period listed in paragraphs 11 and 12 hereof is eligible to apply for re-establishment and employment benefits as prescribed in the Re-establishment and Employment Act. The time limit for lodgment of applications for such benefits is twelve months after termination of appointment or engagement or extension thereof but not later than 31st December, ~~1959~~. 1963. Vide 168/1960.

11. The following ships of the Royal Australian Navy were allotted for duty in the Korean operational area for the periods shown—

Ship.	*Commencement.*	*Conclusion.*
H.M.A.S. SHOALHAVEN	27.6.1950	22.9.1950
H.M.A.S. BATAAN	27.6.1950	6.6.1951
H.M.A.S. WARRAMUNGA	14.8.1950	29.8.1951
H.M.A.S. MURCHISON	9.5.1951	19.2.1952
H.M.A.S. ANZAC	6.8.1951	17.10.1951
H.M.A.S. SYDNEY	31.8.1951	23.2.1952
H.M.A.S. TOBRUK	31.8.1951	23.2.1952
H.M.A.S. BATAAN	17.1.1952	27.4.1952
H.M.A.S. WARRAMUNGA	17.1.1952	27.4.1952

12. On 28th April, 1952, the R.A.N. Component, British Commonwealth Forces, Korea, was allotted for duty in the Korean operational area. The following ships of the Royal Australian Navy were allotted for duty in the R.A.N. Component, B.C.F.K, for the periods shown—

Ship.	*Commencement.*	*Conclusion.*
H.M.A.S. COMMONWEALTH	28.4.1952	20.4.1956
H.M.A.S. BATAAN	28.4.1952	25.9.1952
H.M.A.S. WARRAMUNGA	28.4.1952	8.8.1952
H.M.A.S. CONDAMINE	3.7.1952	11.4.1953
H.M.A.S. ANZAC	6.9.1952	26.6.1953
H.M.A.S. CULGOA	14.3.1953	27.11.1953
H.M.A.S. TOBRUK	3.6.1953	12.2.1954
H.M.A.S. SYDNEY	27.10.1953	2.6.1954
H.M.A.S. MURCHISON	2.11.1953	16.7.1954
H.M.A.S. ARUNTA	25.1.1954	27.10.1954
H.M.A.S. SHOALHAVEN	17.7.1954	16.3.1955
H.M.A.S. VENGEANCE	27.10.1954	3.12.1954
H.M.A.S. CONDAMINE	15.2.1955	2.11.1955

13. Applications for official forms in which to apply for benefits under the Re-establishment and Employment Act should be made as in paragraph 7 of this order.

14. Navy Order 766 of 1957 is hereby cancelled.

15. This order will be reprinted for posting on Notice Boards.

(D.P.S. 4016/1/48.)

(*Navy Order* 766 *of* 1957.)

7899/59.—3

UNCLASSIFIED.

755.—Ratings—Qualifications of Electrical Branch (Air) Ratings to Sign Form A700 as Supervisory Ratings.

Paragraph 1 of Navy Order 247 of 1958 is to be amended as follows—

Delete: Sub-paragraph (*a*).

Insert: (*a*) Ratings selected must have qualified for Leading Rate.

(H.P.B. 1213/201/5.)

(*Navy Order* 247 *of* 1958.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

756.—Broadcast BLR—Readability Reports.

In order to determine the coverage of Bells RATT broadcast (BLR) under as many propagation conditions as possible, readability reports are required from ships until further notice.

2. Reports should be sent to "The Captain, H.M.A.S. HARMAN" in manuscript, on the form which has recently been distributed. As much detail as possible should be recorded, including checks of frequencies other than those being read, when circumstances permit.

3. The coverage of areas beyond the south-eastern coastal waters of Australia is particularly required. In areas which are regularly transmitted (e.g., New South Wales and Victorian coasts), only unusual conditions need be reported.

(D.S.D. 3312/131/47.)

RESTRICTED.

757.—Radio Interference.

It has recently been reported that voice transmissions on 2272 Kcs. from ships and submarines exercising in the Sydney-Jervis Bay area have caused harmful interference to Department of Civil Aviation air traffic control circuits between Melbourne-Launceston-Hobart on 2276 kcs.

2. In the congested MF and HF sections of the spectrum the slightest departure from the assigned frequency will almost invariably cause harmful interference to other users. Attention is therefore drawn to the vital and continuing need to ensure that all transmissions are radiated on the proper frequency as assigned in relevant orders and within the appropriate tolerances.

3. Ships and establishments are to ensure by every possible means that transmitters are correctly and accurately tuned at all times and that transmissions are radiated—

(*a*) On the proper assigned frequency.

(*b*) Within the tolerance applicable to that frequency.

(*c*) Using the proper emission (CW, voice, &c.) designated for that frequency.

(D.S.D. 16/208/4.)

UNCLASSIFIED.

758.—Electrical Machinery in H.M.A. Ships and Establishments—Lubrication of Bearings.

Reports received from H.M.A. ships indicate that present stock of grease XG-271 supplied by the Shell Co. of Australia Ltd. is unsatisfactory. Investigation has revealed that the stocks of this grease supplied to date do not fully comply with the requirements of specification DEF-2261. All stocks of XG-271 of Shell Co. manufacture are therefore to be returned to the nearest naval store depot for disposal.

2. Stocks of Regal Starfak Special grease, which complies with the specification, are being purchased as XG-271 (pattern E8/10039) and this grease is to be used in all ball and roller bearings in electrical machinery in H.M.A. ships and establishments unless special instructions are issued to the contrary.

3. Where other greases are at present in use, the changeover to Regal Starfak Special grease should be made as early as practicable. Defect list items may be raised for dockyard assistance and allocated a priority according to the relative importance of the machine, ambient temperature and speed of rotation.

4. Great care is to be taken to avoid mixing different greases in any one bearing and until the changeover is complete, stocks of the other greases in the machine are to be retained on board, the containers and grease guns being clearly marked. When the changeover to Regal Starfak Special grease is complete, all stocks held of Shell XG-271 grease are to be returned to store.

5. To ensure the correct lubrication of ball and roller bearings in electrical machinery, it is important that all electrical ratings in H.M.A. ships are familiar with the instructions in B.R. 157—Naval Electrical Pocket Book, chapter 18, article 46–59.

6. All cases of unsatisfactory lubrication are to be reported on forms A.S. 2022.

7. Navy Order 458 of 1958 is hereby cancelled.

(D.E.E. 4512/80/249.)

(*Navy Order* 458 *of* 1958.)

UNCLASSIFIED.

759.—Sperry Minor Gyro Compass—Motor Generator—Maintenance.

Attention is drawn to the importance of carrying out normal maintenance routines on the motor generator fitted in the Sperry Minor Gyro Compass.

2. Ships not yet on planned maintenance are therefore to carry out the following routines applicable to all motors, L.P. generators and conversion machinery—

Daily.

(*a*) Check that commutation of motor and/or generator is correct.

(*b*) Feel that bearings are not overheating; check that there is no undue noise or vibration; check oil in bearings (where applicable).

(*c*) Check that output voltage, load and frequency (as applicable) are correct and that the motor running indicator circuit (where fitted) is functioning.

Quarterly.

(*a*) Remove commutator and/or slip ring covers, clean and blow out, check brushes for length, freedom and spring pressure (2½ lb./sq. in. of brush contact), inspect internal connexions and conditions of insulation.

(*b*) Carry out insulation test (including starter, regulator and controller).

(*c*) Inspect and clean moving and fixed contacts on starter, regulator, &c. Smear lightly with vaseline A.P. N.12812, check correct operation of starter, regulator, &c. Clean and refill dashpots (if applicable).

Half-yearly.

(*a*) Replace all non-renewable fuses.

Annually.

(*a*) Remove and clean bearing caps, repack with new grease (¾ full) or clean out oil well and replace with new oil.

(*b*) Check flexible earthing straps. Check resilient mounts.

(D.E.E. 148/51/21.)

UNCLASSIFIED.

760.—Directors Mks. 6 and 6* and T.S.—Modification to Surface Elevation Trimmers.

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted.
(*b*) *Type and mark of equipment*	Mks. 6 and 6* directors and T.S.
(*c*) *Part of equipment affected* ..	Surface elevation trimmer.
(*d*) *Purpose of modification* ..	To protect G.R.U. when switching from A.A. to S.U. control.
(*e*) *Nature of modification* ..	Reduce the travel of the stop nut in the trimmers from ± 11½° to ± 5° by fitting collars at either end of the screwed spindle.
(*f*) *Drawings*	D.N.O. 10108; Navy Order diagram issue 13/59.
(*g*) *By whom to be done* ..	Ship's staff or dockyards.
(*h*) *When to be done*	At the earliest opportunity.

(D.O.U.W. 4430/4/111.)

UNCLASSIFIED.

761.—Gun Mountings—4.5-in. Mks. 6 and 6* Mtgs. (Mod. No. 85)—Modifications to Prevent Corrosion of Electro Mechanical Training Brake—REPORTS.

(*A.F.O.* 1484/1959.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted.
(*b*) *Type and mark of equipment*	4.5-in. mk. 6 and 6* mtgs. Gunnery equipment depots.

(*c*) *Part of equipment affected* ..	Electro mechanical training brake.
(*d*) *Purpose of modification* ..	To prevent corrosion and consequent seizing of the brake.
(*e*) *Nature of modification* ..	(*a*) To fit rubber joints to the front access covers. Drawing N.37309F/17 refers. (*b*) (i) To replace existing steel fulcrum pins on the brake by new pins manufactured of phosphor Bronze. Drawing N.42484 REV/25 refers. (ii) To fit battery lubrication to the heads of the fulcrum pins, involving manufacture of a bracket N.42484 REV/26 which will replace existing bracket N.42484 REV/14 and the fitting of lubricators and associated piping. (*c*) To fit drip deflecting plate over the brake. Drawing N.55351 refers.
(*f*) *Drawings*	N.37309F. N.42484 REV. N.55351.
(*g*) *By whom to be done* ..	Ship's staff with dockyard assistance.
(*h*) *When to be done*	At a convenient opportunity.

2. Navy Order 505 of 1959 is hereby cancelled.

(D.O.U.W. 736/59/2.)

(*Navy Order* 505 *of* 1959.)

UNCLASSIFIED.

762.—Gun Mountings—4.5-in. Mks. 6 and 6* Mtgs. (Mod. No. 86) and 4.5-in. Mk. 6* Mod. 1 Mtgs. (Mod. No. 28)—Tool Operating Breech Mechanism—Positive Stowage.

(*A.F.O.* 1558/1959.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted. Gunnery equipment depots.
(*b*) *Type and mark of equipment*	4.5-in. mks. 6, 6* and 6* mod. 1 mtgs.
(*c*) *Part of equipment affected* ..	Tool operating breech mechanism stowage.
(*d*) *Purpose of modification* ..	To prevent tool jumping out of stowage as a result of blast or shock.
(*e*) *Nature of modification* ..	To manufacture and fit a " U " strap in place of the existing top spring clip.
(*f*) *Drawing*	Navy Order Diagram Issue 13/59.
(*g*) *By whom to be done* ..	Ship's staff.
(*h*) *When to be done*	At a convenient opportunity.

(D.O.U.W. 736/59/7.)

RESTRICTED.

763.—Rockets Target Practice 1-lb. Mk. 2—Withdrawal.

All rockets target practice 1-lb. mk. 2 of C.T.B. and S.P.R.A. manufacture, filled 1943 and 1944, which comprise total stocks in Australia, have been withdrawn from service due to premature bursts and deterioration because of age. Stocks are to be returned to the nearest naval armament depot as early as practicable.

2. These stores are regarded as coming under category (DD) of article No. 304, B.R. 862.

3. Replacement stocks are not expected to be available until late 1960 when supply will be made without demand.

4. *Naval Armament Depots only.*—The following amendment is to be made to restriction list " B "—

Section 9.

Sheet no. 230—Amend entry no. R.A.N. 2 to read as follows—

Column 1.—R.A.N. 2.

2.—Rockets target practice 1 lb. mk. 2 (*a*).

3.—All C.T.B. and S.P.R.A. manufacture, filled 1943 and 1944.

4.—Withdraw.

5.—In accordance with N.O.C.M. 73.

6.—Navy Order 763 of 1959.

(D.O.U.W. 728/251/3.)

(*Navy Order* 763 *of* 1959.)

UNCLASSIFIED.

764.—4.5-in. Twin R.P. 41 Mtgs. Mks. 6 and 6*—Modification to Gun Shield to be Recorded as Mod. A.N. 96.

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted, gunnery equipment depots.
(*b*) *Type of equipment* ..	4.5-in. mtgs. mks. 6 and 6*.
(*c*) *Part of equipment affected* ..	gun shield.
(*d*) *Purpose of modification* ..	To permit direct entry into right side of gun house.
(*e*) *Nature of modification* ..	Existing cover plate item N37311F/6 to be replaced by a door.
(*f*) *Drawings*	D.O.U.W. A/51197 series N37311F.
(*g*) *By whom to be done* ..	Dockyards. The frame and door will be supplied by Gunnery Equipment Stores Officer, Sydney on demand.
(*h*) *When to be done*	At earliest opportunity.
(*i*) *How to be treated* ..	As a defect.

(D.O.U.W. 4429/123/248.)

RESTRICTED.

765.—A/S Weapons—A/S Mortar Mk. 10 and Associated Equipment—Modifications.

Information received from Admiralty indicates that modification numbers have now been given to assemblies, e.g. mortar, rammer, weapon control panel, &c. instead of grouped assemblies.

2. This necessitates a change in certain existing modification numbers. On receipt the new numbers and the superseded group numbers will be published in a Navy Order and will also be added to the A/S mortar mk. 10 handbook, B.R. 1709 (1).

3. The modifications listed in the appendixes to this order are numbered in the new series. Ships and establishments holding this equipment are to take the necessary defect list action for the work to be carried out by dockyard quoting this order as the authority. Gunnery equipment depots are to arrange for the modifications to be carried out prior to issue of equipments held in store.

APPENDIX I

RAMMERS MK. 1, MK. 1 MOD. 1 AND MK. 2.

Mod. No.			*Description.*	*Drawing.*	*Remarks.*
Mk. 1.	Mk.1 Mod.1	Mk. 2			
...	3	2	*Control Valve Keep Plate*—Counterbore to be filled by welding and tab washer fitted to securing bolt	UW (E) 1064. Navy Order diagram Issue 13/59	Navy Order 769 of 1959
3	5	4	*Rammer Head*—To be modified to accommodate the chain of tool, projectile with drawing CJ 038 to enable a projectile to be removed from barrel by operating the rammer in hand	UW (E) 1059. Navy Order diagram Issue 13/59	Navy Order 767 of 1959

APPENDIX II.

DEPTH SETTING CONTROL PANEL MK. 2—MOD. No. -3.

Description.	*Drawing.*	*Remarks.*
Modification to separate the 24 volt supplies to the indicating lamps for mortar ready, fuzes homed (1) and fuzes homed (2). Remove the removable frame carrying the relays.	DEE. 50580, DEE. 50581, DEE. 50507. Authorities holding above drawings are to amend them to show wiring changes.	Previously issued as mod. No. 7 to off mounting equipment.

APPENDIX II—*continued.*

Description.	*Drawing.*	*Remarks.*
On the main case, identify terminal strips B and D and the gate jack strip. Remove R-BK-W connexion between TSB1 and TSB5. Remove R-BK-W connexion between TSB5 and TSD7. Shift remaining R-BK-W wire from TSB1 to TSB5, pulling wire back through the cable form as required. Run a new wire from TSB1 to tag 94 on the gate jack strip. Run a new wire from TSD7 to tag 95 on the gate jack strip. On the removable frame, identify relays CN, DN, FN and PH. Remove the red loop between tags 21 on relays CN and DN. Remove R-BK-W loop between tag 21 on relay FN and tag 6 on relay PH. Run a new wire from tag 21 on relay DN to tag 94 on the gate jack strip. 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.		

APPENDIX III.

STABILISER A/S TYPE 854—MOD. No. -1.

Description.	*Drawing.*	*Remarks.*
Gyro Mercury Switches.—Existing Hendrey relay switches to be replaced by new type switches. The new switches are supplied in pairs already fitted to special platforms and no drilling or filing is necessary as existing holes and screws are used.	Detailed fitting instructions and drawings are included with each set of modification parts.	Navy Order 768 of 1959.

(D.O.U.W. 4431/144/265.)

(*Navy Orders* 767, 768 *and* 769 *of* 1959.)

UNCLASSIFIED.

766.—A/S Weapons—A/S Mortar, Mk. 10—Tool, Projectile Withdrawing—Introduction.

(*A.F.O.* 2565/1958.)

Tool, projectile withdrawing, store reference no. C.J. 038 has been introduced to facilitate the removal of projectiles A/S from a loaded mortar. The tool cannot be used until modification no. 3 to power rammer mk. 1, no. 5 to power rammer mk. 1 mod. 1, and no. 4 to power rammer mk. 2, has been carried out, Navy Order 767 of 1959 refers.

2. Allowance is one per ship and should be demanded from the nearest R.A.N. armament depot. The tool will be supplied deficient of torch, lamp and batteries which should be demanded from the nearest naval store depot as follows—

Torch, " Upson-Rugby ", rubber covered	1 per tool.
Lamp, interservice reference X.951146	1 per tool.
Battery, pattern 14074	2 per tool.

3. *Method of Use.*—Apply zero pitch to the barrels and roll the cradle by hand until the tool can be screwed into the projectile by an operator standing on top of the handing room. Remove the outer tube from the tool, bring the mortar to load position and connect the chain from the tool to the recess in the rammer head. Operate rammer in hand to withdraw the projectile from the barrel.

4. Ships warrants will be amended in due course.

(D.O.U.W. 4428/43/451.)

(*Navy Order* 767 *of* 1959.)

UNCLASSIFIED.

767.—A/S Weapons—A/S Mortar, Mk. 10—Loading Equipment—Modification to Power Rammers.

(*A.F.O.* 2563/1958.)

To facilitate the withdrawal of projectiles from a loaded mortar a modification to the rammer heads is to be carried out to accommodate the chain of tool, projectile withdrawing, CJ 038 introduced *vide* Navy Order 766 of 1959. A projectile can then be removed from the barrel by operating the rammer in hand.

2. This modification is to be recorded as—

Modification No. 3 to power rammer mk. 1.
Modification No. 5 to power rammer mk. 1 mod. 1.
Modification No. 4 to power rammer mk. 2.

(*a*) *Ships, establishments and authorities concerned*	" Darings " Types 12 and 15 Frigates, H.M.A. Dockyards G.E. depots, A.O.E.O.'s
(*b*) *Type of equipment* ..	A/S mortar mk. 10 loading equipment.
(*c*) *Part of equipment affected*	Power rammers.
(*d*) *Purpose of modification* ..	To facilitate withdrawal of projectiles from barrel.
(*e*) *Nature of modification* ..	Rammer heads to be modified in accordance with Navy Order diagram issue 13/59.
(*f*) *Drawings, &c.*	Navy Order diagram issue 13/59.
(*g*) *By whom to be carried out*	Ships' staff with dockyard assistance.
(*h*) *When to be carried out* ..	At the earliest opportunity.
(*j*) *How to be treated* ..	As a defect.

(D.O.U.W. 4428/33/79.)

(*Navy Order* 766 *of* 1959.)

UNCLASSIFIED.

768.—A/S Weapons—Mortar Control System Mk. 10—A/S Stabilizer Type 854—Fitting of New Type Mercury Switches—Stabilizer Mod. No. 1.

(*A.F.O.* 2562/1958.)

(*a*) *Ships, establishments, and authorities concerned.* All ships and establishments holding these stabilizers.

(*b*) *Type of stabilizer* .. A/S type 854.

(*c*) *Part of stabilizer affected* .. Gyro mercury switches on stabilizer.

(*d*) *Purpose of modification* .. To fit new type of mercury switches because existing HENDREY relay switches are now out of production and stocks of spares are nearly exhausted.

(*e*) *Nature of modification* .. Detailed fitting instructions and drawings are included with each set of modification parts.
Briefly the modification consists of removing and replacing the old switches with a new type of switch. The new switches are supplied in pairs already fitted to special platforms. No drilling or filing is necessary because existing holes and screws are used.

(*f*) *Supply of modification parts* Sets of parts including fitting instructions will be supplied without demand.

(*g*) *By whom to be done* .. Ships' staff with dockyard assistance as necessary shore establishments and authorities concerned.

(*h*) *When to be done* .. .. Ship fitted equipment to be done when the switches become defective at sea, otherwise during the next refit. Remaining services to be done as convenient.

(*i*) *How to be treated* .. As a defect.

(D.O.U.W. 4431/44/117.)

UNCLASSIFIED.

769.—A/S Weapons—A/S Mortar, Mk. 10—Power Rammer—Modification to Keep Plate fitted to Control Valve.

(*A.F.O.* 1984/1958.)

This item is to be recorded as modification no. 3 for power rammer, mk. 1, mod. 1, and modification no. 2 for power rammer, mk. 2.

(*a*) *Ships, establishments and authorities concerned* Darings and Frigates types 12 and 15.

(*b*) *Type of equipment* .. A/S mortar, mk. 10, power rammer.

(*c*) *Part of equipment affected* Keep plate fitted to control valve.

(*d*) *Purpose of modification* .. To ensure keep plate is positively secured to the control valve.

(*e*) *Nature of modification* .. Remove keep plate (and link welded to it), fill up with welding the counterbore ½-in. diamter ¼-in. deep. Re-drill using existing hole as guide to diameter .323 (letter P drill). Secure keep plate to control valve by $\frac{5}{16}$-in. B.S.F. hexagonal bolt 1-in. long. The bolt to be locked by a tab lock washer. *See* Navy Order diagram issue 13/59 for details.

(*f*) Drawings .. .. Ships' officers—AME. 20440, item 53, and U.C.W. 20449/2, item 51. Navy Order diagram issue 13/59.

(*g*) *By whom to be done* .. Ships staff.

(*h*) *When to be done* .. At the earliest opportunity.

(*i*) *How to be treated* .. As a defect.

(D.O.U.W. 4431/44/112.)

UNCLASSIFIED.

770.—Alteration and Addition Item—Aircraft Carrier—H.M.A.S. MELBOURNE.

The following alteration and addition item is approved for H.M.A.S. MELBOURNE—

Class List Item No. 98. *Classification A.*

Item: To resite the emergency exchange batteries in the main telephone exchange from existing position to the after end of the main low power battery bank situated in no. 2B low power room. The existing canopy situated over the battery bank in no. 2B low power room to be extended by approximately 15-in.

References: H.M.A.S. MELBOURNE's proposed alteration and addition item T.D.L. " BE ".
Navy Office letter 58833 dated 14th April, 1959.
F.O.I.C.E.A. memorandum N20/14/32 dated 10th July, 1959.
Garden Island drawing no. 562/166.

(D.C.C. 1213/52/21.)

UNCLASSIFIED.

771.—Alteration and Addition Item—A/S Frigates (Converted Fleet).

The following alteration and addition item is approved for A/S frigates (converted fleet).

Class List Item No. 525. *Classification A.*

Item: To fit one in no. additional K.H.F. loudspeaker AP.12608A and associated switchgear on the bridge at the signal table port after bulkhead.

Remarks: The item is to be undertaken by ship's staff and a report forwarded on completion.

(D.C.C. 1224/51/2.)

UNCLASSIFIED.

772.—Alteration and Addition Item—Battle and Daring Class Destroyers and A/S Frigates (Converted Fleet).

The following alteration and addition item is approved for Battle and Daring Class Destroyers and A/S Frigates (Converted Fleet)—

Battle Class Destroyers.

Class List Item No. 134. *Classification A.*

Item: To fit amplifier test plug board mk. 1 P.B. and ancillary equipment to drawing D.E.E. 36195 in conjunction with an amplifier test assembly mk. 60 A.A. in the radio maintenance room.

Daring Class Destroyers.

Class List Item No. 19. *Classification A.*

Item: To fit amplifier test plug board mk. 1 P.B. and ancillary equipment to drawing D.E.E. 36195 in conjunction with an amplifier test assembly mk. 60 A.A. in the electronic maintenance room.

A/S Frigates (Converted Fleet).

Class List Item No. 562. *Classification A.*

Item: To fit amplifier test plug board mk. 5 and ancillary equipment to drawing D.E.E. 36197 in conjunction with an amplifier test assembly mk. 60 A.A. in the electronics maintenance room.

References: (*a*) Navy Order 45 of 1959.
(*b*) Navy Office letter 4519/71/2 (2449) of 9th February, 1959.
(*c*) F.O.I.C.E.A. memorandum N20/1/7 of 4th May, 1959.

(D.C.C. 1211/51/52.)

(*Navy Order* 45 *of* 1959.)

UNCLASSIFIED.

773.—Alteration and Addition Item—Boom Defence Vessels.

The following alteration and addition item is approved for H.M.A.S. KIMBLA—

Class List Item 127. *Classification A.*

Item: To approve habitability of galley and boiler room.

(*a*) *Galley.*—To fit natural supply ventilation in accordance with Navy Office drawing 213/279 and insulate bulkhead in way of galley and P.O.'s bathroom preferably on the boiler room side.

(*b*) *Boiler Room.*—To divide outlets from supply trunking in accordance with Navy Office drawing 213/279.

References: (*a*) Navy Office letter 56423 of 13th March, 1959.
(*b*) F.O.I.C.E.A. memorandum 229/70/124 of 28th May, 1959.

Note: This item is not applicable to H.M.A.S. KANGAROO, KOALA, KARANGI and KOOKABURRA.

(D.C.C. 1232/57/2.)

UNCLASSIFIED.

774.—Fitting of Lugged Anchor Shackles in Bower Cables.

(*A.F.O.* 1824/1959.)

An incident has recently occurred in a R.N. cruiser where the bower cables were found to be foul on weighing the anchor. These fouls were caused by the lugged anchor shackle jamming in the ring of the anchor, such that both lugs were on the same side of the ring. The only method of clearing the foul was to cat the anchor and veer cable until the anchor shackle dropped clear.

2. The cables were connected to the anchors with the bow of the lugged type shackle inboard, in accordance with the instructions contained in article 4 (*f*) of B.R. 367. With the lugs in this position there is little or no danger of the lugs fouling the stem, the lower lips of hawsepipes or other projections on the ship's side when the anchor is being hove in.

3. In view, however, of the circumstances referred to in paragraph 1 above, article 4 (*f*) of B.R. 367 has been amended. A.F.O.P. 267/1959 refers.

(D.N.C. 465/52/85.)

UNCLASSIFIED.

775.—Naval Stores (Air)—Vocab. Section 36FF Ghost Engine Spares—Change of Vocabulary Section and Reference Numbers.

(*A.F.O.* 1751/1959.)

Reference number of the item described below has been amended as shown, and stocks and naval store accounts should be adjusted accordingly.

2. Admiralty has advised that the relevant schedules of spare parts will be amended.

Old Reference No.	*Part No.*	*Nomenclature*	*New Reference No.*
36FF/29568	N.1085	Banjo	36TT/2270

(D.N.A.S. 611/54/20.)

UNCLASSIFIED.

776.—Naval Stores (General)—Automatic Emergency Lantern, Pattern F2A/16457—Amendment to Description.

(*A.F.O.* 1263/1959.)

When removing automatic emergency lantern, pattern F2A/16457, from ships destoring it has been found advantageous to leave the associated plug, pattern F2B/17908A, in the fitted position permanently connected to the ship's wiring system.

2. The plug will be dealt with as a separate item in future and drawing DEE 6875R/4 will be amended to show it as an item required to complete the lantern, pattern F2A/16457.

3. Any plugs, pattern F2B/17908A, attached to lanterns, pattern F2A/16457, in stock at the dockyards should be removed and taken on separate charge.

4. Admiralty has advised that the relevant publication will be amended.

(D.N.A.S. 4518/22/571.)

UNCLASSIFIED.

777.—Naval Stores (General) (Class B, Group 10B)—Lightweight Ladders Patterns 12395 and 12750—Introduction and Allowances.

(*A.F.O.'s* 2880/1956 *and* 1677/1957.)

The following lightweight ladders have been introduced into the R.A.N. as naval stores (general) class B, group 10, part B—

Pattern.	*Description.*	*Accounting Classification.*
12395	Ladder boat light alloy length 10-ft. 7½-in. (to Admiralty drawing D262)	P
12750	Ladder, extension/step aluminium extended length 13-ft. 10-in. (to Admiralty specification 1024) ..	P

2. Pattern 12395 is a diving ladder to be used generally over gunwhales of diving boats and replaces the pattern 565 ladder. Pattern 12750 is a general purpose lightweight ladder which can be used either as an extension or step ladder and replaces the pattern 4861 wood ladder.

3. Allowances of these ladders are as follows—

Pattern 12395.	*No.*	*Pattern* 12750.	*No.*
H.M.A.S. WATSON (includes allowance for sub-sunk) ..	4	Carriers	2
M.C.D.U.	1	Destroyers	1
M.C.D.T.	1	Frigates (all classes) ..	1
H.M.A.S. MELBOURNE ..	2		
Darings	1		
Battles	1		
Frigates, Type 15	1		
A/S Frigates (Sloop) ..	1		
H.M.A.S. KIMBLA ..	1		
H.M.A.S. CERBERUS ..	1		
H.M.A.S. LEEUWIN ..	1		
G.M.W.D.	1		

4. Supply will be effected without demand when stocks become available.

5. Patterns B10B/565 and E12/4861 ladders are now obsolete and, on receipt of the new lightweight ladders, should be returned to the appropriate (S) N.S.O.

(D.N.A.S. 506/61/17.)

UNCLASSIFIED.

778.—Naval Stores (General) (Class D, Group 3)—Nylon Worsted Flags—Washing.

(*A.F.O.* 1491/1959.)

Nylon worsted flags are now being issued and are to be washed as they become soiled, replacement only being sought when the flags are worn out.

2. They should be washed in the same was as woollen flags, i.e., in tepid water, using hard yellow soap, and well rinsed to remove all traces of soap solution.

3. Admiralty has advised that B.R. 1971, The V.S. Handbook, article 1118 will be amended accordingly.

(D.N.A.S. 510/54/1.)

UNCLASSIFIED.

779.—Naval Stores (General) (Class E, Group 2C)—Rubber Washers, Rings and Discs for Use with Electric Lanterns and Fittings—Introduction.

(*A.F.O.* 1262/1959.)

In order to obviate the necessity for periodical small purchases of rubber washers, rings, and discs for certain electrical lanterns and fittings it has been decided to introduce the following items into the Rate Book and Authorized List of Naval Stores under class E, group 2, part C—

Pattern.	*Description.*	*Major Item in which fitted.*	*Quantity fitted.*
5643	Disc	F2A/16457	1
5644	Washer ..	F2A/16457	1
5645	Washer ..	F2A/3920A	2
		F2A/3921A	2
		F2A/3922A	2
5646	Washer ..	F2B/5543	1
5647	Washer ..	F2B/4936	2
5648	Washer ..	F2B/5195	2
5649	Ring	F2B/5543	1
5650	Washer ..	F2A/16042	2
		F2B/17023	2
		/17024	2
		/17025	2
		/17026	2
		/17027	2
		/17028	2
5651	Washer ..	F2B/17076	2
5652	Washer ..	F2B/17226	6

2. Demanding services are to ensure that separate demands are forwarded for the appropriate washers, &c., when drawing the major items. Replacement requirements should be demanded as they arise.

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 512/56/24.)

UNCLASSIFIED.

780.—Naval Stores (General) (Class E, Group 4)—Wooden Furniture for Class III. Cabins.

Consequent upon a recommendation of the R.A.N. Habitability Committee it has been decided, in order to improve appearance and living conditions, to increase the number of items of furniture in wood in R.A.N. ships.

2. Wooden furniture will therefore be fitted in R.A.N. ships building and those undergoing modernization and conversion in lieu of the undermentioned items of aluminium alloy furniture which are obsolete so far as the R.A.N. is concerned—

Pattern.	*Description.*
3814	Chest of drawers.
3815	Chest of drawers.
3817	Secretaires.
3818	Secretaires.
3820	Wardrobes.
3821	Wardrobes.
3822	Bookracks.
3823	Wash cabinets.
3824	Toilet cabinets.

(D.N.A.S. 512/69/30.)

UNCLASSIFIED.

781.—Naval Stores (General) (Class E, Group II.)—Replacement of Nylon Paint Brushes by Bristle Type Brushes.

After extensive use of nylon paint brushes in the R.A.N. it has been found that the advantages which previously warranted their adoption do not now justify their retention in place of the bristle paint brush.

2. No further purchases of 3 and 4-in. nylon paint brushes will be made but existing stocks will be issued until exhausted.

3. Future purchases of 3 and 4-in. bristle brushes will be accounted for under class E, group II., as patterns 943-0558 and 943-0559 respectively.

(D.N.A.S. 4514/11/161.)

UNCLASSIFIED.

782.—Naval Stores (General)—Transfer of Reversing Relay, Pattern A.F. 9118, from Gunnery Equipment to Naval Stores.

(*A.F.O.* 959/1959.)

It has been decided that reversing relay, pattern A.F. 9118, hitherto dealt with under gunnery equipment shall be transferred to naval stores and added to the appropriate Rate Book. It has therefore been assigned pattern A.P. 201266, and will in future be appropriate to N.A.T.O. supply classification 5945, class F, group 22.

2. Transfer is to be come effective from 1st September, 1959.

3. The following detailed instructions are promulgated for information and action by all concerned—

(*a*) *H.M.A. ships*—

(i) The relays are to be marked with the new pattern number and class/group by means of locally printed or manuscript tallies affixed to their individual wrappings with transparant self-adhesive tape.

(ii) The relays are to be transferred from the list of equipments, &c., and taken on charge (under pattern A.P. 201266) in the naval store account in accordance with A.B.R. 4, 1812 (*f*) (Navy Order 1107 of 1958, paragraph 8 (*f*) refers).

(*b*) *Gunnery equipment depots*—

Transfer of serviceable stocks should be made to the nearest (Superintending) Naval Store Officer, to be dealt with as at paragraph 3 (*a*) (i) and absorbed into stock under the appropriate pattern number and class/group. Repairable stocks should not be transferred but should be disposed of in accordance with current procedure.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4518/90/4.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

783.—Naval Stores (Technical)—Allowances of Electronic Spares.

The following procedure, which replaces the system introduced by B.R. 1924, is to be adhered to in calculating the total allowances of electronic spares for all radio and technical equipment.

Details of Allowances.

2. Radio equipment. Allowances of electronic spares are now shown in establishment lists for the individual sets concerned.

3. A complete revision and re-issue of all " E " lists is now in hand, the revised " E " lists show the individual patterns in alphabetical order within classes and groups. They are now published in a loose-leaf form with suitable hinged board covers to contain the sets of " E " lists appropriate to the ship concerned. To simplify correction, errata is issued, wherever possible, by means of a complete new page for insertion in the appropriate " E " list.

4. Each ship and establishment should hold three copies of the revised " E " lists together with hinged board covers. One copy for use by the Supply Officer and two copies for the Electrical Officer.

5. Hinged board covers have been distributed as follows—

H.M.A.S. MELBOURNE	12 sets.
Destroyers and Frigates	6 sets.
Establishments	6 sets.
Ocean Minesweepers and below	3 sets.

6. Asdic equipment—Allowances of electronic spares are shown in A/S lists.

7. Vote 8/111 equipment—Allowances of vote 8/11 electronic spares are shown as follows—

Gunnery equipment	B.R. 226 series.
Underwater weapon and torpedo control equipment	B.R. 227.
Other vote 8/111 equipment	Sea store establishments.

Basis of Stocktaking of Electronic Spares.

8. (*a*) Permanent stores—

(i) Details of allowances of permanent spares for each individual item of equipment fitted should be inserted in the appropriate space on the back of the relevant ledger pages, forms A.S. 153, which should be adapted as necessary for the purpose.

(ii) The reduction factor as shown in the " Memorandum of Instructions " for each " E " list, should be applied to the total of allowances for individual sets or outfits and the resultant quantity, representing the net allowance for the ship should then be inserted in the space provided on the front of the ledger page.

(iii) In future when new ledger pages are raised at a storing yard (i.e., new construction) or when a ship is to re-store after reserve or re-fit, ledger pages for electronic spares for equipments will be prepared as indicated in sub-paragraph (i).

(*b*) Consumable stores—

(i) Stocks of spares for equipment fitted in ships in commission should be maintained in accordance with actual expenditure.

(ii) In the case of ships under construction the calculation of allowances of consumable electronic spares will be carried out after applying the reduction factor on the consumable ledger pages thus providing the ship with full details of allowances. A rubber stamp as per specimen below will be impressed in the margin of all ledger pages concerned—

All'ce.																					
Set																				TOTAL	Final All'ce.

9. On receipt of new equipment, action should be taken by ship's staff to adjust the allowances table on the ledger pages from the information contained in the relevant " E " or A/S list, and demands as necessary to complete to the revised allowances, should be lodged with the storing yard.

10. *Removal of Equipment from Ships.*—Ships' Electrical Officers should inform the Supply Officer when complete equipments are removed in order that the allowance table for the spares involved may be adjusted as necessary and arrangements made for the return to the dockyard of redundant or suplus spares.

11. Navy Order 524 of 1959 is hereby cancelled.

(D.N.A.S. 517/51/48.)

(*Navy Order* 524 *of* 1959.)

UNCLASSIFIED.

784.—Naval Stores (Technical)—Electronic Spares—Calculation of Allowances.

(*A.F.O.* 3070/1958.)

Following on the revision of class F of the Rate Book of Naval Stores as promulgated by Navy Order 607 of 1959 (Electrical and Electronic Spares—Revised Rate Book Classification of) the basis of stockholding of electronic spares for allowance purposes previously covered under class/groups F.I.A. Pt. 1 and F.4, is now extended to include the following groups—

Class/groups—F.I.A./Pt. 1, F.4, F.8 to F.16 inclusive, F.21, F.22, F.29, F.33 and F.34.

2. Note 4 of the " Memorandum of Instructions " to all radio establishment lists should be amended accordingly.

3. Admiralty has advised that new E lists, on promulgation will incorporate the revised instructions.

(D.N.A.S. 517/51/47.)

(*Navy Order* 607 *of* 1959.)

785.—This order will not be issued.

UNCLASSIFIED.

786.—120-ft. Motor Lighters—Double Bottom Compartments.

The double bottom compartments in the 120-ft. motor stores fresh water or refrigerated lighters are not to have water introduced into them at any time.

2. Although means are provided for pumping these compartments, out, they are not accessible for cleaning and painting, and should therefore be kept empty.

(D.N.C. 1275/68/19.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

787.—Shirts, Action-working—Cotton/Terylene.

A cotton/terylene material has been adopted as the approved material for the manufacture of action-working shirts and supplies of shirts made from this material will be available from H.M.A. victualling yards when existing stocks of drill shirts are exhausted.

2. The design and size range of action-working shirts remains unchanged but the new material, with its quicker drying properties, greater strength and durability provides a shirt more capable of withstanding rigorous use than the existing drill shirt; consequently, a much longer service life may be expected.

3. If desired, the shirts may be lightly ironed with a cool to warm iron; however, care should be taken to avoid the application of excessive heat as terylene will soften and deteriorate at a far lower temperature than that at which natural fibres scorch.

4. The price to be charged for repayment issues is contained in the Official Memorandum, Prices of Clothing, &c., Maintained for Issue to Ships' Companies, dated 1st August, 1959.

5. This order will be reprinted for posting on Notice Boards.

(D.V. 917/96/4.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

788.—Form A.S. 430—Trade Certificate for Electrical Artificer (Ship)—Revision.

Form A.S. 430—Trade Certificate for Electrical Artificer (Ship)—has been revised and retitled " Trade Certificate Electrical Artificer ".

2. This Trade Certificate is for use in respect of all ratings trained in both general service, air electrics and electronics.

3. Forms A.S. 430, A.S. 430A, A.S. 430B or A.S. 430C, (established 1954) placed in the Certificate of Service of Apprentices at H.M.A.S. NIRIMBA are now to be replaced by the new form A.S. 430.

4. There will be no further reprint of the following forms—

A.S. 430 (established 1954) ..	Trade Certificate Electrical Artificer (ship).
A.S. 430A (established 1954) ..	Trade Certificate Radio Electrical Artificer (ship).
A S 430B (established 1954) ..	Trade Certificate Electrical Artificer (air).
A.S. 430C (established 1954) ..	Trade Certificate Radio Electrical Artificer (air).

Existing stocks of these forms will, however, be held by Superintending Naval and Air Store Officer, Sydney to meet the requirements of the different categories of ratings still serving who continue to be employed in their own electrical category till discharged.

5. The preparation of the new form is to be in accordance with Q.R. & A.I., appendix 10, part 2. Navy Order 1120 of 1958 is also relevant.

(H.P.B. 464/54/73.)

(*Navy Order* 1120 *of* 1958.)

UNCLASSIFIED.

789.—Forms A.S. 1246D and 1246E—Trade Certificates for Communication Ratings.

Form A.S. 1246D—Trade Certificate for Tactical Communication Rating, and form A.S. 1246E—Trade Certificate for Radio Communication Rating, have been revised and are available on demand from the Superintending Naval and Air Stores Officer, Sydney.

2. Initially a copy of the appropriate revised form is to be placed on the Certificate of Service of all communication ratings borne. Stocks of forms are to be demanded on the basis of one for each rating borne plus 25 per cent. for wastage, thereafter forms are to be inserted in Certificates of Service at H.M.A.S. CERBERUS on completion of the part 1 professional course.

3. Existing stocks of forms A.S. 1246D and A.S. 1246E (established 1958) are to be destroyed.

(H.P.B. 464/54/50.)

RESTRICTED.

790.—B.R. 1982—Volume 1—Navigation Direction Drill Book (Radar).

Attention is drawn to Navy Order 49 of 1959, paras. 7 and 8, which state the action required to be taken by holders of B.R. 1982—Volume I.—Navigation Direction Drill Book (Radar)—when the new issues detailed in para. 6 of the order are received.

2. A considerable amount of current material has been returned to S.N.S.O. Sydney, although the order specifically states that part 1 only is to be destroyed and the remaining parts re-incorporated in the book.

3. The establishment of B.R. 1982 should be amended as under—

	From	*To*
Navy Office	1	2

(D.N.A.S. 465/252/11.)

(*Navy Order* 49 *of* 1959.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

C.N.O.'s 791-830/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
25th September, 1959.

The enclosed 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.

CONTENTS.

CONTENTS—*continued.*

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

791.—Divers—Policy.

Navy Order 532 of 1959 is to be amended as follows—

Delete paragraph 4 and insert in its stead—

4. The Hydrographic Diver and the Artificer Diver will qualify in the basic qualification of Diver but will be given additional instruction to enable them to perform their specialized tasks. In the case of the Hydrographic Diver the additional instruction will be carried out by the Survey Ship.

(H.N.B. 311/201/6.)

(*Navy Order* 532 *of* 1959.)

RESTRICTED.

792.—Signals—Files Required to be Held.

In many cases the number of signal files required to be kept in accordance with A.F.O. S1/58 para. 674 is not justified by the amount of signal traffic in certain small ships and establishments.

2. At the discretion of administrative authorities the number of signal files can be reduced, the following being the minimum—

(*a*) Unclassified

(*b*) Classified messages up to and including Secret.

(*c*) Exclusive and Top Secret.

(*d*) Private telegrams (where applicable).

(*e*) General Message Series and Local Series as ordered in Navy, Fleet or Local Orders. Crytographic message series must be kept separate but other general message series may be kept on files (*a*) or (*b*) above as appropriate providing adequate checking arrangements are made.

3. Files are to be handled and stowed in accordance with current security regulations.

(D.S.D. 77/201/4.)

UNCLASSIFIED.

793.—Weapons—Dockyard Organization.

With the introduction of increasingly complicated gunnery and underwater weapon control and allied systems, it has become necessary to set up a Weapons Division in H.M.A. Dockyard, Garden Island.

2. A Superintending Weapons Engineer (S.W.E.) has been appointed to the staff of G.M.G.I.D. and he is responsible for the various functions of the Weapons Division.

3. The Weapons Division is responsible for the—

(*a*) installation;

(*b*) modification;

(*c*) examination to confirm or determine the extent of repair required when diagnosis is beyond the capacity of store or ship's facilities; and

(*d*) repair and refit of gunnery and underwater and allied systems. This responsibility includes mechanical, hydraulic and electrical aspects.

4. So that the most convenient and economical use can be made of staff facilities, the Weapons Division is also responsible for—

(*a*) other hydraulic installations in ships including steering pumps (but not steering systems);

(*b*) steam catapult;

(*c*) certain electronic equipment such as echo sounders; and

(*d*) examination to determine the extent of repairs required and the repair of optical equipment, scientific instruments, watches and clocks.

5. For similar reasons the division will maintain a specially trained and appointed unit to carry out overall testing, tuning and setting to work. Because of the specialist knowledge involved the Testing, Tuning and Setting to Work Unit (T.T.S.U.) of the Weapons Division will also be required to carry out this function in ships building by contract.

6. The appointment of Armament Assistant at H.M.A. Dockyard, Garden Island, has been allowed to lapse, the S.W.E. now being responsible to the Captain of the Port, Sydney, for the additional duties of the Gunnery Equipment Stores Officer.

7. The Superintending Electrical Engineer will continue to be responsible for carrying out the installation, connexion and disconnexion of electric cables to associated weapons equipment on board H.M.A. ships, as well as repairs, &c., to power supply equipment, motors, metadynes, electronic governors, &c.

8. A similar organisation has been set up in H.M.A. Dockyard, Williamstown, its functions and capabilities being generally comparable with that in operation at Garden Island.

9. Navy Orders 1147 of 1958 and 203 of 1959 are hereby cancelled.

(D.E.E. 1424/51/5.)

(*Navy Orders* 1147 *of* 1958 *and* 203 *of* 1959.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

794.—Engineering Branch—Examination for Leading Engineering Mechanic.

It has been decided that, from the date of this order, 1st class ratings of the Engineering Branch may undergo the examination for Leading Engineering Mechanic at any time after obtaining the Auxiliary Machinery Watchkeeping Certificate without first having qualified E.T. 1.

2. E.T. 1 will remain a necessary qualification before a rating can be recommended for advancement to the Leading rate.

3. A.B.R. 10 article 1403 (F) (ii) will be amended in due course.

(H.P.B. 303/21/9.)

UNCLASSIFIED.

795.—Films and Filmstrips—Educational—Titles—" Encyclopedia Britannica Physics Course "—" Unit VII—Atomic Physics " (Serial No. E.952)—" Unit VIII—Electronics " (Serial No. E.953)—Distribution.

(*A.F.O.* 1972/1958.)

The " Encyclopedia Britannica Physics Course " film sets detailed in paragraph 2, have been acquired for naval service and arrangements are being made for the distribution, without demand, of one copy of each set to the R.A.N. Film Library, Sydney, for the particular use of the Royal Australian Naval College, Jervis Bay, H.M.A.S. NIRIMBA, the Electrical School at Flinders Naval Depot, and the A.B.C.D. School in H.M.A.S. PENGUIN.

2. These films consist of two series of 30 minute lessons aimed at students at about matriculation level. Each series is progressive, but single lessons can be used on their own. Details of each are as follows—

Unit VII—Atomic Physics (Serial no. E. 952).

Lesson 1.—Discovery of the Electron.
Lesson 2.—Electronic Charge and Mass.
Lesson 3.—The Elements and their Isotopes.
Lesson 4.—Electronic Charge to Mass Ratio.
Lesson 5.—Light Sources and their Spectra.
Lesson 6.—Wave Lengths of Spectrum Lines.
Lesson 7.—X-rays.
Lesson 8.—Radioactivity.
Lesson 9.—Radioactivity Measurements.

Unit VIII—Electronics (Serial no. E. 953).

Lesson 1.—Electromagnetic Waves.
Lesson 2.—Vacuum Tubes.
Lesson 3.—Characteristics of Vacuum Tubes.
Lesson 4.—Oscillators, Amplifiers and Radio.
Lesson 5.—The Photoelectric Effect.
Lesson 6.—Electromagnetic Waves.
Lesson 7.—Radar and T.V.
Lesson 8.—Geiger-Mueller and Scintillation Counters.

3. These films are in colour, each lesson being issued on one spool.

4. Though these films are intended primarily for the ships listed in paragraph 1 there is no objection to other establishments using them. Normally no more than four lessons will be issued to an establishment at one time. The film librarian has the authority to issue more if the demand for these films is not heavy.

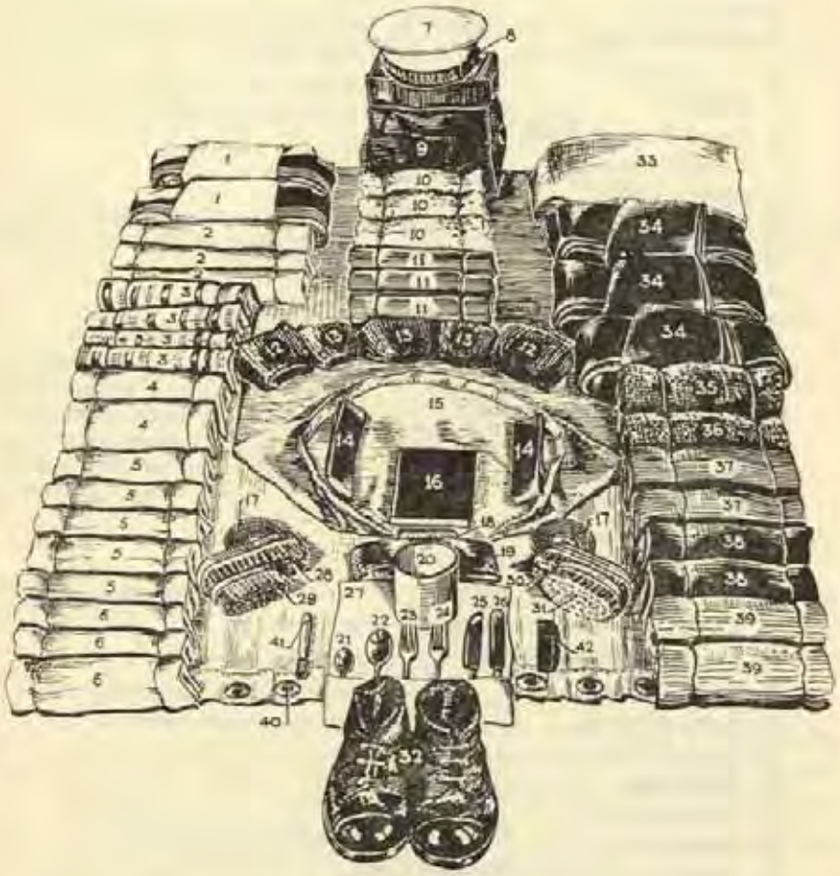
(D.N.E.S. 519/56/24.)

UNCLASSIFIED.

796.—Lay-out of Kit—Men Dressed as Seamen.

To ensure that a rating is fully kitted up, and that his kit is in good condition, all junior ratings may be required to lay out their kits for inspection by their Divisional Officers.

2. The method of laying out a kit for inspection is shown in the appendix to this order.



APPENDIX.

KEY.

1. Jumpers and trousers, white drill.
2. Sheets, cotton.
3. Suits, pyjama.
4. Shorts, white, tropical.
5. Flannels, cotton.
6. Drawers.
7. Cap white, class II.
8. Ribbon, cap.
9. Respirator.
10. Towels, bath, medium.
11. Collars, blue jean.
12. Stockings, blue.
13. Socks, black.
14. Scarves, black.
15. Bag, kit.
16. Instructional manuals.
17. Lanyards, knife.
18. Type, name.
19. Waistbelt, blue with pouch.
20. Mug, earthenware.
21. Spoon, tea (51917).
22. Spoon, dessert (51883).
23. Fork, table, large (51433).
24. Fork, table, large (51433).
25. Knife, table, stainless (51609).
26. Knife, table, stainless (51609).
27. Container, cutlery, plastic.
28. Brush, polishing.
29. Brush, blacking.
30. Brush, clothes.
31. Brush, hair.
32. Boots, heavy.
33. Raincoat.
34. Jumpers and trousers, seamen's serge.
35. Jersey, blue.
36. Jersey, blue, sleeveless.
37. Trousers, action, working.
38. Shorts, blue.
39. Shirts, action working.
40. Hammock, seamen's unslung (loan).
41. Brush, tooth.
42. Comb.

APPENDIX—*continued.*

Additional items to be included in lay-out.

(*a*) 2 caps, blue working (Air maintenance rating and Engineering Mechanics).
(*b*) 1 knife with marline spike (Seamen and Naval Airmen employed as Seamen).
(*c*) 1 pair shoes, gymnastic (Air maintenance ratings).
(*d*) 2 suits, blue overall (Engine Room ratings, Air Maintenance ratings, Electrical Branch ratings).
(*e*) 3 singlets, cotton, style 1 (Cooks).
(*f*) 3 trousers, white drill, class I and III (Cooks and Sick Berth Attendants).
(*g*) 3 shirts, white, with collar (Sick Berth Attendants only).
(*h*) 3 pairs, gloves, cotton, white (Stewards only).
(*i*) 3 tunics, white drill, with blue facings (Stewards only).

Items to be omitted from lay-out.

1 shirt, action working	Engine Room ratings, Air Maintenance ratings, Electrical Branch ratings, Cooks and Sick Berth Attendants.
1 pair trousers, action working ..	

Items rating is assumed to be wearing.

1 cap, white, class II.
1 ribbon, cap.
1 pair drawers.
1 shirt, action working.
1 pair socks, black.
1 pair trousers, action working.
1 pair shoes, black.

(D.V. 930/51/9.)

UNCLASSIFIED.

797.—Leave.

Section 1 of Navy Order 644 of 1959 is to be amended as follows—

(*a*) Delete paragraph 2 and insert in its stead—

2. When the Captain of a seagoing ship is absent from his ship for the night or has ceased to exercise Command by reason of sickness or for other cause, the Executive Officer or an officer entitled to exercise sea command (*see* Q.R. and A.I. articles 0131, sub-clause (*c*) and 0134 clause 1 (*a*)) who is either senior to the Executive Officer or of Commander's rank (other than an officer appointed additional for staff or special duties) is to sleep onboard. This instruction may be relaxed only by permission of the senior officer present.

(*b*) Delete paragraph 7 and insert in its stead—

7. If it should be proved to the satisfaction of the Captain that the absence of an officer or rating without leave was not due to misconduct or fault of his own, but to circumstances which made it impossible for him to return at the appointed time, he is not to be considered as a defaulter or subject to disciplinary action for his involuntary absence.

(H.N.B. 47/8/1.)

(*Navy Order* 644 *of* 1959.)

UNCLASSIFIED.

798.—Living Out and Supplementary Travelling Allowances.

Where an unmarried member is absent overnight on duty, or on detached duty from his permanent place of duty involving absence overnight from his place of residence, an allowance at the rate of 9s. 6d. per day may be paid to him, subject to the conditions set out below. The allowance payable under this authority is additional to Travelling Allowance which may be payable under existing rules.

2. The circumstances in which the allowance is payable and the conditions of payment are—

(*a*) *Member living out and in receipt of Living Out Allowance at his normal place of duty and lives out at the new locality*—The allowance is payable during travel and while at the new locality. Payment will be effected by the continuous credit of Living Out Allowance.

(*b*) *Member living out and in receipt of Living Out Allowance at his normal place of duty and lives in at the new locality*—The allowance is payable for a total period not exceeding 30 days during travel and while living in at the new place of duty. Payment will be effected by the continuous credit of Living Out Allowance, subject to the 30 days rule.

(*c*) *Member living in at his normal place of duty and lives out at the new locality*—The allowance is payable during travel and while at the new locality. Payment will be effected as Supplementary Travelling Allowance.

(*d*) *Member living in at his normal place of duty and lives in at the new locality*—The allowance is payable during the two journeys only. Payment will be effected as Supplementary Travelling Allowance.

3. Where payment of the allowance for part of a day is involved (either as Living Out Allowance or as Supplementary Travelling Allowance) any period of twelve hours or more is to be regarded as a full day and any lesser period is to be disregarded.

4. The payments of Supplementary Living Out Allowance under paragraphs 2 (*c*) or (*d*) are to be made on form A.S. 542.

5. In regard to the certificate by the Supply Officer on form A.S. 542—

(*a*) Where Living Out Allowance is payable under paragraph 2 (*a*) or (*b*) the word not is to be deleted and initialed by the Supply Officer; and

(*b*) Where Supplementary Travelling Allowance is payable under paragraphs 2 (*c*) or (*d*) the certificate is to be signed without alteration.

6. A.C.N.B. message 196F of 19th August, 1958 is hereby cancelled.

7. The contents of this order will be incorporated in Interim Pay Instructions.

(H.P.B. 252/6/5.)

UNCLASSIFIED.

799.—Ratings—Steward Branch—Introduction of Quarterly Professional Examinations for Leading Steward.

In order to overcome the shortage of Leading rates in the Steward Branch, it has been decided to introduce quarterly professional examinations.

2. Navy Order 1071 of 1958 is to be amended as follows—

Insert:

Examination.	*Date of Examination.*	*Return of candidates due at Navy Office.*
Leading Steward..	Tuesday, 24th November.	9th November

3. Thereafter professional examinations will be held in February, May, August and November of each year. Dates of examinations will be promulgated in due course.

4. A.B.R. 10, article 2518 will be amended.

(H.P.B. 311/4/15.)

(*Navy Order* 1071 *of* 1958.)

UNCLASSIFIED.

800.—Retention of Lodgings Allowance.

Where an unmarried member is living out and is admitted to hospital he may be reimbursed the actual cost incurred for retention of his lodgings but not exceeding an amount of 9s. 6d. per day.

2. Where a married member is in receipt of Living Out Away From Home Allowance and he—

(*a*) is absent from his lodgings while on temporary duty at a place other than his normal place of duty;

(*b*) is admitted to hospital; or

(*c*) proceeds on leave with pay for more than seven days,

he may be reimbursed the actual cost incurred for retention of his lodgings but not exceeding two-thirds of the rate of Living Out Away From Home Allowance operative from 4th July, 1958, which was payable to him immediately prior to his absence.

3. Payments are to be limited to the period of absence or thirty days whichever is the less. This allowance is not payable concurrently with Living Out Allowance or Living Out Away From Home Allowance and payment is subject to the production by the member concerned of receipts for the payments for lodgings during his absence.

4. Payments will be made through the cash account.

5. A.C.N.B. message 195F of 19th August, 1958 is hereby cancelled.

6. This order supersedes instruction 67 of Interim Pay Instructions which will be re-issued.

(H.P.B. 252/6/6.)

UNCLASSIFIED.

801.—Supplementary Living Out Allowance.

Where, on taking up a new appointment or draft, an unmarried member who lives out can demonstrate difficulty in obtaining board and lodgings at a reasonable rate and the Naval Board is satisfied that the member is not settled but is actively and genuinely trying to obtain cheaper lodgings, a higher rate of Living Out Allowance may be approved.

2. For this purpose the following weekly rates to cover full board or lodgings plus normal meals will be deemed to be reasonable—

	£	s.	d.
Captain	9	0	0
Commander, Lieutenant-Commander or Lieutenant-Commander (S.D.) with not less than eight years' pay seniority	8	0	0
Lieutenant, Lieutenant-Commander (S.D.) with less than eight years' pay seniority or officer of lower rank	7	0	0
Men	5	10	0

3. Where the weekly cost of full board or lodging plus normal meals (based on Meal Allowance rates) does not exceed the above rates, only the normal rate of 9s. 6d. per day is payable.

4. Where the weekly cost exceeds the above rates, the normal rate of Living Out Allowance will be payable in the pay account, and, in addition, a Supplementary Living Out Allowance equal to the excess over the rates in paragraph 2 and up to a maximum rate of £5 per week will be paid while the member occupies the particular lodgings.

5. Payment of Supplementary Living Out Allowance will be limited to the period of sixty days after arrival in the new locality. It is not, however, expected that payment will need to be made for more than a short period in any particular case.

6. Payment of Supplementary Living Out Allowance is subject to the approval of the Naval Board in each case.

7. Receipts are to be forwarded with all applications.

8. Supplementary Living Out Allowance is to be paid through the pay account card and form A.S. 9A raised.

9. The contents of this order will be incorporated in Interim Pay Instructions.

(H.P.B. 252/6/7.)

Section 3.
HULL, MACHINERY AND STORES.

UNCLASSIFIED.

802.—Gun Direction Officers Sights Types T.275 and T.275A (G.D.S. 2* and 5)—Roll Gyro Supply Fuses.

(*A.F.O.* 1816/1959.)

Two cases have occurred of the winding of a G.S. mk. 3 gyro wheel in a type T.275 G.D.O. sight burning out as a consequence of single-phasing due to line fuse failure. In both cases this has been attributed to the inadvertent fitting of 2-amp. instead of 5-amp. fuses, and the attention of all users is drawn to the necessity of fitting 5-amp. fuses to avoid damage due to single-phasing. The gyro starting current is approximately 3.6-amps., decreasing to 2-amps. after one minute, with a final running current of 0.5-amps.

(D.O.U.W. 736/61/1.)

UNCLASSIFIED.

803.—Gun Mountings—40-mm. Mk. 9* Mtgs.—Replacement of Burgess Microswitch in Firing Gear Circuit by Microswitch A.P. 205636—Introduction.

(*A.F.O.* 1954/1959.)

A failure in the R.N. of the firing circuit of a 40-mm. mtg. was found to be due to a jammed microswitch, AM ref. 5.CW/4098 (or 5.CW/4638).

2. The microswitch was used to cut in the economy resistance after the firing solenoid was energised, and in the case in question the normally closed switch had jammed open leaving the economy resistance permanently in circuit with the solenoid, thereby preventing the latter from closing. This resulted from the entry of sea-water inside the rubber shrouding, which led to the corrosion of the plunger and guide-bush and jamming of the microswitch.

3. A modified microswitch, type BZ.38/207 incorporating a stainless steel plunger running in an oil-impregnated bush has been introduced into the service.

4. The switch has been allocated pattern no. F30/205636 and included in the Rate Book and Authorized List of Naval Stores as a consumable item under class/group F.30 (NATO class/group 5930). Only pattern 5.CW/4098 or 5.CW/4638 microswitches on 40-mm. mk. 9* mtgs. adjacent to the firing solenoid, are to be replaced with pattern F30/205636 microswitches.

5. After fitting, the microswitches, pattern F.30/205636, are to be tested periodically for freedom of action, but the rubber shroud is not to be removed for visual inspection as it is cemented to the housing.

6. Replacement of the microswitches is to be undertaken by ship's staff.

7. Navy Order 293 of 1959 is hereby cancelled.

(D.O.U.W. 736/64/12.)

(*Navy Order* 293 *of* 1959.)

UNCLASSIFIED.

804.—Gunnery Equipments—Rubber Fittings.

Reports have been received indicating that the perishing of rubber fittings has resulted in faulty operation of gunnery equipments. All rubber fittings, buffer pads, &c., on gunnery equipments are to be inspected and any found to be showing signs of elastic collapse are to be replaced by ships' staff or included in the next dockyard defect list if beyond the ships' staff capabilities.

(D.O.U.W. 1215/53/3.)

UNCLASSIFIED.

805.—Guns—Q.F. 4.5-in., Mk. 5—Modification to Loading Stop.

(*A.F.O.* 1953/1959.)

The following modification is approved—

Gun	Q.F. 4.5-in. mk. 5.
Parts affected	BP 076 STOP, loading, left gun—assembly. BP 089 STOP, loading, right gun—assembly. BP 434 PIN, axis, long, loading stop, left gun. BP 447 PIN, axis, long, loading stop, right gun.
Purpose	To facilitate withdrawal of the long axis pins for adjustment of the loading stops.
Nature of modification ..	Provision of a ¼-in. B.S. fine × ⅜-in. tapped hole in the long axis pins.
Drawings	N.O.D. 3175/25 Items 22 and 24.
By whom to be done ..	R.A.N. armament depots.
When to be done ..	As convenient.

2. Spare BP 076 and BP 089 STOP, loading—assembly and BP 434 and BP 447 PIN, axis, long, loading stop, held in store and on board H.M.A. ships are to be modified concurrently.

3. Schedule of modifications part 1.
Q.F. 4.5-in. mk. 5 gun and accessories.
Add serial no. 31.
Amend serial no. 28 by adding to remarks column—
" Amend by serial no. 31 ".

(D.O.U.W. 706/51/8.)

UNCLASSIFIED.

806.—Guns—Q.F. 4.5-in. Mk. 5—Removal of Breech Block Wipers—Modification to Breech Rings.

(*A.F.O.* 1817/1959.)

The removal of breech block wipers authorized in Navy Order 884 of 1957 has not adversely affected the lubrication of breech blocks in Q.F. 4.5-in. mk. 5 guns. It has been decided therefore that the wipers will not be replaced.

2. The following modification is therefore approved—

Gun	Q.F. 4.5-in. mk. 5.
Part affected	BP 014 BODY, assembly. BP 040 BODY, assembly.
Purpose	To restore breech rings consequent on disposal of breech block wiping gear.
Nature of modification ..	Plug holes in breech ring with steel plugs.
Drawing	N.O.D. 3175/83.
By whom to be done ..	R.A.N. armament depots.
When to be done ..	As convenient.

3. Schedule of modifications, part 1—
Q.F. 4.5-in. mk. 5 gun—
Add serial no. 30.
Delete serial no. 12.

4. Instructions have been issued separately to R.A.N. armament depots regarding disposal of the wiping gear.

5. Navy Order 884 of 1957 is hereby cancelled.

(D.O.U.W. 706/51/6.)

(*Navy Order* 884 *of* 1957.)

UNCLASSIFIED.

807.—Stores—Lines, Nylon, Luminous for Line-throwing Purposes—Introduction into Naval Service.

(*A.F.O.* 1956/1959.)

Paragraph 3 of Navy Order 490 of 1959, title as above, is to be amended as follows—

Insert:

When used in H.M.A. ships, activating lockers are not to be sited in dangerous areas, as defined in articles 0201 (3) and 0502 of B.R. 1754/56.

(D.O.U.W. 709/51/8.)

(*Navy Order* 490 *of* 1959.)

UNCLASSIFIED.

808.—Anti-Submarine—Underwater Detection Equipment Modifications.

The existing procedure for the modifications of underwater detection equipment has been reviewed. Instead of promulgating modifications in Navy Orders as at present, such modifications will, in future, be issued as amendments to B.R. 1653, formerly entitled " Modifications to Asdic sets and Equipment ", now re-named " Modifications to Underwater Detection Equipment ".

2. The new modification procedure, broadly outlined below, will come into force concurrently with the issue of the revised B.R. 1653.

3. *B.R.* 1653—The revised B.R. 1653, which contains a fully explanatory introduction, consists in the main of two sections, part I giving the object of the modifications and the stores required, and part II containing information regarding the method of carrying out the modifications, including the requisite diagrams or reference numbers of the appropriate drawings where these are issued only to H.M.A. dockyards or other authorities.

4. *Modification Labels*—A system of modification labels has also been incorporated into the new procedure. These labels are to enable the modification state of any unit to be readily established by visual examination. New design equipment will be provided during production with labels affixed. Existing underwater detection equipment will require to be fitted with modification labels, as detailed in the instructions for carrying out the modifications contained in the appropriate section of

B.R. 1653. It is the intention that a stock of modification labels should be carried on board for the purpose. Amendment no. 2 contains full details of the modification label system and its application.

5. *Recording of Modifications*—In addition to the record of modifications to individual units provided by the modifications labels, all modifications irrespective of by whom carried out, are to be recorded in the appropriate departmental register.

6. *Repatternization*—Some modifications result in a change in the function or application of a unit, in which case the unit will be given a new pattern number instead of a modification number and new pattern number labels will be issued.

7. *Classification of Modifications*—Modifications are classified as either—

(*a*) *Major*, those which can only be done by H.M.A. dockyards. Such modifications will be promulgated by alteration and addition items in Confidential Navy Orders and by amendment to B.R. 1653.

(*b*) *Minor*, those which are normally carried out by ships' (including establishments) staff, with dockyard assistance where necessary. The A. and A. procedure referred to in B.R. 1653 for minor modifications will not be followed in the R.A.N.

8. *Defect Action to Progress Minor Modifications*—To allow H.M.A. dockyards, within the capacity of labour available, to assist ships to progress outstanding modifications to asdic equipment, a defect item—deficiency in existing arrangements—is to be raised in each main defect list as follows—

"To progress outstanding Ship's Staff modification to Underwater Detection Equipment in accordance with B.R. 1653".

9. This procedure in no way relieves any ship of the responsibility to progress these modifications herself, within the limits imposed by maintenance commitments.

10. Ships are to render to the dockyard with the main defect list, a report listing outstanding modifications in order of priority for which dockyard assistance is required. Nil reports are required.

11. Navy Order 474 of 1957 is hereby cancelled.

(D.E.E. 1211/51/28.)

(*Navy Order* 474 *of* 1957.)

UNCLASSIFIED.

809.—A/S Mortar Mk. 10—Loading Equipment—Hydraulic Control.

(*a*) *Ships, establishments and authorities concerned*	Ship and establishments so fitted and gunnery equipment depots.
(*b*) *Type of equipment*	A/S mortar mk. 10 loading equipment.
(*c*) *Part of equipment affected*	Barrel rest interlock valve.
(*d*) *Purpose of modification* ..	To obviate "sticking" of the valve spindle by preventing entry of water between the spindle and the cap.
(*e*) *Nature of modification* ..	To fit a rubber shroud.
(*f*) *Drawing*	Navy Order diagram issue 14/59.
(*g*) *By whom to be done* ..	Ships' staff.
(*h*) *When to be done*	At the earliest opportunity.

2. The shrouds will be supplied by Gunnery Equipment Store Officers on demand. Not to be carried out until mods. A.N. 6 for Daring Class Destroyers, A.N. 5 for Frigates, Type 15 and A.N. 1 for Frigates, Type 12 loading equipments have been completed.

3. This item is to be recorded as mod. A.N. 7 for Daring Class Destroyers, A.N. 6 for Frigates, Type 15 and A.N. 2 for Frigates, Type 12.

4. Modifications to loading equipments are detailed in appendix B of Navy Order 535 of 1958.

(D.O.U.W. 707/251/6.)

(*Navy Order* 535 *of* 1958.)

UNCLASSIFIED.

810.—A/S Weapons—A/S Mortar, Mk. 10—Gearbox, Pitching and Rolling and Cap, Gearbox.

(*A.F.O.* 1819/1959.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted and gunnery equipment depots.
(*b*) *Equipment affected* ..	A/S mortar, mk. 10.
(*c*) *Part of equipment affected*	Gearboxes, pitching and rolling and cap, gearbox.
(*d*) *Modification number* ..	To be known as mounting modification no. 13.
(*e*) *Purpose of modification* ..	To prevent accumulation of water near the output pinion bearing and to facilitate greasing of roll pinion bearings.
(*f*) *Nature of modification* ..	To drill ⅜-in. hole in cover of both gearbox pitching and gearbox rolling as shown on drawing A.M.E. 4060/8; also to drill a ⅜-in. hole and open out 2.5-in. hole to 3.75-in. in cap, gearbox as shown on drawing A.M.E. 4002/119.
(*g*) *By whom to be done* ..	Dockyards, establishments and gunnery equipment depots.
(*h*) *When to be done*	At earliest opportunity.
(*i*) *How to be treated*	As a defect.

(D.O.U.W. 707/51/8.)

UNCLASSIFIED.

811.—A/S Weapons—A/S Mortar, Mk. 10—Stabilizer, A/S 854.

(*A.F.O.* 1901/1959.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted.
(*b*) *Equipment affected*	Stabilizer A/S 854.
(*c*) *Part of equipment affected*	Pedestal side cover (port).
(*d*) *Modification number* ..	To be known as stabilizer mod. no. 3.
(*e*) *Purpose of modification* ..	To enable a daily check that oil is not leaking out of the bottom bearing of the gyro.

(*f*) *Nature of modification* .. To cut aperture and drill and tap holes in stabilizer port pedestal cover (drawing no. 1304/301, sheet 3 refers) and make and fit gasket and window as shown on Navy Order diagram issue 14/59.

(*g*) *By whom to be done* .. Dockyards.

(*h*) *When to be done* .. .. At earliest opportunity.

(*i*) *How to be treated* .. .. As a defect.

(D.O.U.W. 707/51/10.)

UNCLASSIFIED.

812.—Alteration and Addition Item—Aircraft Carrier, H.M.A.S. MELBOURNE.

The following alteration and addition item is approved for H.M.A.S. MELBOURNE.

Class List Item No. 97 *Classification* " *A* ".

Item:

(*a*) To remove all Zwicky Micron Filter Avcat fuelling units.

(*b*) To replace numbers, 1, 2, 4, 6, 7, 8, 9, 11, 12, 13, 14, 16, 17 and 18 Zwicky filters on flight deck and numbers 1, 4, 5, 6, 7, 9, 10, 12 and 16 Zwicky filters in the hanger with Streamline filter units.

References:

H.M.A.S. MELBOURNE's proposed alteration and addition item TDL. AZ.
F.O.C.A.F. memorandum A.F. 1904/55 (1396) dated 5th August, 1958.
Navy Office letter 74439 dated 2nd September, 1958.
FOICEA memorandum 6/59/61 dated 30th December, 1958.
FOICEA memorandum C.R.6/59/61 dated 27th May, 1959.
Garden Island drawing no. 174/51.

(D.C.C. 1213/252/4.)

UNCLASSIFIED.

813.—Alteration and Addition Item—Boom Defence Vessels.

The following alteration and addition item is approved for H.M.A.S. KIMBLA.

Class List Item No. 128. *Classification* " *A* ".

Item: To install an electric fresh water pump with float switch control in accordance with Navy Office drawing no. 213/280.

References:

(i) H.M.A.S. KIMBLA's proposed alteration and addition item, temporary distinguishing letter " c ".

(ii) Navy Office letter 61265 of 11th May, 1959.

(iii) F.O.I.C.E.A. memorandum N.20/12/17 of 3rd June, 1959.

Note.—This item is not applicable to H.M.A.S. KANGAROO, KOALA, KARANGI and KOOKABURRA.

(D.C.C. 1232/57/7.)

UNCLASSIFIED.

814.—Naval Stores (General) (Class B, Group II., Part G)—Spanners for A/S Frigate Torpedo Tubes—Introduction and Allowances.

(*A.F.O.* 2529/1957.)

The following items, for dismantling the spring catch fitting of A/S Frigate torpedo tubes, have been introduced into B.R. 810, Rate Book and Authorized List of Naval Stores under class B, group 11, part G—

Pattern No.	*Description.*	*Ships Accounting Classification.*
	Spanners, unified thread, O.J., S.E., regular head type—	
910-6048 (old patt. no. H. 5264)	2.38-in. across jaws	C
910-6056 (old patt. no. H. 5272)	3.13-in. across jaws	C

2. First outfit quantities are as follows—

Frigates Type 12	1 set each.
H.M.A.S. QUIBERON..	
H.M.A.S. QUICKMATCH	
H.M.A.S. WATSON (T.A.S. School)	
" L " School, F.N.D.	
Gunnery Equipment Depot, Sydney	
Gunnery Equipment Depot, Melbourne	

3. Supply to ships in commission and to establishments listed will be effected by the appropriate (S) N.S.O. without demand when stocks are available. Supply to ships under construction will be arranged by the storing yards in the normal manner.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 506/71/22.)

UNCLASSIFIED.

815.—Naval Stores (General Electrical) (Class F, Group 1C, Part 3)—Slow Speed Oscilloscope, Mk. 29 T.U., Pattern 32170—Allowance.

(*A.F.O.* 1227/1959.)

Slow speed oscilloscope, mk. 29 T.U. pattern FIC.3/32170, has been added to the list of Common Range Electrical Test Equipment (C.R.E.T.E.) to provide a means of checking the performance of automatic voltage regulators. It is primarily intended for checking regulators using valve or magnetic amplifiers where a very rapid response to load changes is specified, but it can also be used with simpler types when necessary.

2. The instrument displays transient variations in the regulated supply caused by switching loads on and off and it allows measurement of the amplitude and recovery time of these transients to be made. A triggered time base is used in conjunction with a cathode ray tube having a ten second afterglow. Facilities are provided for attachment of an oscilloscope camera so that permanent records may be taken. The oscilloscope may also be used for measurement and general analysis of voltages other than the outputs of regulated machines.

3. The instrument will be allowed at present to the following ships and establishments—

Ship or Establishment.	*No.*	*Remarks.*
Frigates, Type 12	1	R.A.N. special allowance.
Daring Class Destroyers	1	
G.M.G.I.D.	1	
G.M.W.D.	1	
"L" School F.N.D.	1	

4. Supply to ships under construction will be arranged by warrant and storing yards. Other ships and establishments concerned should forward demands in the normal manner.

5. The slow speed oscilloscope supersedes A.V.R. check oscilloscope pattern FIC.3/32043, which has been marked "O" (obsolescent) in the Rate Book. However, ships and establishments holding the obsolescent A.V.R. check oscilloscope, pattern FIC.3/32043 should continue to use this type until they become unserviceable.

6. Navy Order 740 of 1959, Common Range Electrical Test Equipment—Introduction and Scales of Allowances, refers.

7. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 518/55/21.)

(*Navy Order* 740 *of* 1959.)

UNCLASSIFIED.

816.—Painting of Decks in Compartments containing Explosives—Precautions against Static Electricity.

(*A.F.O.* 1757/1959.)

In the interest of hull preservation and economy of manpower in the fleet, the steel decks of compartments containing explosives are painted overall and fitted with mild steel tread-strips in walking spaces. B.R. 862/1956—Naval Magazine and Explosives Regulations, article 139 (amended by A.F.O.P. 5/58), refers.

2. As a result of recent trials into the insulation properties of the paint system used for interior decks, it has been found that such painting constitutes an unacceptable electro-static hazard in compartments where cartridges containing C.C. primers are stowed or handled unboxed, or where electrical tests, or assembly involving exposure of firing circuits, are carried out on weapons containing explosives.

Above water weapons

3. The following compartments are concerned.

(*a*) 4.5-in. S.L. magazines and gun bays.

(*b*) Rocket preparing rooms in aircraft carriers.

4. In the compartments referred to in paragraph 3 there is a risk that electrically initiated explosives might be fired by an electro-static charge which can be generated, under very dry conditions, by the human body. Although this risk is small, it has been decided that the walkways and ammunition handling spaces in these compartments should be left bare. Mild steel tread strips should be fitted where required. Officers and men working in these compartments are to wear ordinary leather soled footwear (which are electrically conductive). The object of these measures is to prevent an electro-static charge building up to a dangerous level (B.R. 862/1956 articles 70 (5) and 98 refer).

5. Where wood decks are provided, no action should be taken pending the outcome of investigations which are now taking place. Ordinary leather soled footwear should be worn, however. Precautions required on the flight decks of aircraft carriers are also being investigated, as the paint used is highly insulating.

Underwater weapons

6. Electric detonators used in demolition explosives are of the high energy type and the electro-static hazard is therefore small. As a precaution, however, during the preparation of demolition charges the body should be earthed by sitting on a steel deck or by making contact with unpainted steel superstructure.

7. There is also a slight risk of electro-static firing in the testing and insertion of detonators into torpedo pistols, and in the insertion of pistols into torpedoes, although the pistol safety arrangements would restrict the explosion to that of the detonator only. The decks of the following compartments should therefore be left bare,

(*a*) Torpedo pistol rooms—Carrier, destroyers and frigates.

(*b*) Torpedo stowage spaces—Carrier.

8. Leather soled footwear should be worn during the operations described in paragraphs 6 and 7, and as a further precaution immediately before handling detonators, any possible accumulation of electro-static charge on the body should be discharged to earth by placing the hand on any bare steel structure or fitting such as a bench vice.

Other Compartments containing explosives

9. In compartments not covered by paragraphs 3, 5 and 7, the decks are to be painted overall and fitted with mild steel tread-strips in walking spaces.

10. Where appropriate, the paint system to be used should be in accordance with A.B.R. 19.

Action

11. Captains of ships in commission should check whether the compartments referred to in paragraphs 3, 7 and 9 have the correct type of deck, and where necessary insert an item in the ship's defect list for the decks to be scraped, or painted, at the earliest opportunity, in accordance with the above instructions. Steel decks in 4.5-in. magazines and gunbays should be left painted in accordance with paragraph 10 until cartridges with C.C. primers are supplied.

12. The provision of a suitable conducting paint is being investigated, but the above action is not to be delayed pending its introduction.

13. Admiralty has advised that B.R. 862/1956 is being amended as necessary.

(D.N.C. 1211/51/47.)

Cancelled c NO 526/62

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

817.—Commonwealth Government Clothing Factory Prices for Officers' Uniforms—Made-to-Measure—1959–1960.

Operative from 1st July, 1959, the prices for the supply of Naval Officers' uniforms by the Commonwealth Government Clothing Factory are set out in the appendixes to this order.

2. Navy Order 723 of 1958 is hereby cancelled.

APPENDIX A.

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

—	*Superfine Cloth.*			*Cloth for Officers' Uniforms.*		*Lightweight Serge.*	*Greatcoat (with Shoulder Straps).*	*Shoulder Straps per Pair, Plain, 19s. 6d.*
	Undress Coat.	*Mess Jacket.*	*Undress Tail Coat.*	*Undress Coat.*	*Mess Jacket.*	*Undress Coat.*		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Midshipmen (gorget patches extra)	16 9 0	14 12 0	—	13 13 6	12 10 6	12 3 6	16 19 0	1 7 6
Sub-Lieutenant	18 14 0	16 17 0	—	15 18 6	14 15 6	14 8 6	17 16 0	2 4 6
Lieutenant	19 17 0	18 0 0	—	17 1 6	15 18 6	15 11 6	18 0 6	2 9 0
Lieutenant-Commander	20 14 0	18 17 0	—	17 18 6	16 15 6	16 8 6	18 8 6	2 17 0
Commander	21 0 0	19 3 0	—	18 4 6	17 1 6	16 14 6	18 9 6	2 18 0
Captain	22 3 0	20 6 0	25 19 0	19 7 6	18 4 6	17 17 6	18 16 6	3 5 0
Commodore, 2nd Class	21 11 0	19 14 0	25 7 0	18 15 6	17 12 6	17 5 6	18 11 0	2 19 6
Commodore, 1st Class	22 8 0	20 11 0	26 4 0	19 12 6	18 9 6	18 2 6	23 9 6	7 18 0
Rear Admiral	22 8 0	20 11 0	26 4 0	19 12 6	18 9 6	18 2 6	22 19 0	7 7 6
Vice Admiral	23 13 0	21 16 0	27 9 0	20 17 6	19 14 6	19 7 6	22 18 6	7 7 0

Note.—Above prices include distinction cloth between lace where required.

UNIFORMS FOR OFFICERS—R.A.N.R.(S), R.A.N.R. AND R.A.N.V.R.

The above schedule of prices is applicable, with the addition of 10s. per garment or per pair of shoulder straps for the addition of letters " R " or " A ". Where letters " SC " are added, additional cost is 15s. per pair.

APPENDIX A—*continued.*

MADE-TO-MEASURE UNIFORMS FOR R.A.N. OFFICERS—*continued.*

—	*Superfine Cloth.*	*Cloth for Officers' Uniform.*	*Lightweight Serge.*	*White Drill.*	*Marcella.*	*Seamen's Serge.*
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
All Officers—						
Mess jackets, white, without buttons ..	—	—	—	2 16 6	—	—
Mess jacket, white, with buttons	—	—	—	3 7 0	—	—
Waistcoats, mess blue	4 13 6	3 19 6	3 12 0	—	—	—
Trousers, plain	7 16 0	5 14 6	4 5 6	2 3 0	—	—
Tunic, with buttons	—	—	—	3 3 0	—	—
Tunic, without buttons	—	—	—	2 14 0	—	—
Waistcoats, mess, white	—	—	—	—	2 0 0	—
Blouse, working dress	—	—	4 9 6	—	—	4 11 6
Trousers, working dress	—	—	4 7 6	—	—	4 9 6
Jacket, white, bush, for Captains and above ..	—	—	—	5 4 6	—	—
Cape, boat	15 12 6	12 10 6	—	—	—	—

	£ s. d.
Lace, gold, complete with curl ready for placing on cuffs, ¼-in., per pair	1 4 0
Lace, gold, complete with curl ready for placing on cuffs, $\frac{8}{10}$-in., per pair	1 10 6
Lace, gold, complete with curl ready for placing on shoulder straps, ½-in., per pair	0 18 6
Lace, gold, complete with curl ready for placing on shoulder straps, ¼-in., per pair	0 17 6

Appendix B.
MADE-TO-MEASURE UNIFORM FOR BAND OFFICERS.

—	*Superfine Cloth.*				*Cloth for Officers' Uniform.*		*Lightweight Serge.*	
	Tunic Full Dress.	*Frock Serge.*	*Mess Waistcoat.*	*Trousers.*	*Frock Serge.*	*Trousers.*	*Frock Serge.*	*Trousers.*
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bandmaster Sub-Lieutenant								
Bandmaster Lieutenant	19 3 0	18 18 0	4 13 6	7 14 0	15 16 0	5 12 0	14 3 0	4 3 0
Bandmaster Lieutenant-Commander ..								

—	*White Drill.*		*White Drill.*		*Cloth Scarlet.*
	Tunic.	*Trousers.*	*Mess Jacket.*	*Mess Waistcoat.*	*Mess Jacket.*
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bandmaster Sub-Lieutenant					
Bandmaster Lieutenant	6 0 0	2 17 6	3 7 0	2 0 0	14 12 0
Bandmaster Lieutenant-Commander ..					

Prices quoted include cost of badges of rank. Stars, gilt—1s. 6d. each. Crowns, gilt—2s. each.

Appendix C.
UNIFORM FOR 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 9 0	13 13 6	12 3 6	13 6 6	—
Trousers	7 16 0	5 14 6	4 5 6	5 3 0	—
Jacket, dinner	—	—	—	—	—
Tunic or coat with buttons	—	—	—	—	3 3 0
Tunic or coat without buttons	—	—	—	—	2 14 0
Jacket, mess, white, with buttons	—	—	—	—	3 7 0
Jacket, mess, white, without buttons	—	—	—	—	2 16 6

	£ s. d.
Greatcoat (with plain shoulder straps)	15 11 6
Shoulder straps, plain, per pair	0 19 6

Appendix D.
UNIFORM FOR W.R.A.N.S. OFFICERS.

—	*Superfine Cloth.*		*Cloth for Officers' Uniforms.*		*Lightweight Serge.*		*Blue Barathea.*		*Greatcoat.*	*Shoulder Straps per Pair.*
	Jacket.	*Skirt.*	*Jacket.*	*Skirt.*	*Jacket.*	*Skirt.*	*Jacket.*	*Skirt.*		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Chief Officer ..										
1st Officer ..	16 5 0	5 0 6	13 9 6	3 13 0	11 19 0	2 18 0	..	..	15 11 6	0 13 6
2nd Officer ..										
3rd Officer ..										

Braiding 17s. 6d. extra for all ranks.

UNCLASSIFIED.

818.—Introduction of Jugs, Sauce, 7-oz.

Jugs, sauce, 7-oz. vocab. 55021, are now available on demand from H.M.A. victualling yards as an optional item of mess gear for wardroom messes in H.M.A. ships and establishments.

2. The price of these jugs is 3s. 2d. each and the Fixed Issuing Price List for mess gear dated 1st July, 1959, is to be noted accordingly.

3. This item will be included in the mess gear scales which are at present under review.

(D.V. 914/70/3.)

UNCLASSIFIED. Cancelled C N O 524/62

819.—Made-to-Measure Uniforms for Naval Dockyard Police—Commonwealth Government Clothing Factory Prices—1959–1960.

Operative from 1st July, 1959, the Commonwealth Government Clothing Factory prices for made-to-measure uniforms for Naval Dockyard Police as are follows—

	C.G.C.F. Prices. £	s.	d.
Inspector and Sub-Inspector			
Jacket, lightweight serge, with buttons	12	3	0
Jacket, lightweight serge, without buttons	11	14	0
Jacket, khaki drill, without buttons	5	12	0
Trousers, lightweight serge	3	15	0
Trousers, khaki, drill, police	2	0	0
Sergeants and Constables			
Jacket, lightweight serge, with buttons	10	9	0
Jacket, khaki, drill, police, with buttons	5	0	0
Jacket, khaki, drill, police, without buttons	4	16	0
Overcoat, police, with buttons	14	11	0
Trousers, lightweight serge	3	15	0
Trousers, khaki, drill, police	2	0	0

2. Navy Order 725 of 1958 is hereby cancelled.

3. This Order will be reprinted for posting on Notice Boards.

(D.V. 917/80/6.)

(*Navy Order* 725 *of* 1958.)

UNCLASSIFIED. Cancelled C N O 523/62

820.—Made-to-Measure Uniforms for Ratings—Commonwealth Government Clothing Factory Prices—1959–1960.

Operative from 1st July, 1959, the prices for ratings' made-to-measure uniforms obtainable from the Commonwealth Government Clothing Factory are as follows—

	C.G.C.F. Prices. £	s.	d.
Ratings—other than Musicians			
Blouse, lightweight serge, working dress	4	9	6
Blouse, seamen's serge, working dress	4	11	6
Trousers, lightweight serge, working dress	4	7	6
Trousers, seamen's serge, working dress	4	9	6
Jacket, lightweight serge, gilt buttons C.P.O.	11	0	0
Jackets, lightweight serge, gilt buttons P.O.	10	16	0
Jacket, lightweight serge, horn buttons, other ratings	10	7	0
Jumpers, seamen's serge	3	4	0
Jumpers, white, drill	1	9	0
Overcoats, with gilt buttons	14	16	6
Overcoats, with horn buttons	14	9	6
Trousers, lightweight serge, fly	3	15	0
Trousers, seamen's serge, fly, class II	3	12	6
Trousers, seamen's serge, fly, class II	2	1	0
Trousers, white, drill, fly	1	17	6
Tunics, white drill, with blue facings, without buttons	2	9	0
Tunics, white, drill, without buttons	2	5	6
Tunics, white drill, without buttons, C.P.O.	2	5	6
Tunics, white drill, with gilt buttons, C.P.O.	2	18	0
Tunics, white drill, with gilt buttons, P.O.	2	10	6
Tunics, white drill, with white horn buttons	2	7	6
Musicians only			
Greatcoats, khaki cloth	16	0	0
Trousers, white drill, fly	1	17	6
Trousers, no. 1 dress, Musicians	5	12	0
Trousers, serge	3	19	6
Tunics, white drill, with buttons	4	8	0
Tunics, white drill, without buttons	4	3	6
Tunics, no. 1 dress, musicians	13	16	6
Tunics, serge	7	15	0

2. Navy Order 726 of 1958 is hereby cancelled.

3. This Order will be reprinted for posting on Notice Boards.

(D.V. 917/80/5.)

(*Navy Order* 726 *of* 1958.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

821.—Books—B.R. 1676—Handbook of Hedgehog and Split Hedgehog and Protector Mark 10—Downgrading.

(*A.F.O.* 1839/1959.)

B.R. 1676 (G.C.), (1), (2), (3), (6), (7), (8) and (11) has been downgraded from Restricted to Unclassified.

2. Holders are to effect the necessary alterations by deleting all reference to the classification and security notice.

(D.N.A.S. 465/52/86.)

UNCLASSIFIED.

822.—Form A.B. 103—Agreement and Enlistment or Re-enlistment Form for the Royal Australian Fleet Reserve.

Form A.B. 103 has been revised in order to streamline the present procedures to enlist members in the Royal Australian Fleet Reserve to cover conditions of the Defence Forces Retirement Benefits Act.

2. It will be noted that the form now makes provision for the rating to sign under his decision whether or not he agrees to serve in the Royal Australian Fleet Reserve (previously the procedure was for no form to be rendered if not a volunteer).

3. It also provides for the Captain's recommendation which previously was required to be inserted on page 2 of the Certificate of Service.

4. All previous reprints of form A.B. 103 are to be destroyed, including the revised 1958 reprint which includes A.B.C.—18830—4M—5/58 on the bottom left-hand corner of page 1.

5. Ships and establishments are to demand the revised form in the normal manner based on estimated expenditure for the normal period between demands, plus 25 per cent. for wastage, &c.

6. On receipt of these forms the procedures as laid down in Navy Order 374 of 1958 paragraphs 3, 4 and 5 are to be cancelled, as they have been incorporated in the revised form.

(D.N.R. 464/251/3.)

(*Navy Order* 374 *of* 1958.)

UNCLASSIFIED.

823.—Form A.D. 1230Z—Label for Priority Air Stores—Introduction.

To minimize the risk of delay in transit of priority 2 A.O.G. and I.O.R. requirements of air stores, a label has been introduced with the form number A.D. 1230Z which is to be affixed to all priority 2 A.O.G. and I.O.R. consignments which are forwarded by public transport.

2. Supplies of form A.D. 1230Z will shortly be available on demand from the Superintending Naval and Air Store Officer, Sydney.

(D.N.A.S. 464/55/17.)

UNCLASSIFIED.

824.—Form A.S. 147Z—Report on Failure or Withdrawal from Specialist Training of Naval Airman Mechanic 2nd Class or Naval Airman 2nd Class.

Form A.A. 147Z—Application for Withdrawal from course of Naval Airman—has been revised and is renumbered and retitled as above. Stocks of revised forms are available on demand from the Superintending Naval and Air Stores Officer, Sydney.

2. The revised form is to be rendered in respect of a Naval Airman Mechanic 2nd Class or Naval Airman 2nd Class who either, fails the part II (specialist) course at a second attempt, or who will clearly not be successful at the examination.

3. On receipt of forms A.S. 147Z, existing stock of forms A.A. 147Z are to be destroyed.

(H.P.B. 464/58/2.)

UNCLASSIFIED.

825.—Form A.S. 1246F—History Sheet for the Rating of Writer, Stores Assistant and Steward—Revision—Form A.S. 536S—Qualification Sheet for the Rating of Writer, Stores Assistant, Cook (O) (S) and Steward—Abolition.

Form A.S. 1246F has been revised and is available on demand from the Superintending Naval and Air Store Officer, Sydney. Stocks of existing forms A.S. 1246F are to be destroyed.

2. Initially a copy of form A.S. 1246F is to be placed in the Certificate of Service of all Writer, Stores Assistant and Steward ratings borne with the exception of Leading rates passed professionally for Petty Officer, Petty Officers and Chief Petty Officers. Thereafter the form is to be placed in a rating's Certificate of Service on entry in H.M.A.S. CERBERUS.

3. Page 1 of form A.S. 536S has been incorporated in the front page of the history sheet. In view of this, form A.S. 536S is abolished and existing stocks are to be destroyed.

4. Space has also been allotted in the history sheet for recording details of examinations for higher rating.

5. Instructions contained in A.B.R. 10/58 regarding the use of form A.S. 536S will be amended in due course.

(H.P.B. 464/54/8.)

UNCLASSIFIED.

826.—Form A.S. 3090Z—Broadcast Check Sheet—Form A.S. 3091Z—Traffic Record Sheet—Introduction.

The above forms have been developed in H.M.A. fleet and are now introduced in the R.A.N. for general use as follows—

(*a*) The Broadcast Check Sheet is designed for logging details of both CW and RATT broadcast traffic.

(*b*) The Traffic Record Sheet is normally to be used on all signal nets afloat, except 500 Kcs and ship broadcasts. Ashore this form should be used as applicable, but generally it is not considered suitable for shore radio stations and tape relay centres, where present arrangements should continue.

2. W/T Operators Logs (form A.S. 325A) will still be retained in service for 500 Kcs and any other net where a full record or comprehensive logging details are specifically required. This log will also continue to be used by ship-shore receiving operators in shore radio stations.

3. Supply to ships will be effected without demand. Establishments should raise demands as necessary.

(D.S.D. 464/54/71.)

UNCLASSIFIED.

827.—Manual of the Audit Act (Treasury Regulations) Amendment to Allowances.

Navy Order 425 of 1959 is to be amended as follows—

After H.M.A.S. WATSON insert:

	Copies.
H.M.A.S. CRESWELL	1

(D.N.A.S. 465/58/11.)

(*Navy Order* 425 *of* 1959.)

UNCLASSIFIED.

828.—Revision of Forms.

The following forms have been revised. When stocks of the present form are exhausted, supply of the revised forms will be effected on demand—

A.S. 96 (Large) ..	Miscellaneous Debit Voucher.
A.S. 18	Officers and Ratings Casual Payment Sheet.
A.S. 33	Pay Envelope.
A.S. 151	Ledger Pages—Consumable Stores.
A.S. 232	Report of Collision or Grounding.
A.S. 238/A.D. 495 ..	Outside Report of Docking.
S. 376	Plotting Form.
A.S. 1124 ..	Return of Communication Ratings Examination.
A.S. 2071Z ..	Report on Application and Performance of Paints.
A.D. 60A—C5—B14	Record of Repairable Transactions.
A.D. 588A ..	Clearance Certificate for Tools on Loan to Workmen.
A.A. 10	Return of Naval Aircraft Power Plants and Aero Engines and Continuation Sheet.

2. The following form has been abolished A.A. 53—Ledger Page for Airframes and Aero Engines.

(D.N.A.S. 464/51/3.)

RESTRICTED.

829.—S.E.A.T.O.—Publications.

A new series of publications for use in the South East Asia Treaty Organization has now been introduced. These publications have the short title SEAP's.

2. The first to be published is SEAP-3—" Military Publications in SEATO ", which sets out the agreed procedures for the introduction and adoption of military publications taken into use by S.E.A.T.O. It also contains the following reference lists of publications adopted for use by S.E.A.T.O.—

Annex " A "
Allied publications (ATP's, AXP's and ACP's).

Annex " B "
SEAP's.

3. Advance copies of SEAP-3 have been distributed to F.O.C.A.F. and C.S.T.F.N.D. Remaining distribution will be made when bulk supplies have been received.

4. Other SEAP's, which have been allocated numbers, but have not yet been sent to member nations, are—

SEAP-1	S.E.A.T.O. Military Standardization Agreements (SEA STAG's)
SEAP-2	Glossary of Military Terms and Definitions.
SEAP-4	Principles and Procedures for Staging S.E.A.T.O. Military Exercises.
SEAP-5	Naval Information on the Treaty Area.
SEAP-6	S.E.A.T.O. Call sign and Address Group Book.

(D.S.D. 465/256/9.)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED.

830.—Married Quarters in Tropical Areas—Waiver of Percentage Charges, Furniture and Mess Gear.

Appendix II. of Navy Order 571 of 1959 detailing the quantities of mess gear which may be issued to R.A.N. personnel occupying married quarters in tropical areas is cancelled and the appendix attached to this order is to be substituted.

Appendix II.

Scale of Issue of Mess Gear to Personnel Occupying Married Quarters in Tropical Areas.

Vocab. No.	*Item.*	*Scale.*	
52046	Basins, pudding, aluminium, 2-pints	2	
52053	Basins, sugar, aluminium, without stand	2	
54004	Beaters, rotary	1	
52090	Boards, chopping	1	
52096	Boards, paste	1	
51163	Castors, pepper, plastic	1	
55002	Castors, salt, plastic	1	
52225	Colanders, aluminium, small	1	
51221	Corkscrews	1	
51252	Cups, egg, footless	4	
52348	Dishes, butter, small, without cover	2	
52349	Dishes, butter, small covers for	2	
52353	Dishes, meat, aluminium, small	2	
52377	Dishes, meat, no. 3	2	
52383	Dishes, pie, aluminium, 10-in.	1	
52385	Dishes, pie, aluminium, 8½-in.	1	
51496	Graters, bread	1	
52628	Jars, salt, aluminium	3	for food canisters.
52640	Jugs, aluminium, 2-quart	1	
52642	Jugs, aluminium, 1-quart	1	
52786	Kettles, tea, aluminium, 2-quart	1	
52924	Ladles, soup, N.S.	1	
53082	Machine, mincing, small, hand	1	
53133	Mashers, potato	1	
51684	Openers, can	1	
53301	Pans, frying, medium, 10½-in.	1	
53341	Pans, stew, aluminium, 4-quart, with cover	1	
53350	Pans, stew, aluminium, 2-quart, with cover	1	
53351	Pans, stew, aluminium, 1-quart, with cover	2	
53352	Pans, stew, aluminium, 1-pint, with cover	1	
53436	Pans, washing, tin	1	
51699	Pins, rolling	1	
53462	Platters, bread	1	
53473	Pots, coffee, aluminium, 4-pint	1	
51777	Pots, mustard, composition, small	1	
51877	Slices, cooks', tinned	1	
55020	Spoons, aluminium	1	
51919	Spoons, wood, 14-in.	1	
51895	Spoons, mustard, composition	1	
54036	Strainers, gravy, domestic	1	
53754	Tins, baking, bread, 2-lb.	1	for use as cake tin
53817	Trays, round, japanned, 12-in.	1	
53820	Trays, tea, japanned, 20-in.	1	
53894	Tubs, washing, oval, with foot, 6-gallon	1	

Appendix II—*continued.*

Vocab. No.	*Item.*	*Scale.*
	Earthenware and Glassware.	
51238	Cups, earthenware, O.R., white, or coloured green, grey, pink	6
51526	Jars, preserve, glass	1
51556	Jugs, milk, china, blue badged	1
51564	Jugs, water, glass, 1-quart	1
51714	Plates, dinner, earthenware	6
	or	
55010	Plates, dinner, earthenware, O.R., white or coloured green, grey, pink	
51729	Plates, pudding, earthenware	6
	or	
55012	Plates, pudding, earthenware, O.R., white or coloured green, grey or pink	
51738	Plates, soup, earthenware	6
	or	
51125	Bowls, soup, earthenware O.R., white or coloured green, grey, pink	
51800	Pots, tea, earthenware, 3½-pint (53566—pots, tea, aluminium, 2-quart may be issued in lieu)	1
51806	Pots, tea, earthenware, 1-pint	1
51842	Saucers, earthenware, O.R., white or coloured green, grey or pink	6
51978	Tumblers, table, ½-pint	6
	Cutlery.	
51430	Forks, carving, horn handled	1
51434	Forks, table, small, N.S.	12
52822	Knives, bread, saw-edged	1
51586	Knives, carving, horn handled	1
52862	Knives, table, medium, stainless, N.S. handled	12
51883	Spoons, dessert, N.S.	6
51915	Spoons, table, large, N.S.	4
51917	Spoons, tea, N.S.	6
51944	Steels, table	1

Note.—Items of earthenware and cutlery of wardroom pattern may be issued to officers occupying married quarters.

(D.N.A.S. 1461/51/8.)

(*Navy Order* 571 *of* 1959.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

7895/59.—2

Registrar.

RESTRICTED

FOR OFFICIAL USE ONLY.

C.N.O. 831/59.

COMMONWEALTH NAVY ORDER

Navy Office, Melbourne,
28th September, 1959.

The enclosed 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.

RESTRICTED.

RESTRICTED.

Books—B.R. 810 (Restricted)—Rate Book and Authorized List of Naval Stores—Distribution of Edition Dated 1958.

(*A.F.O.* 906/1959.)

Admiralty has advised that the Rate Book and Authorized List of Naval Stores (B.R. 810) is being reprinted in a loose leaf form and will be issued in the separate sections detailed in the appendix to this order. The sections will be numbered B.R. 810 (1*a*), B.R. 810 (1*b*), B.R. 810 (2), &c., and each will be distributed as it becomes available during 1959.

2. The stores shown under each class/group (other than class F, group 1 (*b*)) will be arranged alphabetically according to each part of sub-part, and in the case of class F, groups 3 to 35, according to each N.A.T.O. classification. For class F, group 1 (*b*) (section 25) where the alphabetical arrangement does not permit of easy identification of stores, an alphabetical index will be provided. A general index, however, will be contained in section 1 (*b*). Each of the sections 2 to 54 and 65 will contain a key to pattern numbers.

3. Sections will no longer contain a list of component parts. Details of components required to complete an article will be shown under the article concerned and details of components issued by the Admiralty to contractors on Embodiment Loan are contained in technical departments' publications.

4. Certain sections will include illustrations of selected items. Wherever possible the illustrated portion will be distributed to each holder of B.R. 810 dated 1958 with the pertinent section. If, however, it is distributed separately, when received it should be inserted at the back of the section concerned.

5. Due to the further expansion of class F (notified in Navy Order 607 of 1959—Naval Stores (General) (Class F)—Electrical and Electronic Stores—Revised Rate Book Classification of) it has been found necessary to re-allocate numbers for those sections covering class F, groups 29 to 34 and class K. Details of items held under class F, group 29—Commercial electronic equipments and spares, will not be included in B.R. 810. Groups 30 to 35 of class F are now covered by sections 51 to 54, and in case additional groups are added to class F, class K has been re-numbered section 65.

Appendix

Detailed List of Contents of B.R. 810

B.R. 810 Section No.	*Class/Group/Part*	*Description of Contents*
1a	—	Memorandum.
1b	—	General Index.
2	A	Timber.
3	B2A	Plates and Sheets, Steel.
	B2B	Bars, Iron and Steel, and Section Steel.
	B2C	Rivets.
	B2D	Bolts, Nuts, Screws and Studs, Steel.
	B2E	Castings, and Forgings, Steel.
	B2F	Tubes, Steel and Boiler, &c.
4	B3	Lockers, &c.
	B4A	Anchors and Chain Cable.
	B4B	Chain Cable Gear.
	B4C	Mooring Equipment.

Appendix—*continued.*

B.R. 810 Section No.	*Class/Group/Part*	*Description of Contents*
5	B5A	Steel Wire Rope, &c.
	B5B	Minesweeping, Danbuoy and Unifoxer Equipments.
6	B6	Non-Ferrous Tubes.
	B7	Dental Materials, Non-Ferrous metals, Soldering and Welding Materials.
7	B8A	Cocks, Valves, Pipes and Torpedo Fittings.
	B8B	Pressure Gauges, Pumps, Sampling, Testing and Recording Equipments.
	B8C	Firefighting Equipment.
	B8D	Bulkhead and Deck Fittings.
	B8E	Bathroom and W.C. Fittings, Hoses and Hose Tubing.
	B8F	Steel Blocks and Lifting Appliances.
	B8G	Cooking and Heating Appliances.
	B8I	Transporting Equipments and Jacks, Confidential Chests, &c.
	B8K	Aircraft General Ground and Servicing Equipment.
8	B9A	Miscellaneous Non-Ferrous Manufactured Articles.
	B9B	Blowlamps, Brazing Apparatus, Lamps and Lanterns.
	B9C	Measuring Instruments.
	B9D	Hose Fittings.
	B9E	Boats' Fittings.
	B9F	Cable Clips and Aluminium Alloy Perforated Plating for Carrying Cables.
	B9G	Non-Ferrous Fastenings.
	B9H	Wire.
	B9I	Lubricators and Fittings for.
9	B10A	Block Bindings and Pins.
	B10B	Ironmongery, &c.
	B10C	Smith's Works, Slings, Ancillary Catapult Equipment, &c.
	B10D	Plate Workers and Tinned Ware, Casks and Drums, Wire Work and Bathroom Equipment.
	B10E	Hinges, Locks and Nails, &c.
	B10F	Screws, Tube Stoppers, &c.
	B10G (1)	Water Tubes and Fittings.
	B10G (2)	Conduit Tubing and Fittings, Deck Tubes, Weighing Machines, Perforated Plating, Fog Horns, &c.
	B10H	Steel Balls, Ball and Roller Bearings, &c.
10	B11A	Tools, Screwcutting.
	B11B	Drills, Sockets and Tube Expanders.
	B11C	Tools, General, A–E.
	B11D	Tools, General, F–N.
	B11E	Tools, General, P–R.
	B11F	Tools, General, S–W (except spanners).
	B11G	Spanners.
	B11H	Tools, General, Medical and Dental, Pneumatic and Spray Painting.
11	B12	Firebars, Oil Fuel Fittings, Sheaves, &c.
	B13	Metal, Old.
12	D1	Canvas and Hose Tubing.

APPENDIX—*continued.*

B.R. 810 *Section No.*	*Class/Group/Part*	*Description of Contents*
	D2	Hemp and Coir.
	D3	Bags, Buntings, Flags, Cleaning Materials, Threads, Lines and Twines, &c.
	D4	Canvas and Fearnought Articles, Flags, Signal, &c.
	D5	Cordage.
13	E2A	Wooden Hand Barrows, Handcarts, &c.
	E2B	Models.
	E2C	Rubber Goods, Ebonite Quills.
	E2D	Asbestos for Insulation and Miscellaneous Packing.
	E2E	Glass Tubes and Miscellaneous.
	E2F	Amphibious Warfare Raiding Stores.
	E3	Boats, Pulling and Sailing, Boats' Furniture and Lifesaving Equipment.
14	E4 (1)	Office Furniture and Wooden Furniture for Married Quarters, Ships and Shore Establishments.
	E4 (2)	Metal Furniture for Ships, Tubular Steel Furniture, Floor Coverings, Medical and Dental Furniture, Miscellaneous Boxes and Chests.
	E4 (3)	Musical Instruments.
15	E5	Diving, Submarine, Escape and Breathing Apparatus.
16	E6	Chemicals, Dry Colours and Pastes for Paints, &c.
	E7A	Compositions for Ships' Bottoms.
	E7B	Inflammables, and Paints.
	E7C	Gases.
	E7D	Acids.
	E7E	Calcium Lights.
17	E8	Bricks, Greases, Soap, &c.
	E9	Oils.
18	E10A	Bedding, Furnishing Materials, Furnishings and Toilet Accessories.
	E10B	Medical Stores.
19	E11	Brooms, Brushes, Glass, Leather, &c.
20	E12A	Gymnastic Apparatus, Manufactured Wooden Goods, Targets and Miscellaneous Stores.
	E12B	Packaging Materials.
21	E13	Wooden Blocks, &c.
22	EE1	Motor Vehicles, Bicycles, &c.
	EE2C	Motor Transport Workshop Equipment.
23	F1A (1)	Wireless Telegraphy and Radar Apparatus
24	F1A (2)	Asdic, Echo Sounding and Hydrophone Apparatus.
25	F1B	Fire Control, &c.
26	F1C (2)	Large Switches, Boxes, &c.
	F1C (3)	Audio-Frequency and Telephone Equipments, Electrical measuring and Testing Equipments.
	F1C (4)	Binoculars, Telescopes, &c.
	F1C (5)	Portable Electric Machines.
27	F2A (1)	Cells, Batteries, Boxes, Carbon Brushes, &c.
	F2A (2)	Insulating Materials, Electric Fans, &c.
	F2A (3)	Lanterns, Torches, &c.
	F2B (1)	Electric Light Fittings.

APPENDIX—*continued.*

B.R. 810 *Section No.*	*Class/Group/Part*	*Description of Contents*
	F2B (2)	Switches, Sockets, Dimmers, &c.
	F2B (3)	Lampholders, Glass Shades, Bells, Fuzes, &c.
	F2B (4)	Electric Wires, Suppressors, Cooking and Heating Equipments, Sparking Plugs, &c.
28	F2C (2)	Magnetic Minesweeping Equipment.
	F2C (3)	Unexploded Bomb Disposal Equipment.
	F2C (4)	Acoustic Minesweeping Equipment.
	F2C (5)	D.G. Range Equipment, &c.
29	F3	Time Measuring, Meteorological, Navigational, Optical and Radiac Instruments, Compasses.
30	F4	Electronic Valves, Transistors and Cathode Ray Tubes.
31	F4E	Relays, &c.
32	F5	Photographic Equipment.
	F6	Photographic Projection Equipment and Processed Film.
33	F7	Cryptographic and Teleprinter Equipment, Auto Transmitters.
—	*F8	Radio and Underwater Detection Equipment of American Origin.
—	*F9	Air Radio and Radar (i.e. items dealt with under Sections 10 and 110 of the R.A.F. Vocabulary.)
34	F10	Radio and Radio Navigation Equipment.
35	F11	Radar Equipment.
36	F12	Coils and Transformers.
	F13	Antennae, Waveguides and Related Equipment.
37	F14	Crystals.
38	F15	Capacitors.
39	F16	Resistors.
40	F17	Underwater Detection Equipment, De-gaussing and Minesweeping Equipment.
41	F18	Fire Control Equipment, Synchros, Magslips, Resolvers, Servo-motors and Components.
42	F19	Electrical and Electronic Measuring and Testing Instruments.
43	F20	Telephone and Telegraph Equipment, Intercommunication and Public Address System, Sound Recording and Reproducing Equipment, &c., Visible and Invisible Light Communication Equipment.
44	F21	Miscellaneous Electrical and Electronic Components.
45	F22	Relays, Contractors, Solenoids, Filters, Networks and Labels.
46	F23	Electrical Cable, Wires, Cords, &c.
47	F24	Batteries, Cells, &c.
48	F25	Lighting Fixtures and Lamps.
	F26	Power Supply Control and Distribution Equipment.
49	F27	Power Operated Electrical Equipment (including Hand Tools).
50	F28	Electrical Heating Equipment.
—	*F29	Commercial Electronic Equipments, and Spares.
51	F30	Switches.
	F31	Connectors, electrical; Plugs and Sockets.

APPENDIX—*continued.*

B.R. 810 *Section No.*	*Class/Group/Part*	*Description of Contents*
	F32	Miscellaneous Components not exclusively Electrical or Electronic but used in Electrical or Electronic Assemblies.
52	F33	Guided Missile Components and Maintenance, Repair and Test Equipment.
53	F34	Operational and Communication Training Aids and Devices.
54	F35	Guided Missile Remote Control Systems.
65	Subhead K (1)	Coal and Coke.
	Subhead K (2)	Fuel, Lubricants, &c.
	Subhead K (3)	Hoses and Ancillary Stores.
—	*P	Packed Sets of Stores.

* Not included in Rate Book.

(D.N.A.S. 465/52/93.)

(*Navy Order* 607 *of* 1959.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

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FOR OFFICIAL USE ONLY.

C.N.O. 832/59.

COMMONWEALTH NAVY ORDER

Cancelled by 783/61

Navy Office, Melbourne,
29th September, 1959.

The enclosed 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.

RESTRICTED.

8173/59.

RESTRICTED.

832.—Safe Custody of Small Arms and Small Arm Ammunition.

INTRODUCTION.

The following instructions consolidate and amplify the regulations and instructions contained in Q.R. & A.I. and B.R. 932 for the custody of small arms and small arm ammunition. Carefully followed these instructions should prevent loss and frustrate even a determined thief.

2. All small arms, their major components and ammunition are to be regarded as important stores and their loss is to be reported immediately (Q.R. & A.I. article 4846)—

(*a*) To the appropriate police authorities.

(*b*) To the Naval Board through the administrative authority.

3. The report at 2 (*b*) is to be supplemented by the report in accordance with Q.R. & A.I., article 4845 (4), where the loss is by theft or suspected theft. In nearly all cases it will save time and enhance the possibility of recovery if a formal inquiry is begun at once even though it may have to be adjourned for further information. The vital factor is the maximum information in the minimum time.

INSTRUCTIONS FOR H.M.A. SHIPS.

Registered Number of Small Arms—Recording.

4. The registered numbers of all small arms, including signal and Schermuly pistols and 12-bore shot guns, are to be recorded upon receipt (Q.R. & A.I. article 4846).

5. On all occasions when these weapons are mustered or cleaned all mated components are to be checked.

6. The keys of all small arms racks, cupboards and stores containing small arms are Important Keys and the names of persons authorized to draw them are to be listed in the Important Key Book.

7. Issues and returns are to be recorded in the Important Key Book as they occur and are to be initialled by the person drawing the key and by the sentry or officer in charge of the keys when returned.

8. The keys of these stowages and the pistol cupboard are not to be kept on the Important Key Board but on the Armament Key Board in a position marked SMALL ARMS—IMPORTANT KEYS. The keys are to have a metal tally approximately 3-in. x ½-in. with the necessary information stamped on it (Q.R. & A.I. article 3323 (6)).

Rifles and Rifle Racks. (Q.R. & A.I. article 3323 (6).)

9. Rifles may be stowed in an approved small arms stowage (armoury), which is to be kept locked with the key on the Armament Key Board. Where there is no armoury they are to be kept stowed in racks. Sufficient racks are supplied to H.M.A. ships for the stowage of the authorized allowance and rifles are normally to be stowed in these racks, with bolts shipped and closed with safety catches ON.

10. All racks are to be fitted with a wire lanyard or chain which can pass through the trigger guards. The lanyard or chain is to be securely fastened to the rack at one end and fitted for locking by padlock of high security to the rack at the other.

If chain is used the links should be welded or so constructed that they cannot be opened. In some cases a metal rod may be found to be more suitable than a wire lanyard or chain.

11. Rifle racks are to be securely fixed to the ship's structure, preferably by welding.

12. Under certain circumstances the Commanding Officer may deem it expedient to remove bolts from rifles, e.g., when a ship is open to visitors. In such cases the bolts are to be stowed in a securely locked stowage in the gunner's store (Q.R. & A.I. article 4804 (2)).

13. Particular care is to be taken when replacing bolts that each rifle is fitted with its *mated bolt*. Failure to do this will effect the accuracy of the rifle and may be the cause of a serious accident during firing.

Pistols, Revolver and Pistol Cupboards.

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

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

16. In cases where cupboard doors are secured with a lever lock the lock is to be replaced by a hasp and staple rivetted to top and bottom of the cupboard and locked by padlock of high security. Hinge pins are to be rivetted at both ends. (*See* Navy Office drawing 0/2610, revision No. 2.)

17. A locked solid metal bar is to be fitted to each shelf for passing through the trigger guard. The lock is to be of high security and the locking arrangements are to be wholly within the cupboard.

18. Cupboards are to be attached to the ship's structure in such a manner that they cannot be removed without the door being first unlocked. (*See* Navy Office diagram 0/2610, revision No. 2.)

19. A special book, the Pistol Register, is to be kept inside the pistol cupboard. In the front of the book all pistol registered numbers are to be tabulated according to rack stowage. All issues and returns are to be recorded in the register and a legible signature obtained for each pistol issued. The Naval Armament Storekeeping Officer or his deputy is to countersign all issues and returns. It is to be impressed on officers and men that it is their personal responsibility that pistols issued to them are not lost or stolen.

20. For each pistol held or issued there must be an individual responsible for its custody. In case of loss that responsibility is to be brought home. The regulations concerning loss or theft of small arms are to be followed carefully.

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

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

23. Pistols so issued are to be sighted by the officer doing the main first watch rounds and recorded in the Night Rounds Book (Q.R. & A.I. article 3014).

24. In ships where a sentry supervises the pistol cupboard the Master-at-Arms is responsible that the sentry reports to the officer doing the main first watch rounds that all keys have been returned, the contents of the pistol cupboard and the number of pistols absent from the cupboard.

25. In ships where no sentry is available for supervising the pistol cupboard the officer doing the main first watch rounds is to satisfy himself personally that the cupboard and contents are correct. He is to note in the Night Rounds Book the number of pistols sighted.

26. In order that the state of the cupboard may be immediately appreciated plywood shapes representing pistols are to be placed in vacant positions as follows—

(*a*) In each space for which no pistol is held a shape painted white is to be inserted.

(*b*) In each space vacated by a pistol whether issued for use or maintenance a shape painted red is to be inserted.

27. All shapes are to be secured in position by the rod in common with the remaining pistols.

Sub-Machine Guns.

28. Sub-machine guns may be stowed in any approved small arms stowage (armoury) which is to be kept locked with the key on the Armament Key Board. Where there is no armoury they are to be stowed in the racks provided and are to be secured in the same way as rifles. Sub-machine guns are never to be stowed in racks with magazines shipped (Q.R. & A.I. article 3323 (6)).

Machine Guns.

29. Machine guns supplied for the landing organization are to be stowed in their chests in the approved stowage in the gunner's store. Spare barrels are to be kept in the chest with the parent gun. Chests are to be kept locked.

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

Signal Pistols.

31. At sea, signal pistols when not placed in position for use are to be kept in the night signal box which should be kept locked. The key is to be retained by the senior signal rating on watch (B.R. 932 paragraphs 700 and 701).

32. In harbour, signal pistols should normally be returned to a locked stowage in the gunner's store. If one is required to be ready for emergencies in harbour it is to be placed in the charge of the duty signalman, quartermaster or sentry and kept in the night signal box or the pistol cupboard.

33. If kept under the sentry's charge it is to be dealt with in accordance with paragraphs 23 and 24 of this order.

34. Signal pistols are to be sighted by the Naval Armament Store Accounting Officer—

(*a*) When preparing for sea.

(*b*) 1600 daily at sea (and in harbour if stowed in the night signal box).

(*c*) On return to harbour.

(*d*) Weekly in harbour if stowed in the gunner's store.

Schermuly Pistols and Shot Guns.

35. Schermuly pistols and shot guns may be stowed in an approved small arms stowage (armoury). Where there is no armoury they are to be stowed in a locked stowage in the gunner's store.

Small Arm Ammunition.

36. Issues of small arm 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 where boxes with broken seals are issued both the Accounting Officer and the recipient are to satisfy themselves as to the quantity of cartridges therein.

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

38. After any practice the officer-in-charge is to certify on form S.301 the number of cartridges expended.

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

Stocktaking and Test Stocktaking.

40. Stocktaking is to be carried out in accordance with current accounting instructions. On these occasions small arms are to be mustered by register numbers. Subject to the exigencies of the service the time allowed for the changeover will be in accordance with current Navy Orders.

41. A stocktaking of all valuable and important stores should be made more frequently and in small ships also on change of gunner's yeoman.

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

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

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

45. Test stocktaking of small arm ammunition is to be made on all occasions when demands are prepared. The quantity remaining on board is to be established by actual count.

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

Arms Landed.

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

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

49. The instructions in paragraph 48 will not apply to parties landed for drill where such drill is carried out in the immediate vicinity of the ship and is of short duration.

H.M.A. COMMISSIONED ESTABLISHMENTS.

Register Numbers of Small Arms—Recording.

50. The instructions in paragraphs 4 and 5 apply to commissioned establishments.

Keys of Rifle Racks, Sub-machine Gun Racks, Pistol Cupboards and Armoury.

51. The instructions in paragraphs 6 and 7 are to be extended to include the armoury or gunner's store where this room is used to store small arms.

Armoury—Security.

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

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

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

Rifles and Rifle Racks.

55. Rifles, other than drill only, are to be stowed in racks in the armoury. The instructions contained in paragraphs 9, 10 and 11 are to apply to commissioned establishments.

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

Drill only Rifles.

57. Where drill only rifles are stowed in racks in an open drill hall they are to be secured in the same way as other rifles except that their bolts are to be kept in a locked stowage in the gunner's store and issued when required.

Pistols and Pistol Cupboards.

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

59. The instructions contained in paragraphs 15 to 27 are to apply to commissioned establishments.

Sub-machine Guns.

60. Sub-machine guns are to be stowed in racks in the armoury. The instructions contained in paragraph 28 are to apply in commissioned establishments.

Machine Guns.

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

Signal Pistols, Schermuly Pistols and Shot Guns.

62. Signal pistols, Schermuly pistols and shot guns when not in use for instructional purposes are to be placed in a locked stowage in the armoury.

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

Small Arm Ammunition.

64. The instructions contained in paragraphs 36 to 39 are to apply in commissioned establishments.

Stocktaking.

65. The instructions contained in paragraphs 40 to 46 are to apply in commissioned establishments.

Arms Landed.

66. The instructions contained in paragraphs 47, 48 and 49 are to apply in commissioned establishments.

R.A.N. ARMAMENT DEPOTS AND A.S.I. SHIPS.

67. Rifles, pistols, sub-machine guns and ammunition for these weapons are to be stored in strong, securely locked stowages.

68. Pistols should be threaded on a strong metal bar fastened by a padlock.

69. Cylinders of pistols, magazines of sub-machine guns, and bolts of rifles are to be removed and stored separately. These parts are to be tallied with the appropriate number of the weapon of which they are component for easy identification when issuing.

70. If weapons are stored in bulk, the cases are to be packed under supervision of a responsible officer, and banded and sealed with suitable banding tape or wire. A list of contents and register numbers is to be signed by the packer and checker and included in the package. A duplicate is to be retained for record.

71. The safety of weapons and security of packages containing weapons are to be verified daily by the storekeeper and at frequent intervals by a responsible officer.

72. Stocktaking of the following items is to be carried out half-yearly—

Pistols.
Shot guns.
Shot gun cartridges.
Cartridges .22-in.

73. Paragraphs 68 and 69 are not applicable at R.A.N. Armament Depot, Spectacle Island, Sydney, where separate security arrangements have been approved.

SUPPLY AND TRANSPORT.

74. When weapons are packed for transport, packing is to be witnessed by a responsible officer. A packing note bearing full details of contents, including register numbers, is to be prepared in triplicate and signed by the packer and witnessing officer, viz.—

One copy for enclosure in package.
One copy for despatch to consignee.
One copy for retention.

75. Whenever possible complete weapons should not be packed in one package, but the component pistol cylinders, sub-machine gun magazines, or rifle bolts should be forwarded in separate packages. All packages are to be securely packed and banded in strong well made cases. Care on the part of consignees is necessary to ensure that, on receipt, the component pistol cylinders, sub-machine gun magazines, or rifle bolts are assembled to the correct parent weapons.

76. No indication should appear on packages containing non-explosives that they contain small arms. Any such markings on chests are to be overpainted if they are to be transported by other means than depot transport or H.M.A. ships.

77. Small arms should, whenever possible, be transported by service sea freight. When so transported the cases should be placed in the charge of the Commanding Officer (or an officer deputed by him), who is to assume responsibility for their safe custody and is to see that the cases are intact and in good order when handed over to the consignee.

78. All consignments, other than those delivered by hand or by depot transport, are to be despatched by one of the following methods, viz.—

Registered parcels post, passenger train, or cabin freight (for pistols)
Lock-up stowage (for other small arms)

and a receipt for the packages is to be obtained at the time of handing over.

79. The consignee is invariably to be advised of despatch at once, stating the mode of conveyance and package numbers.

80. A receipt, specifying register numbers of weapons, is to be obtained at the time of delivery when weapons are despatched by hand or by depot transport.

81. Whenever small arms or small arm ammunition are trans-shipped, issued or received, special attention is to be paid to the condition of the packages. **If any appear to have been tampered with or are found to be damaged or with broken seals the contents are to be verified at once, unless the soldered lining, where fitted, is seen to be intact.** All concerned with the handling and transhipment of these stores are to be impressed with this instruction. As soon as a broken package is noticed it is to be set apart and after verification of the contents is to be kept under lock and key and if the package cannot be repaired at once it is to be handed over personally to the next authority taking charge.

82. On receipt by consignees, all packages, excepting sealed ammunition packages, are to be **immediately** unpacked (if possible in the presence of a witness) and mustered. In order that investigation of losses can be pursued without delay, it is essential that there must be no loss of time in checking stores on receipt.

83. Vouchers are invariably to quote the register numbers of weapons and any damage found to a package is to be noted on the voucher together with the action taken.

84. Losses or suspected losses are to be dealt with immediately in accordance with paragraphs 2 and 3.

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

86. Navy Order 78 of 1957 is hereby cancelled.

(D.O.U.W. 700/255/13.)

(*Navy Order 78 of 1957.*)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

3173/59.—2

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 833–853/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Melbourne,
30th September, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

RESTRICTED.

8174/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

833.—" Daring " Class Destroyers—Gun Salutes.

Navy Order 550 of 1959 is to be amended as follows—

(*a*) *Insert* paragraph 2.

2. This order will not apply to H.M.A.S. VOYAGER until such time as her 40/60 armament is increased.

(*b*) Paragraph 2 is to be renumbered 3.

(D.T.S.R. 12/3/1.)

(*Navy Order* 550 *of* 1959.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

834.—Electrical Branch—Award of Certificate of Competency.

It has been decided that from the date of this order, 1st Class ratings of the Electrical Branch may be awarded a Certificate of Competency when considered competent to perform the duties of the Leading rate and likely to pass the Fleet Board Examination for the Leading rate, without first having qualified E.T. 1.

2. E.T. 1 will remain a necessary qualification before a rating can be recommended for advancement to the Leading rate.

3. A.B.R. 10, article 1803 (*c*) (i) will be amended in due course.

(H.P.B. 303/221/1.)

UNCLASSIFIED.

835.—Gowrie Scholarships—1960 Awards.

The following information regarding Gowrie Scholarships available for 1960 is promulgated at the request of the Trustees of the Gowrie Scholarship Trust Fund.

2. The Scholarships available are—

(*a*) Post-Graduate Research Travelling Scholarships, for two years, of £720 sterling per annum;

(*b*) University or similar Scholarships, of £75 per annum; and

(*c*) Secondary School Scholarships, for one or two years, of £40 per annum.

3. Applications must be submitted not later than the 30th November, 1959, as follows—

(*a*) For Post-Graduate Research Scholarships—To the Registrar of the University of graduation in Australia.

(*b*) For other Scholarships—to Secretary, Gowrie Scholarship Trust Fund, Box 2069, G.P.O., Sydney, New South Wales.

4. The scholarships are available only to members of the armed forces who served in a combat area during the 1939/45 war or subsequently, or to their descendants.

5. Forms of application and instructions are obtainable from the Secretary of the Trust, or through the schools.

6. This order will be reprinted for posting on Notice Boards.

7. Navy Order 987 of 1958 is hereby cancelled.

(D.N.E.S. 134/51/5.)

(*Navy Order 987 of* 1958.)

UNCLASSIFIED.

836.—Results of Sporting Competitions, for Year Ended 31st March, 1959—H.M.A. Fleet, East Australian Area and South-East Australian Area.

The results of interpart and interservice competitions held in the Fleet, East Australia Area and South-East Australia Area for year ended 31st March, 1959 and civilian competitions in which Navy teams participated are detailed in the appendix to this order.

2. This order will be reprinted for posting on Notice Boards.

3. Navy Order 479 of 1958 is hereby cancelled.

APPENDIX.

H.M.A. FLEET.

Interpart Competitions.

Sport.	*Competition.*	*Winner.*
General Sport ..	Pakistan Shield ..	H.M.A.S. MELBOURNE
Golf	Naiad Cup	H.M.A.S. MELBOURNE
Rifle Shooting ..	Grey Smith Cup ..	H.M.A. Fleet

East Australian Area.

Interpart Competitions.

Sport.	*Competition.*	*Winner.*	
Cricket	Zingari Cricket Shield (1957–58)	1st H.M.A.S. ALBATROSS	89 pts.
		2nd H.M.A.S. PENGUIN	75 pts.
		3rd H.M.A.S. SYDNEY, H.M.A.S. MELBOURNE	72 pts.
		5th H.M.A.S. WATSON A	56 pts.
		6th H.M.A.S. WATSON B	50 pts.
		7th Destroyers and Frigates	39 pts.
		8th H.M.A.S. KUTTABUL	28 pts.
Cricket	Zingari Cricket Shield (1958–59)	1st H.M.A.S. WATSON, H.M.A.S. MELBOURNE	99 pts.
		3rd H.M.A.S. ALBATROSS	78 pts.
		4th Destroyers and Frigates	58 pts.
		5th H.M.A.S. PENGUIN	50 pts.
		6th H.M.A.S. KUTTABUL	10 pts.

APPENDIX—*continued.*

Sport.	*Competition.*	*Winner.*
Rugby	Dempster Cup ..	1st H.M.A.S. ALBATROSS
		2nd H.M.A.S. WATSON
		3rd Destroyers and Frigates
		4th H.M.A.S. KUTTABUL
		5th H.M.A.S. NIRIMBA
		6th H.M.A.S. PENGUIN
Sailing	Braemar Challenge Cup	1st Cdr. A. H. Cooper
		2nd N/A Miller
		3rd Lt. Cdr. Hinchcliffe (Ret'd.)
	R.N.S.A. Trophy ..	1st C.P.O. A. C. Richardson
		2nd Cdr. A. H. Cooper
		3rd Lt. Cdr. Martin, R.A.N.R.
	Naval Auxiliary Patrol Whaler Trophy	1st C.P.O. A. C. Richardson
		2nd Cdr. A. H. Cooper
		3rd Sig. R. Robinson
	Balmoral Sailing Club:	
	Waterhen Trophy ..	Cdr. A. H. Cooper
	Dalgleish Cup ..	F/O A. Dibbs
Soccer	Rear-Admiral Showers Cup	1st H.M.A.S. ALBATROSS
		2nd H.M.A.S. PENGUIN and S.M.4
		3rd H.M.A.S. NIRIMBA
	—	4th H.M.A.S. WATSON
Swimming ..	G. D. Moore Trophy (1958)	Navy—(Time: 3 mins. 29.5 secs.) (Record)
	G. D. Moore Trophy (1959)	Dockyard—(Time: 3 mins. 28.5 secs.) (Record)
Waterpolo ..	Urquhart Cup (1958)	Navy 3
		Dockyard 3
	Urquhart Cup (1959)	Navy 5
		Dockyard 3

Interservice Competitions 1957–58.

Sport.	*Competition.*	*Winner.*	
Athletics (Men) ..	A.A.A. Shield ..	1st R.A.A.F.	30 pts.
		2nd Army	20 pts.
		3rd Navy	10 pts.
Athletics (Women)	Berlei Trophy ..	1st R.A.A.F.	30 pts.
		2nd Army	20 pts.
		3rd Navy	10 pts.
Basketball (Men)	Cooney Cup ..	1st R.A.A.F.	10 pts.
		2nd Navy	7 pts.
		3rd Army	3 pts.
Basketball (Women)	Cole Trophy	1st Navy	30 pts.
		2nd Army	20 pts.
		3rd R.A.A.F.	10 pts.
Boxing	Arnotts Boxing Shield	1st Army	30 pts.
		2nd Navy	20 pts.
		3rd R.A.A.F.	10 pts.

APPENDIX—*continued.*

Sport.	*Competition.*	*Winner.*	
Cricket	N.S.W. Association Shield	1st R.A.A.F.	30 pts.
		2nd Navy	20 pts.
		3rd Army	10 pts.
Golf (Men) ..	Feltex Cup	1st Navy	30 pts.
		2nd R.A.A.F.	20 pts.
		3rd Army	10 pts.
Golf (Women) ..	Langdon Trophy ..	1st Army	30 pts.
		2nd R.A.A.F.	20 pts.
		3rd Navy	10 pts.
Hockey (Women)	Rural Bank Trophy ..	1st R.A.A.F.	30 pts.
		2nd Navy	20 pts.
		3rd Army	10 pts.
Rifle Shooting ..	Tooheys Cup ..	1st Army	30 pts.
		2nd R.A.A.F.	20 pts.
		3rd Navy	10 pts.
Rugby Union ..	McCabe Cup ..	1st Army	30 pts.
		2nd Navy	20 pts.
		3rd R.A.A.F.	10 pts.
Swimming and Diving (Men)	Richardson Cup ..	1st R.A.A.F.	30 pts.
		2nd Navy	20 pts.
		3rd Army	10 pts.
Swimming and Diving (Women)	David Jones Cup ..	1st R.A.A.F.	30 pts.
		2nd Army	20 pts.
		3rd Navy	10 pts.
Tennis (Men) ..	Holbrook Shield ..	1st R.A.A.F.	30 pts.
		2nd Army	20 pts.
		3rd Navy	10 pts.
Tennis (Women)..	Barclay Trophy ..	1st R.A.A.F.	30 pts.
		2nd Army	20 pts.
		3rd Navy	10 pts.
Tug-o-war ..	Gordon Pfieher Cup ..	1st R.A.A.F.	10 pts.
		2nd Army	7 pts.
		3rd Navy	3 pts.
Waterpolo ..	R.K.O. Cup	1st Navy	10 pts.
		2nd R.A.A.F.	7 pts.
		3rd Army	3 pts.

Interservice Competitions 1958–59.

Sport.	*Competition.*	*Winner.*	
Athletics (Men) ..	A.A.A. Shield ..	1st Army	30 pts.
		2nd Navy	20 pts.
		3rd R.A.A.F.	10 pts.
Athletics (Women)	Berlei Trophy ..	1st R.A.A.F.	30 pts.
		2nd Army	20 pts.
		3rd Navy	10 pts.
Australian Rules..	.. ..	1st Navy	
		2nd Army	

APPENDIX—*continued.*

Sport.	*Competition.*	*Winner.*	
Basketball (Men)	Cooney Trophy ..	1st Navy	10 pts.
		2nd Army	7 pts.
		3rd R.A.A.F.	3 pts.
Basketball (Women)	Cole Trophy	1st Navy	30 pts.
		2nd Army	20 pts.
		3rd R.A.A.F.	10 pts.
Billiards and Snooker	Imperial Cup	1st R.A.A.F.	
		2nd Navy	
		3rd Army	
Bowls	Malone Trophy ..	1st R.A.A.F.	
		2nd Army	
		3rd Navy	
Boxing	Arnotts Boxing Shield	1st Army	30 pts.
		2nd Navy	20 pts.
		3rd R.A.A.F.	10 pts.
Cricket	N.S.W. Association Shield and Oldfield Cup	1st R.A.A.F.	30 pts.
		2nd Navy	20 pts.
		3rd Army	10 pts.
Golf (Men) ..	Feltex Cup	1st Navy	30 pts.
		2nd Army	20 pts.
		3rd R.A.A.F.	10 pts.
Golf (Women) ..	Langdon Trophy ..	1st R.A.A.F.	30 pts.
		2nd Army	20 pts.
		3rd Navy	10 pts.
Hockey (Women)	Rural Bank Trophy ..	1st R.A.A.F.	30 pts.
		2nd Army	20 pts.
		3rd Navy	10 pts.
Rifle Shooting ..	Tooheys Cup and W. A. Warick Trophy	1st Army	30 pts.
		2nd R.A.A.F.	20 pts.
		3rd Navy	10 pts.
Rugby Union ..	McCabe Cup	1st Army	30 pts.
		2nd Navy	20 pts.
		3rd R.A.A.F.	10 pts.
Soccer	Coueney Lucas Shield	1st { Army, Navy }	
		3rd R.A.A.F.	
Swimming and Diving (Men)	A.I.F. Shield	1st Army	30 pts.
		2nd Navy	20 pts.
		3rd R.A.A.F.	10 pts.
Swimming and Diving (Women)	David Jones Cup ..	1st Navy	30 pts.
		2nd R.A.A.F.	20 pts.
		3rd Army	10 pts.
Tennis (Men) ..	Host Holbrook Shield	1st Army	30 pts.
		2nd Navy	20 pts.
		3rd R.A.A.F.	10 pts.
Tennis (Women)..	Barclay Trophy ..	1st R.A.A.F.	30 pts.
		2nd Army	20 pts.
		3rd Navy	10 pts.

APPENDIX—*continued.*

Sport.	*Competition.*	*Winner.*	
Tug-o-war ..	Gordon Pfieher Cup ..	1st Army	10 pts.
		2nd Navy	7 pts.
		3rd R.A.A.F.	3 pts.
Waterpolo ..	R.K.O. Cup and Richardson Cup	1st Navy	10 pts.
		2nd R.A.A.F.	7 pts.
		3rd Army	3 pts.

South-East Australian Area.

F.N.D. Interpart Competitions.

Sport.	*Competition.*	*Winner.*
Athletics	Colin Rodger Cup .. (4 x 100 yds relay)	Recruit School
	Currey Cup .. .. (Obstacle relay)	Engineering School
	Grey Smith Rose Bowl (Cross country)	Recruit School
	Hartley Cup .. .. (4 x 220 yds relay)	Band
	Pritchard Cup .. (1 mile medley relay)	Recruit School
	Ross Cup .. .. (4 x 400 yds. relay)	Band
	Walker Hall Cup .. (Champion athlete)	Writer J. Quirk
	Journal Cup .. .. (Tug-o-War)	Engineering School
	McCarthey Cup .. (All round competition)	Electrical School
	Journal Cup .. .. (Aggregate relay score)	Recruit School
Australian Rules..	Richmond Football Cup	Seamen
Basketball ..	Buchannan Cup:	
	(Winter)	Seamen
	(Summer)	Recruit School
Cricket	Brock Cup	Band
Golf	Savel Cup	Stores P. O. Robinson
	Dallmeyer Cup ..	Sub-Lt. M. Reilley
	Axford Cup	Mr. T. Vale
Hockey	Drew Cup	Wardroom
Rugby	Cowan Cup	Seamen
Soccer	Tolley Cup	Recruit School
Swimming ..	Levada Shield ..	Recruit School
Tennis	Bittern Transport Cup	Supply Division
Waterpolo ..	Centenary Cup ..	Engineering School

APPENDIX—*continued.*

Interservice Sports 1958–59.

Sport.	*Competition.*	*Winner.*
Athletics	1st R.A.A.F.	260 pts.
	2nd Army	88 pts.
	3rd Navy	70 pts.
Australian Rules..	1st Army	30 pts.
	2nd Navy	20 pts.
	3rd R.A.A.F.	10 pts.
Basketball	1st Army	30 pts.
	2nd R.A.A.F.	20 pts.
	3rd Navy	10 pts.
Cricket	1st Navy	30 pts.
	2nd R.A.A.F.	20 pts.
	3rd Army	10 pts.
Golf	1st Army	30 pts.
	2nd R.A.A.F.	20 pts.
	3rd Navy	10 pts.
Rifle Shooting	1st Army	30 pts.
	2nd R.A.A.F.	20 pts.
	3rd Navy	10 pts.
Rugby	1st Navy	30 pts.
	2nd Army	20 pts.
	3rd R.A.A.F.	10 pts.
Swimming	1st R.A.A.F.	30 pts.
	2nd Navy	20 pts.
	3rd Army	10 pts.
Tennis	1st R.A.A.F.	30 pts.
	2nd Army	20 pts.
	3rd Navy	10 pts.
Waterpolo	1st R.A.A.F.	30 pts.
	2nd Navy	20 pts.
	3rd Army	10 pts.

Civilian Competitions.

Athletics (D Grade)		Navy
Australian Rules		1st XVIII.—Crib Point (Navy Position, 8th)
		2nd XVIII.—Army App. (Navy Position, 2nd)
Basketball ..	1958	1st X.—B Grade—Pascoe Vale (Navy Position, 2nd)
		2nd X. } —C Grade,—Glen Iris
		3rd X. } (Navy Positions, 4th and 8th respectively)
	1959	1st X.—B Grade—St. Johns (Navy Position, 2nd)
		2nd X.—C. Grade—Brunswick (Navy Position, 4th)

APPENDIX—*continued.*

Sport.	*Competition.*	*Winner.*
Cricket		Milk Distributors (Navy Position, 5th)
Badminton		Frankston (Navy Position, 3rd)
Rugby Union		1st XV.—Power House (Navy Position, 4th)
		2nd XV.—R.A.A.F. Point Cook (Navy Position, 5th)
		3rd XV.—Geelong (Navy Position, 4th)
	Club Championships	1st Point Cook
		2nd Navy
Soccer		1st XI.—Sicilia (Navy Position, 6th)
Waterpolo		1st VII.—Hungaria (Navy Position, 9th)

(D.T.S.R. 136/6/6.)

(*Navy Order* 479 *of* 1958.)

UNCLASSIFIED.

837.—Taxation Clearances—Personnel Travelling on Duty.

Personnel authorized to travel overseas on duty are not required to produce a taxation clearance before obtaining their passage tickets provided an authorized person certifies on behalf of the Minister for Defence that such travel is in the course of duty.

2. The officers delegated by the Minister for Defence to issue such certificates to naval personnel are—

Flag Officer Commanding, Her Majesty's Australian Fleet.
Flag Officer-in-Charge, East Australia Area.
Naval Officer-in-Charge, West Australia Area.
Naval Officer-in-Charge, North Australia Area.
Naval Officer-in-Charge, Victoria.
Deputy Director of Manning, Navy Office.
Director of Movements Division, Navy Office.

These certificates may only be issued to Royal Australian Navy personnel.

3. Royal Navy, Royal New Zealand Navy and other Commonwealth Navy personnel returning to areas outside Australia on leave, or after Loan or Exchange Service or training with the Royal Australian Navy, or after service with the Fourth Submarine Squadron, are required to make personal application to the Taxation Department for taxation clearances. In these cases so that personnel concerned may obtain clearances, Captains of H.M.A. ships and establishments where a member is borne, may issue a certificate indicating that the member is returning to areas outside of Australia after service with the Royal Australian Navy or Fourth Submarine Squadron.

4. In the case of Royal Navy members serving on loan, the certificate should state that the amount of tax payable is being recovered and will continue to be recovered until he reverts to the Royal Navy and that the amount recovered will be forwarded to the Taxation Department under Navy Group No. 162 (C.O.).

5. In all other cases, the certificate should state that as his pay and allowances are the liability of the Admiralty or New Zealand Government, &c. (the appropriate authority being named), the member is not liable for Commonwealth Taxation.

6. Under section 258 (5) of the Territory of Papua and New Guinea Income Tax Ordinance 1959, the Naval Officer-in-Charge, New Guinea is authorized to issue certificates to naval personnel travelling in the course of their duty.

7. Navy Order 859 of 1957 is hereby cancelled.

(D.N.A. 271/52/3.)

(*Navy Order* 859 *of* 1957.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

838.—Aircraft—Fire Warning at High Altitude.

(*A.F.O.* 1622/1959.)

Two reports (not from naval service) have been received of failures of cartridge electric, operating fire extinguisher 2 pin no. 1 mk. 1 and 3 pin no. 1 mk. 1; on receipt of a fire warning (false) at 40,000 ft., attempt was made to operate the extinguisher, but the cartridges failed to fire.

2. The naval aircraft likely to be similarly affected are Gannets, Sea Venoms and Vampire Trainers.

3. Subsequent examination of the cartridges concerned showed that the ignition wires had melted but had failed to ignite the gun powder charge.

4. Investigation has indicated that at 30,000 ft. ignition of the gun powder is doubtful whilst at 40,000 ft. many failures can be expected, particularly if the cartridges are subjected to the ambient temperatures at that altitude. After subjection to 40,000 ft. several minutes at a lower altitude (20,000 ft.) was necessary to ensure satisfactory functioning.

5. New cartridges with enlarged ignition wires to overcome this failure will shortly be introduced into service, but are not expected to be available until early 1960.

6. It is not intended to impose a height restriction on aircraft and pilots should carry out the drill described under "Action in the event of fire" in appropriate Pilots Notes irrespective of altitude.

(D.A.M.R. 727/58/6.)

RESTRICTED.

839.—Radar—Types 262 M/P/Q—Aerial Outfits A.P.E. (1). (2).—Directional Couplers—Introduction and Fittings.

(*A.F.O.* 1157/1959.)

Directional couplers will shortly become available for radar type 262 series. It is intended that these shall be supplied on the basis of one per C.R.B.F.D. or S.T.A.A.G. mk. 3 mod. 1 mounting fitted and one per ship or establishment in the case of S.T.A.A.G. mountings other than the S.T.A.A.G. mk. 3, mod. 1.

2. Details of the directional couplers are given in the appendix to this order. Ships and establishments concerned are to include an item in Defect Lists to have the work carried out by dockyards quoting this order as authority, except in the case of ships and establishments fitted with S.T.A.A.G. mountings mk. 2* or 2 M, in which case the appropriate coupler, one per ship or establishment is to be demanded from N.S.O. Port Melbourne or S.N.S.O. Sydney as appropriate and fitted by ship's staff as and when required.

3. C.R.B.F.D.'s and S.T.A.A.G. mk. 3 mod. 1 mountings are to have the directional coupler fitted as a permanent section of the wave-guide run, the coupler being left fitted when the director or mounting is landed. For S.T.A.A.G. mountings other than mk. 3 mod. 1, the wave-guide section, which is removed when fitted the coupler, is to be retained in the L.M.A./E.M.R. and replaced in the wave-guide run should the mounting be landed.

4. All C.R.B.F.D.'s (except C.R.B.F.D. mk. 5) have sections of the structure which foul the coupler and prevent it being easily fitted and modifications to the structure (vide M.R. 1210, drawings D.N.O. 5931 A. sheet 1, 5931 B and 5955 D.) are to be carried out when fitting the coupler.

5. C.R.B.F.D.'s mk. 5 supplied to the R.A.N. have been fitted with directional couplers and no further action is required for this mark of director.

6. Details and the use of directional couplers are given in B.R. 2047 B (2), (3) and (5).

APPENDIX.

Directional Coupler.	*Required for—*	*Wave-Guide Section (s) Replaced.*
A.P. 66537/A. ..	D.C. S.T.A.A.G. mk. 2* and 2 M using A.P.E. (1)	A.P. 56686
	A.C. S.T.A.A.G. mk. 3 mod. 1 using A.P.E. (2)	A.P. 67961* and A.P. 56686
A.P. 66539/A. ..	All C.R.B.F.D.'s	A.P. 57727

* When directional coupler A.P. 66537/A is fitted to S.T.A.A.G. mk. 3 mod. 1 two new sections of wave-guide require to be fitted, namely A.P. 63260 and A.P. 63261; these items should be demanded at the same time as the coupler. It is most important that both new wave-guide sections are fitted otherwise the directional coupler will be irreparably damaged when the mounting elevates beyond about 78°. (M.R. 1105, drawings D.N.O. 7218, 7218D and 7218E refer).

(D.E.E. 518/51/38.)

UNCLASSIFIED.

840.—Ammunition—Propellant—Landing—Destruction—Report.

(*A.F.O.* 1896/1959.)

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing them 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 to Navy Office for instructions.

Propellant lot or sub-lot No.	*Propellant nature and size.*	*Nature of gun ammunition, &c., which may be involved.*
RNC 797 ..	SC 150	B.L. 6-in.; Impulse torpedo
RNC 798 ..	SC 109	B.L. 6-in.; Q.F. 4.7-in.
RNC 800 ..	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.)
RNC 868XA ..		
RNC 875XA ..		
RNC 5066XH ..	HSCK/T 134-055 ..	Q.F. 3-pdr.; Q.F. 2-pdr.; D.C.T.; squid, A/S mortar
RNP 921XH ..		
RC 1849	NH 025	Q.F. 40/60
RC 1858		
RC 1860		
RC 1861		

2. Attention is drawn to article 211 of Naval Magazine and Explosives Regulations 1956, B.R. 862 and 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.

(D.O.U.W. 729/57/18.)

UNCLASSIFIED.

841.—Ammunition—Pyrotechnics—Cartridges, Signal 1-in.—Method of Identification.

(*A.F.O.* 1952/1959.)

The means of distinguishing by feel, in the dark, the colours of the signal stars of cartridges, signal 1-in. are as follows—

Colour.	*Rim.*
Green	Plain.
White	Half-milled.
Red	Fully milled except mk. 12 cartridges which may have plain rims with + embossed on the closing disc.

2. A few instances have been reported of cartridges with rims which do not correspond with the above, e.g., cartridges with half-milled (indicating white) or plain rim without symbol (indicating green) producing red stars when fired.

3. These are probably isolated cases but to ensure that no mistake in the colour is made when cartridges are fired at night, H.M.A. ships and establishments are to check that the type of rim agrees with the colour band on the cartridge case before cartridges, signal 1-in. are issued for possible use at night.

4. Navy Order 836 of 1957 is hereby cancelled.

(D.O.U.W. 728/58/12.)

(*Navy Order* 836 *of* 1957.)

UNCLASSIFIED.

842.—Gun Mountings 4.5-in. Mks. 6 and 6* (Mod. No. 87) and Mk. 6* Mod. I (Mod. No. 29) Retallying of Gun Safety Switches—Reports.

(*A.F.O.* 1483/1959.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted. Gunnery equipment depots.
(*b*) *Type of mountings* ..	.. 4.5-in. mks. 6, 6* and mk. 6* mod. 1.
(*c*) *Part of equipment affected*	.. Gun safety switches incorporated in Captain of Gunhouse's dashboard.
(*d*) *Purpose of modification*	.. To reverse or renew the existing SAFE/CLOSED tally plates on the Captain of Gunhouse's dashboard and engrave OPEN/CLOSED.
(*e*) *Drawings*	.. N.41474.
(*f*) *By whom to be done*	.. Ship's staff.
(*h*) *When to be done* ..	.. At the earliest opportunity.

(D.O.U.W. 736/59/1.)

RESTRICTED.

843.—Gun Mountings 4.5-in Twin R.P. 41 Mks. 6, 6* and 6* Mod. 1—Defect in Turret Training Worm Gear Box. N.37212.

A defect in a turret training worm gear box has been reported causing seizure of the training gear.

2. Investigation reveals the cause of failure to be interference between the internal diameter of distance piece N.37203/12 and the external diameter of distance piece N.37201/8. This is possible, due to the external diameter of N.37201/8 not being toleranced on the drawing.

3. To prevent a recurrence of this failure on other mountings ship's staff are to raise a defect list item to have the external diameter of N.37201/8 reduced to 7.1-in. $^{+.015}_{-.015}$, to be carried out concurrently with the dockyard five yearly overhaul of training gear boxes.

(D.O.U.W. 1215/253/1.)

UNCLASSIFIED.

844.—Guns—Q.F. 4.5-in. Mk. 5—Modification to Loading Stop Bracket.

(*A.F.O.* 1482/1959.)

The following modifications are approved—

Gun	Q.F. 4.5-in. mk. 5.
Parts affected	BP076 STOP loading left gun—assembly. BP089 STOP loading right gun—assembly.
Purpose	(*a*) To prevent fracture of the slide cover. (*b*) To allow clearance between sliding face of BP367 and BP380 lever withdrawing and breach ring.
Nature of modification ..	(*a*) (i) Replace with strengthened cover. (ii) Remove metal from arm of actuating lever. (*b*) Remove metal from withdrawing lever. (*c*) After modification new store references are to be allocated as follows—
Item	LEVER actuating loading stop plunger left gun BP731. LEVER actuating loading stop plunger right gun BP744.
Drawings	N.O.D. 3175/25 items 3, 4, 5, 6 and 18.
New Parts	BP548 COVER slide loading stop.
By whom to be done ..	R.A.N. armament depots.
When to be done ..	As soon as possible.

2. Spare BP076 and BP089 STOP loading assembly, BP679 and BP692 LEVER actuating loading stop plunger and BP367 and BP380 LEVER withdrawing loading stop in store and on board H.M.A. ships are to be modified concurrently.

3. *Schedule of Modifications Part* 1.

Q.F. 4.5-in. mk. 5 gun and accessories.
Add serial no. 29.
Amend serial no. 28 as follows—

For N.O.D. 3175/25 items 3, 4, 18 and 26.

Read N.O.D. 3175/25 items 1, 2, 22 and 25.

4. BP496 COVER slide loading stop which are replaced are to be scrapped.

(D.O.U.W. 706/51/1.)

UNCLASSIFIED.

845.—A/S Mortar, Mk. 10—Amplifier Assemblies, Mks. 15AA and 12AA—Fan Motor Assembly to Metropolitan-Vickers Style No. S.240113.

(*A.F.O.* 1747/1959.)

There is a possibility of incorrect spare fan units having been issued for the above equipment.

2. Spare fan motor units to M.V. S.240113 are therefore to be unpacked and examined and the following points checked—

(*a*) Tally plates should all read as follows apart from serial numbers and minor differences—

H.P. 0.25, 1.2 amps., 220 volts, cont. rating, 3,500 r.p.m.
Maker's name: M.G. (Colchester) Electric Ltd.

(*b*) The shaft extension at the commutator end is to be ⅜-in. diameter by ⅜-in. long with a shoulder ½-in. diameter by ⅛-in long.

Most of the cases can be opened by removal of the screws thereby disclosing the double polythene wrap.

3. It may be possible to verify both (*a*) and (*b*) without removal of the wrapping, because approximate measurements are sufficient for (*b*). Incorrect units are to be returned to depot and correct units drawn in lieu.

4. When fitting the spare fan motor unit, the following points should be borne in mind—

(*a*) A new grommet may be required for the air duct coupling. It has been the manufacturer's practice to fit additional gaskets as required for each individual unit.

(*b*) The cable form under the motor may require amendment. It has been the manufacturer's practice to re-arrange the leads to suit the particular cubicle concerned.

(*c*) Defective units should be replaced entire. Owing to different methods of manufacture it may not be possible to fit portions of a unit.

(*d*) An amendment to the centrifugal switch is being raised by the Admiralty to minimize the difficulty of fitting these fan motor units, and will be promulgated on receipt.

(D.E.E. 707/51/7.)

UNCLASSIFIED.

846.—Naval Stores (Air)—R.A.F. Vocabulary Sections 28E, 28S and 28FP—Introduction of Joint Service Catalogue Numbers.

(*A.F.O.* 1958/1959.)

The undermentioned reference numbers under sections 28E, 28S and 28FP of the R.A.F. vocabulary have been replaced by the joint service catalogue numbers shown.

2. Stocks and records are to be adjusted accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with article 1812 (*g*) of A.B.R. 4 (Naval Storekeeping Manual)—

Old Stores Reference	*New Stores Reference*
Section 28E	*Section 28E*
10043	9438652
Section 28S	*Section 28S*
2779	1200033
2767	1200034
6201	1200035
16538	1200036
2791	1200039
2773	1200040
2780	1200041
16174	1200042

Old Stores Reference	*New Stores Reference*
14424	1200043
14661	1200044
13930	1200045
2778	1200047
2774	1200050
2786	1200051
13560	1200052
2814	1200053
6472	1200055
14836	1200056
3421	1200057
2810	1200058
15108	1200059
2816	1200060
13633	1200061
2822	1200062
14553	1200063
2833	1200065
2821	1200066
15275	1200067
3426	1200080
14617	1200081
2817	1200068
2762	1200049
Section 28FP	*Section 28FP*
310	9425771
239	9438813
335	9438491
338	9436928
312	1200136
1017	1200133
546	1200135

(D.N.A.S. 603/78/46.)

UNCLASSIFIED.

847.—Naval Stores (General) (Class E, Group 7)—Anti-corrosive Metal Primers—Supply.

Consequent on the results of long term trials of priming paints carried out in the Royal Australian Navy, it has been decided to adopt yellow zinc chromate as an anti-corrisive metal primer. This primer will replace red oxide zinc chromate for all surfaces other than underwater areas, where red oxide zinc chromate will continue to be used.

2. These materials will be accounted for under class E, group 7 as follows—

Pattern.	*Description.*	*Remarks.*
Like 5362 ..	Primer, zinc chromate, yellow to C.P.C. Approval 5	For use on all metal surfaces other than underwater areas.
	Primer, red oxide zinc chromate, to C.P.C. Approval 5	For use on underwater metal surfaces.

3. Red oxide zinc chromate primer may be supplied for general use until present stocks are reduced.

4. A.B.R. 19/1956 will be amended.

(D.N.C. 4512/71/100.)

UNCLASSIFIED.

848.—Painting of Underwater Areas—Wooden Craft.

Underwater surfaces of all types of wooden craft, that are not copper sheathed, are to be painted with an anti-fouling paint system in accordance with the instructions listed in paragraphs 4 and 5. The vinyl paint system has superior anti-fouling properties and should normally be used. Craft painted with the metallic copper anti-fouling paint system may repaint with this system until a suitable occasion arises for burning off and complete repainting with a vinyl paint system.

2. Ships' boats are to be painted with marine finishing enamel in accordance with table 8.1 of A.B.R. 19/1956.

3. Finishing paints are not required on the underwater areas of copper sheathed boats.

4. *Metallic Copper Anti-fouling System.*

(*a*) *New Wood*—

(i) Prepare for painting in accordance with section 5.2 part 1 of A.B.R. 19/1956.

(ii) Prime with lead free primer (PR/2)

(iii) After primer is dry stop all nail holes, &c. with putty pattern 109, and allow to harden for at least 48 hours.

(iv) Apply 2 coats metallic copper anti-fouling paint UW/90.

(*b*) *Repainting*—

(i) Remove all marine growth.

(ii) Wash down with fresh water.

(iii) Where bare wood is exposed, prime with lead-free primer PR/2.

(iv) Repaint with 2 coats metallic copper anti-fouling paint UW/90

5. *Vinyl Anti-fouling System.*

(*a*) *New Wood*—

(i) Prepare for painting as in section 5.2, part 1 of A.B.R. 19/1956.

(ii) Apply 1 coat vinyl red anti-fouling.

(iii) Stop all holes with putty and allow to harden for at least 48 hours.

(iv) Apply 2 coats of vinyl red anti-fouling.

(*b*) *Surfaces painted other than with vinyls*—

(i) Remove all paint by burning.

(ii) Power sand to remove all traces of old paint.

(iii) Paint as for new wood.

(*c*) *Repainting*—

(i) Remove any fouling present by light brooming. It is important that intact paint should not be damaged and hard scrapers are not to be used. Light fouling is to be removed by washing down with cloth or mop.

(ii) Wash down with fresh water and allow to dry out thoroughly.

(iii) Sand down bare areas. Edges of intact paint are to be faired by sanding.

(iv) Apply 1 coat of vinyl red anti-fouling to bare areas.

(v) Stop any holes with putty and allow to harden for at least 48 hours.

(vi) Apply 1 coat of vinyl red anti-fouling to patched areas.

(vii) Apply 1 coat of vinyl red anti-fouling overall.

6. A.B.R. 19/1956 will be amended.

(D.N.C. 4276/4/340.)

UNCLASSIFIED.

849.—Paint Trials—Reference to Paints and Coatings Sub-committee.

In order to avoid unnecessary duplication of effort painting trials are not to be carried out without prior reference to the Paints and Coatings Sub-Committee of the Naval Corrosion Committee.

2. A function of this committee is to investigate new materials and make recommendations for both laboratory and service trials of those which appear suitable for naval use. Considerable information on new materials is held by the committee as a result of its own investigations and close liaison with the Commonwealth Paint Committee.

3. Comments or suggestions which may have a bearing on the painting problems encountered in the Navy are welcomed and are to be forwarded to the committee through normal administrative channels.

(D.N.C. 512/80/23.)

UNCLASSIFIED.

850.—Teletype Interference in Radio Reception—Unscreened Multicore Cable and 12-pin Jones Type Plug Assemblies—Replacement by Screened Cable Assemblies.

Investigations made recently into the noise problem at a naval W/T station have revealed that one of the potential sources of teletype interference in radio receivers is the unscreened multicore cable assemblies connecting the teletype machines to the Jones type sockets.

2. These cable assemblies should be made up of six individually screened pairs of cables, enclosed in a P.V.C. sleeve of appropriate length, and one end of the cable pairs connected to a 12-pin Jones type plug.

3. The following unscreened cable assemblies are hereby declared obsolete and all such assemblies presently fitted are to be replaced (by ship's staff) by screened cable assemblies—

Pattern No.	*Description.*
F7/NP	Cable, 12-core, and 12-pin Jones type plug assembly (SP. 35430).
F7/NP	Cable, multicore, and 12-pin Jones type plug assembly, for base, teletype MXB205 (SP. 35155).
F7/NP	Cable, multicore, and 12-pin Jones type plug assembly, for base, teletype MXB206 (SP. 32782).
F7/NP	Cable, multicore, and 12-pin Jones type plug assembly, for bases teletype MXB208/212 (SP. 32724).

4. Supplies of screened cable assemblies will be available shortly and ships and establishments concerned are to raise demands on S.N.S.O. Sydney, as soon as possible, for supply of the screened cable assemblies required, quoting this order as authority.

5. All obsolete unscreened cable assemblies on replacement are to be returned to S.N.S.O. Sydney, for disposal.

(D.N.A.S. 519/57/9.)

851, 852 These orders will not be issued.

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

853.—Forms—Form A.S. 1124—Return of W/T Ratings Examined—Revision—Form A.S. 1124A—Return of V/S Ratings Examined—Abolition.

It has been decided to abolish form A.S. 1124A and to retitle form A.S. 1124 as " Return of Communication Ratings Examined ".

2. The revised form A.S. 1124 is to be used in future to report the results of all professional examinations undertaken by communication branch ratings including the Recruit professional examination.

3. In order to facilitate the use of form A.S. 1124 details of the appropriate professional examination have not been printed on the form. These particulars are to be taken from the A.C.T.M. and entered either in manuscript or typed on the new form in the blank columns provided.

4. Supplies of the revised form A.S. 1124 are available on demand from the Superintending Naval and Air Store Officer, Sydney.

5. Stocks of existing forms A.S. 1124 and A.S. 1124A are to be destroyed.

(H.P.B. 3526/12/2314.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar 27/10

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FOR OFFICIAL USE ONLY.

C.N.O.'s 854-878/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
12th October, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

RESTRICTED.

8515/59.

CONTENTS.

UNCLASSIFIED.

854.—Operational Information and Instructions.

This Navy Order issue is a consolidation of orders affecting Operations in the R.A.N.

2. It is intended that this issue will be replaced by a booklet in due course. The booklet will comprise these orders and several others now under consideration.

3. Extra copies of this issue have been distributed as follows—

Ships	1 copy.
Operational Authorities	2 copies.

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855.—Operation, Administration and Role of Ships of the R.A.N.

The principles on which ships of the Royal Australian Navy are administered and operated are as follows—

Administration.

(*a*) All H.M.A. ships are administered by the Flag Officer Commanding H.M.A. Fleet except—

(i) certain ships employed on training duties which will be administered by the Command to which they are attached,

(ii) ships paying off which will be administered by the Flag or Naval Officer-in-Charge of the port in which they are paying off,

(iii) ships of the operational, supplementary and extended reserves. The Captain of the Port, Sydney, will carry out the duties of Captain of Reserve Ships, Sydney *vide* Navy Order 773 of 1958,

(iv) miscellaneous auxiliary craft including S.A.R. Craft.

(v) survey ships which will be administered by Flag Officer-in-Charge, East Australia Area,

(vi) new construction ships while undergoing trials, and

(vii) H.M. Submarines attached to the R.A.N.

Operation.

(*b*) The Flag Officer Commanding H.M.A. Fleet operates all ships except—

(i) certain training ships and minor war vessels which are operated by the Command to which they are attached,

(ii) survey ships which are operated by the Naval Board,

(iii) training ships employed on oceanographic surveys, which are operated for the Naval Board by the Command to which they are attached,

(iv) new construction ships while undergoing trials,

(v) ships attached to R.A.N. Experimental Laboratory for trials which are operated by Flag Officer-in-Charge, East Australia Area, and

(vi) H.M. Submarines which are operated by Commander, 4th Submarine Squadron, for Flag Officer-in-Charge, East Australia Area.

2. Ships administered by the Flag Officer Commanding H.M.A. Fleet form H.M.A. Fleet in accordance with Consolidated Orders and Regulations, article 7. Ships of the Ninth and Tenth Destroyer Squadrons and the First Frigate Squadron will be administered through their respective Captain (D) or (F) to whom Flag Officer Commanding H.M.A. Fleet may also delegate operational control on occasion.

3. New construction ships while undergoing trials will be placed under the administrative and operational control of the Flag or Naval Officer-in-Charge of the area in which the trials are being conducted. On satisfactory completion of trials the control of such ships will be transferred in accordance with paragraph 1.

4. The Naval Board will allocate ships from time to time to the R.A.N. Experimental Laboratory for trials; these ships are to be transferred to the operational control of the Flag Officer-in-Charge, East Australia Area, reverting to their normal operational authority on completion of tasks.

5. The role of H.M.A. ships, together with their limitations, and the present operational and administrative organization of H.M.A. ships in commission is laid down in the attached table.

6. Destroyers and frigates attached to the British Commonwealth Strategic Reserve are under the operational control of the Commander-in-Chief, Far East Station.

7. Navy Orders 1098 of 1958 and 76 and 357 of 1959 are hereby cancelled.

1. *Ship.*	2. *Administration.*	3. *Operation.*	4. *Role in Order of Priority.*	5. *Limitations.*	6. *Remarks.*
MELBOURNE ..	F.O.C.A.F. ..	F.O.C.A.F. ..	1. Operational Flying Training 2. Service in Strategic Reserve 3. Higher Rates Training	Nil	Stabilized
VAMPIRE ..	F.O.C.A.F. ..	F.O.C.A.F. ..	1. Fleet Unit .. .. 2. Service in Strategic Reserve 3. Higher Rates Training	Nil	Stabilized
VOYAGER ..	F.O.C.A.F. ..	F.O.C.A.F. ..	1. Fleet Unit .. .. 2. Service in Strategic Reserve 3. Higher Rates Training	Nil	Stabilized
VENDETTA ..	F.O.C.A.F. ..	F.O.C.A.F. ..	1. Fleet Unit .. .. 2. Service in Strategic Reserve 3. Higher Rates Training	Nil	Stabilized

1. *Ship.*	2. *Administration.*	3. *Operation.*	4. *Role in Order of Priority.*	5. *Limitations.*	6. *Remarks.*
ANZAC ..	F.O.C.A.F. ..	F.O.C.A.F. ..	1. Basic and Higher Rates Training 2. Simple Weapon Training 3. Fleet Unit. (*See* column 5)	Will be able to carry out only one of the following at any one time and then only at long notice— (*a*) a torpedo practice firing; or (*b*) a short A/S action; or (*c*) a simple surface or N.G.S. 4.5″ practice; or (*d*) close range firings with single 40 mm. only Cruising watches in the surface, A/A or A/S state will not be possible. Ships will be limited to continuous steaming on 1 boiler with short periods on 2 boilers	Unstabilized
TOBRUK ..	F.O.C.A.F. ..	F.O.C.A.F. ..			
WARRAMUNGA	F.O.C.A.F. ..	F.O.C.A.F. ..	Basic and Higher Rates Training	Complement will limit the ship to employment in the Eastern Area and restricted to the following— (*a*) extended cruises on 2 boilers only (*b*) plane guard duties at 25 knots on 2 boilers (*c*) navigational radar operable at all times but A.I.O. for short periods only (*d*) cruises not to exceed 6 weeks duration	Commences to pay off 7th November, 1959
QUEEN-BOROUGH	F.O.C.A.F. ..	F.O.C.A.F. ..	1. Basic and Higher Rates Training 2. Short Service in Strategic Reserve (120 days) 3. Fleet Unit. (*See* column 5)	These ships' complements will limit their employment on the Australia Station to the following— (*a*) Extended cruises being undertaken on 1 boiler only (*b*) plane guard duties at 24 knots on one boiler (*c*) navigational radar operable at all times but A.I.O. for short periods only (*d*) sections of the armament being manned for short periods only, i.e., for a short A/S action (one mortar) or for a surface practice firing, an A/A practice firing, or N.G.F.S. practice	Unstabilized
QUICKMATCH..	F.O.C.A.F. ..	F.O.C.A.F. ..			
QUIBERON ..	F.O.C.A.F. ..	F.O.C.A.F. ..			

1. *Ship.*	2. *Administration.*	3. *Operation.*	4. *Role in Order of Priority.*	5. *Limitations.*	6. *Remarks.*
SWAN	F.O.I.C.E.A.	F.O.I.C.E.A.	1. Cadet Training .. 2. Basic and Higher Rates Training 3. Local Tasks	(*a*) Elementary gunnery and A/S (*b*) Not to be off station except for cadet cruises	Partially stabilized
WARREGO ..	F.O.I.C.E.A.	A.C.N.B. ..	1. Surveying .. .. 2. Basic and Higher Rates Training	Limited to roles as in column 4	Parlially stabilized
GASCOYNE .. DIAMANTINA ..	F.O.I.C.E.A. N.O.I.C.W.A.	F.O.I.C.E.A. for A.C.N.B. N.O.I.C.W.A. for A.C.N.B.	1. Basic and Higher Rates Training 2. Oceanography 3. Local Tasks	Training with complementary role of oceanography. Required to change classes every 3 months. Cruises not to exceed 6 weeks from Australian Port. Capable of sustained steaming, 1 boiler only	Unstabilized
BARCOO ..	F.O.I.C.E.A.	A.C.N.B. when employed on normal surveying. *See* column 6	1. Surveying .. .. 2. Basic and Higher Rates Training	Surveys East Coast area and available for training. Must visit main Australian port at intervals not exceeding 6 weeks. Capable of sustained steaming on 1 boiler only	Unstabilized. When employed for trials transfers to operational control of F.O.I.C.E.A.
YARRA .. PARRAMATTA	F.O.I.C.E.A. F.O.I.C.E.A.	F.O.I.C.E.A. F.O.I.C.E.A.	1. Work up and Trials .. 2. Fleet Unit	Nil	Stabilized. Transfer to operational and administrative control of F.O.C.A.F. on completion of work up
PALUMA ..	F.O.I.C.E.A.	A.C.N.B. ..	Surveying (coastal) ..	Coastal surveys only ..	Unstabilized
KIMBLA ..	F.O.I.C.E.A.	F.O.I.C.E.A.	Research Trials	East Australia Area ..	Unstabilized
WOOMERA ..	F.O.I.C.E.A.	F.O.I.C.E.A.	1. Dumping of ammunition, &c., for R.A.N. and freighting of service explosives 2. Dumping for other services and disposal of atomic waste 3. Free freighting	Normally operate from Sydney occasional coastal passages, Brisbane or Melbourne	Unstabilized
EMU	N.O.I.C.N.A.	N.O.I.C.N.A.	1. Fishing Surveillance .. 2. Coastwatching 3. Local Tasks	Coastal. Manned by H.M.A.S. MELVILLE	Unstabilized

(D.O.D. 3031/113/415.)

(*Navy Orders* 1098 *of* 1958 *and* 76 *and* 357 *of* 1959.)

UNCLASSIFIED.

856.—Movement Reports.

The standard form of Movement Report as promulgated in appendix A to this order is to be used by all naval authorities when reporting the movements of all H.M. ships within the Far East, Australia and New Zealand Naval Stations. On the Australia Naval Station, Movement Reports are to be addressed as in appendix B to this order.

2. This order will, in due course, be incorporated into Regulations and Instructions for the Royal Australian Navy.

3. Navy Order 6 of 1958 is hereby cancelled.

APPENDIX A.

MOVEMENT REPORTS.

Movement Reports include the following types of signals—

(*a*) *Sailing Signal.* An executive signal from a superior authority ordering ships to sail.

(*b*) *Sailing Intention Signal.* A signal from a senior officer of ships in company, or a single ship, reporting the intention to sail in conformity with a previously approved programme.

(*c*) *Departure Report.* A signal originated by the Commanding Officer of a single ship, or the senior officer of more than one ship, indicating a delay in sailing if more than 12 hours; the sailing of a submarine.

(*d*) *Arrival Report.* A signal originated by the naval authority at a port to report the arrival of—

(i) submarines,

(ii) local and harbour craft and other vessels below Fleet units,

(iii) vessels engaged on hazardous or special operations, and by the Commanding Officer of a single ship, or the senior officer of more than one unit, to report the arrival of his ship(s) at ports or anchorages where there is no naval authority.

(*e*) *Diversion Order.* A diversion order is initiated by a superior authority to issue new orders to a ship already at sea.

(*f*) *Amending Report.* A signal originated by the senior officer of ships in company, or by a single ship, to report a change, for whatever reason, to the sailing or sailing intention signal. Amendments to the E.T.A., if less than 12 hours, should be made only to the naval authority at the port of destination.

(*g*) *Daily Position Report.* To be made at 0800 local time when on passage by—

(i) submarines,

(ii) local and harbour craft and such other vessels which are subject to weather,

(iii) units ordered to do so by their operational authorities by reason of the duty on which they are employed.

APPENDIX A—*continued.*

Contents of Movement Reports.

2. The standard form of Sailing or Sailing Intention Signal is as follows—

Paragraph 1. Preamble (*see* paragraphs 3 and 4).

(*a*) Time and date of departure.

(*b*) Destination or ordered task.

(*c*) Route (if other than normal direct route) and speed of advance (*see* paragraph 5).

(*d*) Latest navigational messages held for each area through which passage will be made.

(*e*) Wireless watch being kept and any intended changes (*see* paragraph 6).

(*f*) E.T.A. (*see* paragraph 7).

(*g*) Any other information or orders for the movement (*see* Navy Orders 859 and 860 of 1959).

Paragraph 2. Acknowledge (*see* paragraph 8).

Sailing Signal—Standard Form of Preamble.

3. The standard form of preamble for a Sailing Signal is to be as follows—

" Sail from (place) as follows "

or to the senior officer of ships in company—

" Taking (names of ships in company) under your orders sail from (place) as follows."

Sailing Intention Signal—Standard Form of Preamble.

4. Standard form of preamble for a Sailing Intention Signal is—

" Intend to sail from (place) as follows "

or by the senior officer of ships which will sail in company—

" Intend to sail in (ship) from (place) with (names of ships) in company as follows."

Route.

5. Ships on passage, calling at ports to replenish or remaining in harbour less than 24 hours, are to make a composite signal including in sub-paragraph (*c*) of the signal the time of the visit at intermediate ports.

Alterations in W/T Organization.

6. If it is desired to alter the W/T organization, as indicated by sub-paragraph (*e*) of the signal the intended new time of changing organization is to be signalled to naval authorities and wireless stations concerned well before the change indicated originally is due to take place.

7. The E.T.A. is to be the time of reaching the entrance to the harbour or the seaward limit of the port in the case of ports situated on extensive harbours. If in doubt, the E.T.A. may be expressed at a specific point.

8. Acknowledgment is to be made by the action addressees to the originator only.

9. Sub-paragraphs not applicable may be omitted.

10. Departure and Arrival Reports are to give the name(s) of the ship(s) followed only by the word " departed " or " arrived " respectively, except that in the case of a Departure Report made because of a delayed sailing it will be necessary to include such items which have changed since the original signal was made.

APPENDIX A—*continued.*

11. The form of Diversion Order and Amending Report is left to the discretion of the originator but should be prefixed " CHANGE ", and must refer to the D.T.G. of the previous Sailing or Sailing Intention Signal and amend the necessary sub-paragraphs of that message accordingly.

12. Daily Position Reports should give position, present course and speed of advance and the local conditions of wind and sea.

General.

13. Movement Reports need not be made by—

(*a*) ships proceeding to sea for exercises and returning to the same port within 48 hours; or

(*b*) survey units moving within a surveying ground.

However, ships in category (*a*) are to report their intentions to the local naval authority and the senior officer present.

14. Information only needed locally, such as arrangements for leaving harbour, is to be included in a separate signal between the ships and authorities concerned.

15. In peacetime, Movement Reports will be unclassified unless they have some political or strategical implication in which case they are to be classified appropriately.

16. Authorities operating submarines are to be guided further by A.T.P. 10 and Confidential Navy Order 74 of 1959.

17. Ships operating within the United Nations Command are to comply with the instructions in A.C.P. 176 (A) for Movement Reports, except that the identifier " NATOMOVE " is to be omitted. Reports are to addressed to M.R.O., Yokosuka only and no information addressees are to be included.

APPENDIX B.

ADDRESS OF MOVEMENT REPORTS ON THE AUSTRALIA STATION.

Sailing and Sailing Intention Signals.

(*a*) *Action Addressees.*

(i) Flag Officer or Naval Officer-in-Charge of port of departure (Sailing Intention Signal).
(ii) Senior officer of ship(s) sailing in company (Sailing Signal).
(iii) Junior ships sailing in company.

(*b*) *Information Addressees.*

(i) A.C.N.B.
(ii) Commander-in-Chief of station of destination.
(iii) Flag Officer or Naval Officer-in-Charge of areas through which the route passes.
(iv) Flag Officer or Naval Officer-in-Charge of port of destination.
(v) Operational authority.
(vi) Administrative authority (if not (v)).
(vii) Any other ships or authorities concerned in the movement.
(viii) HARMAN. (When leaving station, appropriate additional W/T stations.)

The Hydrographer, R.A.N., is to be included as an information addressee in signals concerning movements of survey vessels outside the limits of their surveying grounds.

APPENDIX B—*continued.*

Departure Report.

2. As for Sailing and Sailing Intention Signals.

Arrival Report.

3. (*a*) *Action Addressees.*

(i) Flag Officer or Naval Officer-in-Charge of port or area of departure.

(*b*) *Information Addressees.*

(i) A.C.N.B.
(ii) Senior Naval Officer of the area.

Diversion Order. Amending Report.

4. As required by the circumstances.

Daily Position Report.

5. (*a*) *Action Addressees.*

(i) Operational authority.

(*b*) *Information Addressees.*

(i) A.C.N.B.
(ii) Flag Officer or Naval Officer-in-Charge of the area.
(iii) Any other ships or authorities concerned in the movement.

(D.O.D. 4363/11/195.)

(*Confidential Navy Order* 74 *of* 1959 *and Navy Orders* 6 *of* 1958 *and* 859 *and* 860 *of* 1959.)

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857.—H.M.A. Ships—Fuel Consumption and Economical Speed.

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

Economical Speed.

2. (*a*) The economical speed for H.M.A. ships is to be regarded as—

(i) Aircraft Carriers, Cruisers, Destroyers, A/S Frigates (" Q " class conversions)	14 knots
(ii) All other Frigates	12 knots
(iii) O.M.S.	10 knots

(*b*) When ships of different economical speeds are in company for periods in excess of 12 hours, the speed should normally be reduced to that at which the slower ship can steam comfortably on one boiler.

3. Economical speed as laid down in paragraph 2 should not be exceeded except—

(*a*) In an emergency,
(*b*) where for the sake of realism increased speed is necessary in an exercise,
(*c*) to allow for the requirements of a carrier operating aircraft,
(*d*) for the purpose of carrying out annual and quarterly full power trials in accordance with B.R. 16 (50), " Engineering Manual ", article 471,
(*e*) By Frigates when employed as surveying ships (*see* paragraph 7),
(*f*) when in company with ships with a higher economical speed for periods of less than 12 hours, and
(*g*) On occasions as indicated in paragraphs 4 and 5.

4. When it is considered by Flag Officers or Captains, after careful study of the circumstances, that the saving in fuel by proceeding at economical speed would be offset by spending inconveniently long periods on passage or in reaching exercise areas, they should order their ships to proceed at whichever speed is in the best interest of the service.

6. There may also be occasions when ships are required to undertake long passages other than at economical speed but when endurance is also of primary importance and considerations of station keeping do not exist. On such occasions the Captain should allow the Engineer Officer some latitude to vary the revolutions so that the main engines may be steamed under conditions of maximum economy, it being observed that the efficiency of main engines at any given speed drops appreciably when extra nozzles are opened and steam is admitted to the turbines at a lower pressure. It is therefore possible to obtain a gain in endurance by adjusting steaming conditions to obtain a more efficient combination of nozzles and receiver pressure. No figures can be laid down, as results obtained vary with state of ship's bottom, draught, sea temperature and the weather.

7. In the following circumstances Frigates (River) and Frigates (Sloop) when employed on surveying or oceanographic duties may operate at 135 and 210 revolutions respectively both on passage and on the surveying ground—

(*a*) When long passages are involved and increased speed results in additional time gained on the surveying ground, or

(*b*) when increased speed on the surveying ground results in definite gain in output of ship sounding and in greater operational freedom in the surveying area to service boats, camps and detached parties.

Reports.

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

(*a*) Number of hours economical speed exceeded.
(*b*) Average speed.
(*c*) Fuel expended for all purposes per hour.
(*d*) Distance run per ton of fuel.
(*e*) Reason and authority for excess.

9. Navy Orders 263 and 402 of 1959 are hereby cancelled.

(D.O.D. 4276/4/509.)

(*Navy Orders* 263 *and* 402 *of* 1959.)

UNCLASSIFIED.

858.—Practice Programme—Conservation of Fuel and Limitation of Demands on Equipment and Machinery.

To effect economy of fuel and also to provide the maximum opportunity for maintenance of machinery and hulls, programmes should be compiled with the following aims in view—

(*a*) As many serials as practicable should be worked into a single day at sea.

(*b*) Days at sea should be consecutive.

(*c*) To provide time for machinery to cool, it is preferable for the days set aside for maintenance of machinery to be at the beginning of the week rather than at the end (i.e. machinery cools over the weekend).

(*d*) During working-up periods, particularly of ships that have just refitted, the programme should allow for days in harbour during which machinery and equipment are examined and maintained.

2. Navy Order 315 of 1958 is hereby cancelled.

(D.M.E. 4276/4/514.)

(*Navy Order* 315 *of* 1958.)

RESTRICTED.

859.—Ocean Passage Observations.

This order co-ordinates various routine requirements for observations from H.M.A. ships on ocean passages, and consolidates existing instructions.

2. The oceans of the world remain virtually unexplored, and therefore when on passage, particularly outside the usual shipping routes, Captains are, as far as possible in addition to their other commitments, to organize on a routine basis the following forms of oceanic observations, thus contributing much-needed information for use in naval warfare and general navigation.

Ocean Soundings.

3. To provide data from which new charts may be compiled thus helping to resolve the problems of navigation in and under the sea, H.M.A. ships fitted with echo-sounding equipment are, whenever practicable outside the 100-fathom line, to run the gear continuously to the limit of its designed operating depth (and beyond if soundings can still be obtained by successive re-phasing—*see* Australian Notice to Mariners No. 11/59).

4. Soundings taken on passage should be corrected for the speed of sound in water from the tables in H.D. 282. Where the ship's position is being fixed primarily by astronomical or radio means the track should be plotted on the plotting sheets designed for this purpose (Charts 5331–5338 series, formerly D. 6388–6395 series) An Index Sheet of the World (Chart 5330, formerly X. 6387) carries instructions for preparing the plotting sheets to represent any one of the 600 oceanic areas, shown on the index sheet, on a scale of 1/1,000,000. Instructions for recording the soundings on the plotting sheet are also given on chart 5330. The index sheet and plotting sheets are obtainable from Chart Depots.

5. It is important that soundings should be read off the echo-sounding trace at regular intervals and that the speed of the echo-sounding machine is checked frequently. If for any reason soundings have not been corrected from H.D. 282 this fact must be stated. The echo traces should be pencilled-in and preserved for each day's run and forwarded with the plotting sheets or tracings.

6. 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).

7. In deciding on the method of rendering soundings taken on passages which are partly coastal and partly oceanic, Captains 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.

8. Plotting sheets should be forwarded when convenient, e.g. at the end of a commission or long cruise and not necessarily at the end of every ocean passage. They should be covered by a brief letter in which it would be appropriate for the Captain to comment on any features of unusual interest. (N.B. Hydrographic Notes are NOT to be used as covering letters for this purpose). The plotting sheets must be annotated to conform exactly to the limits of the appropriate areas on the Index Chart 5330.

9. New dangers to surface or submarine navigation revealed by the soundings should be reported immediately by Hydrographic Note. Similarly, soundings of particular interest and likely to form the subject of further investigation should be supported by the echo-sounding trace, properly annotated. (*See* Annual Australian Notice to Mariners No. 11).

10. The practice of forwarding unplotted soundings or merely E/S traces accompanied by extracts from the navigational log as a routine measure, is to cease. Hydrographer'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 on board in the first instance.

11. The procedures given above apply equally to the rendering of non-oceanic soundings, i.e., those taken on the continental shelf or inside the 100-fathom line. These soundings are not required as a routine measure, but if opportunity offers in poorly chartered areas they should continue to be obtained provided they can be rigidly fixed.

Bathythermograph Dips.

12. Observations of the temperature gradient in the constantly changing upper layers of the sea are of great value to our understanding of the water structure and our consequent ability to predict the behaviour of underwater sound propagation in different parts of the oceans at different seasons.

13. When in water of sufficient depth, H.M.A. ships equipped with bathythermographs should take dips at least once every six hours, the object being to space observations in any series by a distance of not more than 50 miles. When exercising with submarines a dip should be taken at least once each time the submarine dives.

14. Full instructions for operating the bathythermograph are given in B.R. 1891. Used slides, together with the completed log sheets (form H. 522) should be forwarded to the Hydrographer, R.A.N. Confidential Navy Order 71 of 1959 is also relevant.

Magnetic Variation.

15. The precise value of the magnetic variation at a given place and time can only be forecast from an accumulation of observations from land and sea. Apart from its obvious importance to mariners, the data has certain other defence applications.

16. There is at present a serious shortage of basic data in many areas which can only be remedied by routine observations whenever opportunity and weather conditions permit. In such circumstances Captains should refer to Admiralty Chart No. 5374 to determine how best a series of observations can be distributed, bearing in mind that it is better to space two swings on a line at right angles to the isogonals than along their axes.

17. Full instructions for swinging H.M.A. ships for observation of magnetic variation are contained in the Admiralty Manual of Navigation (1938—Vol. III., 1954—Vol. I.). Results should be forwarded to Hydrographer R.A.N. on form H. 488.

Conclusion.

18. To keep the attention of the fleet on the great efforts required in these directions a Navy Order is promulgated each year giving a statement under ship-names of the number of—

(*a*) Sounding Sheets,
(*b*) Bathythermograph Slides,
(*c*) Magnetic Variation Observations, and
(*d*) Hydrographic Notes (H. 102)

forwarded by each ship during the year.

19. Navy Order 506 of 1959 is hereby cancelled.

(D.O.D. 4595/2/152.)

(*Navy Order* 506 *of* 1959 *and Confidential Navy Order* 71 *of* 1959.)

RESTRICTED.

860.—Ocean Passage Observations by H.M.A. Ships during 1957 and 1958.

In accordance with Navy Order 859 of 1959 the ocean passage observations by H.M.A. ships during 1957 and 1958 are set out as an appendix to this order.

2. The number of observations made is generally disappointing. Attention is drawn to Navy Order 859 of 1959.

3. Operational authorities when sailing H.M.A. ships on ocean passage are to quote Navy Order 859 of 1959 in the sailing instructions, and passages are to be planned to allow sufficient time for these observations to be made, where this does not conflict with specific exercises.

4. Navy Order 507 of 1959 is hereby cancelled.

APPENDIX.

Ship.	*Oceanic—Sdgs.*		*B.T.—Slides.*		*Magnetic—Vn.*		*Hydro.—Notes.*	
	1957.	1958.	1957.	1958.	1957.	1958.	1957.	1958.
ANZAC	—	—	97	31	—	—	1	—
COOTAMUNDRA	—	—	—	—	—	—	—	2
EMU	—	—	—	—	—	—	—	3
KOOKABURRA	1	—	—	—	—	—	1	—
PALUMA (M.S.L. 252) ..	2	—	—	—	1	—	—	2
QUADRANT	1	—	24	—	—	—	1	—
QUEENBOROUGH	—	2	64	107	—	—	—	1
QUIBERON	—	—	—	36	—	—	—	—
QUICKMATCH	2	—	236	112	—	—	—	—
SWAN	3	—	—	—	—	—	—	1
SYDNEY	1	—	—	—	—	—	—	—
TOBRUK	—	—	19	3	—	—	—	—
VOYAGER	—	—	—	61	—	—	—	—
WAGGA	—	—	—	—	—	—	1	—
WARRAMUNGA	—	—	97	14	—	—	—	—
WARREEN	—	—	—	—	1	—	—	—
WARREGO	—	1	44	—	2	1	2	6
H.M.S. TELEMACHUS ..	—	1	—	—	—	—	2	—

(D.O.D. 4595/102/21.)

(*Navy Orders* 859 *and* 507 *of* 1959.)

UNCLASSIFIED.

861.—Safe Bottoming Area for Submarines.

Details of the safe bottoming area in the East Australia Area are as follows—

SYDNEY—An area bounded by the following positions—

(*a*) Lat. 33° 33.4′ south.
Long. 151° 29.52′ east.

(*b*) Lat. 33° 40.5′ south
Long. 151° 25.2′ east.

(*c*) Lat. 33° 40.5′ south.
Long. 151° 21.2′ east.

(*d*) Lat. 33° 39.0′ south.
Long. 151° 21.2′ east.

(*e*) Lat. 33° 34.4′ south.
Long. 151° 25.2′ east.

2. Navy Order 833 of 1958 is hereby cancelled.

(D.O.D. 4185/55/6.)

(*Navy Order* 833 *of* 1958.)

RESTRICTED.

862.—Outlying Islands, Reefs and Remote Places.

When H.M.A. ships are detached to visit outlying reefs, islands, and remote places on the Australia Station. The following action is to be taken—

(*a*) The Hydrographer, R.A.N. is to be requested to forward the latest detailed hydrographic information available to the Commanding Officer, and issue draft hydrographic instructions for the ships operating authority.

(*b*) Ships visiting such localities are to obtain as much detailed information as possible, and forward their report through the ships administrative authority to: The Hydrographer, R.A.N. copy to Secretary, Department of the Navy.

2. Information required in addition to normal hydrographic information is as follows—

(*a*) photographs of the area,

(*b*) details of flora and fauna,

(*c*) details of beaches, including gradients,

(*d*) estimated area of land above high water,

(*e*) general topography and physical features to include—
(i) fresh water sources,
(ii) evidence of visits by others, and
(iii) geological description,

(*f*) suitability for—
(i) construction of lighthouses or beacons,
(ii) manned military installations,
(iii) unmanned automatic installations,
(iv) fleet anchorages, and
(v) flying boat landing area

3. Continued Sovereignty over many of these islands or reefs is dependent on periodic visits by H.M.A. ships, and evidence should be left to show that a visit has occurred. Elaborate plaques or notices are not necessary, and in some cases could be undesirable: more appropriate, are remains of camp fires, with a few beer bottles or wooden cases, which clearly show their Australian origin.

4. The Naval Board attach great importance to the gathering of as much information as possible on these visits and opportunity should be taken for F.A.A. aircraft to take aerial photographs of outlying reefs and islands whenever practicable.

(D.O.D. 79/201/1.)

UNCLASSIFIED.

863.—Exercise Areas—Australia Station.

Area Commanders are responsible for the allocation to Naval users of the exercise areas outlined in Notice to Mariners 9/59, and also for co-operation with the Army and Air Force where areas overlap or are jointly used.

2. Naval Areas are pre-fixed with the letter N, Army with the letter M, and Air Force with the letter A. Army and Air Force ranges may be utilized but prior approval is to be obtained from the Army or Air Force Area Commander.

3. Requests for use of exercise areas are to reach Area Commanders the number of days indicated prior to exercises taking place—

(*a*) for live firings at least 16 days,
(*b*) flying exercises at least 14 days,
(*c*) minesweeping exercises at least 14 days,
(*d*) submarine exercises at least 14 days,

and are to contain the following information—

Date
Proposed duration and nature of exercises
Exercise Area preferred
Danger Height in case of firings

3. Areas allocated for continuous flying training are not affected by this order.

(D.O.D. 1624/1/3.)

UNCLASSIFIED.

864.—Naval Gunfire Support Range, Jervis Bay.

The Naval Gunfire Support Range for guns up to and including 8-in., is situated on the Beecroft Head Peninsular near Jervis Bay.

Administration.

2. The Flag Officer-in-Charge, East Australia Area, is the co-ordinating authority for the range and, is responsible for informing the Deputy Director of Navigation, New South Wales, at least 10 days before any practice bombardment. The Deputy Director of Navigation will issue the necessary warning to shipping.

3. The Commanding Officer, R.A.N.A.S., Nowra, is reponsible for inserting in the local newspapers, in an issue which appears before the commencement of the practice, a notice to the effect that a bombardment will take place on the Beecroft Head Range.

Request for use of the range.

4. Requests by ships for use of the range are to be made by signal at least sixteen days before the intended date of the practice. Signals are to take the following form—

Addressed to: Flag Officer-in-Charge, East Australia Area, R.A.N.A.S., Nowra, Flag Officer Commanding H.M.A. Fleet.

Reference: Navy Order 864 of 1959.

(*a*) date range required with alternative date,

(*b*) time range is to be opened and duration of exercise,

(*c*) whether F.O.N.G.S. are required,

(*d*) whether N.G.S.L.O.'s are required,

(*e*) whether aircraft spotting required,

(*f*) ship's call sign, and

(*g*) danger height.

Provisions of Forward Observers Naval Gunfire Support (F.O.N.G.S.) and Naval Gunfire Support Liaison Officers (N.G.S.L.O.).

5. F.O.N.G.S. and N.G.S.L.O.'s will normally be provided by No. 28 Amphibous Observation Regiment. The Flag Officer-in-Charge, East Australia Area, will make the necessary arrangements with the General Officer Commanding, Eastern Command.

Provision of Airspot.

6. Air spotting will normally be provided by R.A.N.A.S., Nowra.

Range Limits. (Reference chart AUS. MISC. 9).

7. Limiting co-ordinates of the target area are—

North	730—marked by a triangular marker with black and white diagonal stripes.
South	710
East	845
West	820

8. The danger area is bounded by a line commencing at a point 277° distant 2.05 sea miles from Point Perpendicular lighthouse and a 180° direction for 0.75 sea miles, thence in a 270° direction for 2.75 sea miles, thence in a 000° direction for 5.5 sea miles thence in a 090° direction for 2.75 sea miles, thence in a 180° direction for 0.75 sea miles, thence in a 090° direction for 9.6 sea miles, thence in a 180° direction for 4.0 sea miles, thence in a 270° direction for 9.6 sea miles to the point of commencement.

9. The northern limit of the danger area is marked by a lattice square 30-ft. x 30-ft. painted with black and white diagonal stripes.

Markers.

10. The co-ordinates of the markers mentioned in paragraphs 7 and 9 above are as follows—

North marker of target area 834 730

North marker of danger area 837 750

Targets.

11. Targets as described below have been erected and painted with white gloss. They are plainly visible from an aircraft at 8,000 feet height. Positions are—

Position	*Description*
~~827 714~~ ..	~~Drums~~
~~833~~ 715 ..	Gun
228 ~~712~~ ..	~~Tram cars (northern point of convoy)~~
833 ~~723~~ ..	~~Drums~~ in gully
~~833 720~~ ..	~~Drums~~
~~827~~ 723 ..	Hut

See 360/6.

12. The two tram cars placed in position 828 712 are 100 yards apart on a north-south line. They can thus be used by ships for checking distance across corrections as desired.

13. Drums have been placed in the gully (833 723) to facilitate advanced firings with airspot involving crest clearance problems. Marking not available for the target (CNO 360/60)

14. In the interests of gaining full training value in bombardment shoots, it is recommended that the targets in paragraph 11 should not be marked on ships' bombardment charts. Their positions are given for analysis purposes.

Observation Position.

15. The observation position is situated in position 831 698. A cross-marking tower is situated in position 817 701.

16. A large red flag is to be hoisted at the observation position at all times.

Safety Officer.

17. The Commanding Officer, R.A.N.A.S., Nowra, is to detail an officer as Range Safety Officer whose duties are as follows—

(*a*) He is to arrange for the danger area to be searched before exercises commence to ensure that it is free from campers, tourists, &c. Red flags are to be hoisted close up, road control barriers closed, and sentries posted at least 30 minutes before the exercises commence.

(*b*) He is not to report " range clear " to the firing ship until the safety craft has reported the bombardment danger area inside Jervis Bay is clear.

(*c*) He is responsible for stopping fire if vessels or aircraft foul the range.

(*d*) When either the observation position or the observation tower is manned he is to see that the red flag at the observation position is hoisted close up.

(*e*) The Range Log will be kept at R.A.N.A.S., Nowra, and is to be collected by the Range Safety Officer before the commencement of the exercises and returned on completion. The Range Safety Officer is responsible for entering the following details in the log—

(i) time exercise commences,

(ii) nature of exercise,

(iii) any unusual occurrence,

(iv) time exercise completes, and

(v) position of any unexploded projectile.

(*f*) During firings he is to be at the observation post.

Safety Precautions—Firing Ship.

18. (*a*) Fire is not to be opened until the report " range clear " is received from the Range Safety Officer.

(*b*) If W/T communication with the Range Safety Officer fails, firing is to cease until communication by W/T or VS has been re-established.

(*c*) H.E. or smoke marker shell is to be used.

(*d*) Minimum firing ranges are to be as follows—

4-in.	..	8,000 yards
4.5-in.	..	9,000 yards
4.7-in.	..	7,000 yards
5.25-in.	..	11,000 yards
6-in.	..	12,000 yards
8-in.	..	15,000 yards

(*e*) Safety trainers are to be placed and the line of fire is to be at least 10° clear of the observation post.

(*f*) Until certain modifications to safety arrangements are carried out, no targets are to be engaged south of co-ordinate 717 and the direction of fire is to be to the westward between 255° and 290°.

Duties of Safety Craft.

19. A safety craft is to be arranged by the Commanding Officer, R.A.N.A.S., Nowra. The safety craft is to fly a red flag and should keep all boats clear of the danger area inside Jervis Bay.

Communications.

20. The following communication frequencies and call signs are allocated—

(*a*) Frequencies—

(i) Ship/Range Safety Officer—2196 kcs. C.W., with 4172 kcs voice or C.W. as alternative frequency,

(ii) Ship/F.O.N.G.S.—2442 kcs. voice, or

(iii) Ship/Aircraft as ordered by Commanding Officer, R.A.N.A.S., Nowra.

(*b*) Call signs—

(i) Range Safety Officer—VHZ2, or

(ii) F.O.N.G.S.—VHZ3.

21. In the event of W/T breakdowns, communications must be established by visual means.

Disposal of Unexploded Projectiles.

22. The Commanding Officer, R.A.N.A.S., Nowra, is responsible for the disposal of unexploded projectiles and should request the Flag Officer-in-Charge, East Australia Area, for assistance when the necessary qualified personnel are not available.

Range Parties.

23. The range party will always be provided by the Commanding Officer, R.A.N.A.S., Nowra, and will consist of nine ratings one of whom is to be a telegraphist. The range party will work under the direction of the Range Safety Officer. Any conferences between the Range Safety Officer and the firing ship's Gunnery Officer is to take place at least 6 hours before the commencement of the shoot. This gives the Range Safety Officer sufficient time to ensure that the range is clear.

24. On completion of all firings full records including the aircraft spotting card (when applicable) together with photographs of the Fall of Shot, are to be forwarded to the firing ship.

25. Navy Order 274 of 1958 is hereby cancelled.

(D.T.S.R. 4185/121/10.)

(*Navy Orders* 274 *of* 1958 *and* 864 *of* 1959.)

UNCLASSIFIED.

865.—Priority Telephone Trunk Line Calls.

The following arrangements for priority trunk line calls on P.M.G. circuits are available for use in connexion with marine and aircraft safety and distress when service channels are unavailable or time does not permit their use.

Marine Distress.

2. The form of priority available is " Coast Flash " which will allow interruption of a conversation in progress if the line is engaged. This may be used as authorized by the Captain or his appointed deputy(ies).

Aircraft Safety and Distress.

3. The two forms of priority available are—

(*a*) " Air Flash "—where safety of life, or extreme urgency is involved. This allows interruption of a conversation in progress if the line is engaged, and

(*b*) " Air Move "—where priority is necessary concerning the movements of aircraft but where safety of life is not involved. This allows for the call to be connected over the first trunk line to become available.

4. Use of the priorities in connexion with Naval Aircraft is usually restricted to—

(*a*) Flag Officer-in-Charge, East Australia Area, Captains of H.M.A. carriers, Air Stations, H.M.A.S. WATSON, their appointed deputies, and A.T.C.O.'s at Air Stations for such occasions as aircraft in distress or the immediate diversion of inbound aircraft owing to the sudden closing of a destination airfield.

(*b*) The Commanding Officers of aircraft having carried out a forced or precautionary landing at other than an occupied airfield.

5. The use of these priorities for other purposes (such as emergency telephonic communication between West Head Gunnery Range and Essendon A.T.C. during gunnery firings) must be as authorized by the Captain or his appointed deputy(ies).

General.

6. In view of the inconvenience which may be occasioned by these priorities, they are only to be used for urgent traffic.

7. When calls of the above nature originate from other than official telephones, the telephonist should be informed that the charge is to the Department of the Navy.

8. Navy Order 854 of 1957 is hereby cancelled.

(D.S.D. 4363/2/21.)

(*Navy Order* 854 *of* 1957.)

UNCLASSIFIED.

866.—Warships of the Royal Navy and of Other Navies—Charges for Services.

The following instructions set out the procedure to be followed in connexion with charges for supplies and services of the nature indicated hereunder, rendered to warships of the Royal Navy, and of other navies visiting dockyards and naval ports in Australia.

2. Categories into which visits may normally be grouped are as follows—

(*a*) *Formal Visits* are those requiring special honours and ceremonies to be rendered. They are normally made when important persons are embarked, when the ships are participating in national ceremonies or any other special occasions.

(*b*) *Informal Visits* are those involving the participation in local ceremonies in which formalities are normally restricted to customary salutes and exchange of calls. They may include the objectives of operational visits.

(*c*) *Operational Visits* are those made primarily for logistical purposes, repairs, search and rescue, transport of personnel, recreation, passage through territorial waters, combined exercises, material trials or in connexion with other operational tasks.

Warships of the Royal Navy.

3. Charges for supplies or services to ships of the R.N. are as follows—

Nature of Service.	*Formal Visits or Informal Visits.*	*Operational Visits.*
(*a*) Port dues	Unless special services are rendered or special accommodation provided, when recovery is normally to be made, no charge will be made for the use of naval berths or mooring facilities. For the use of other berths, charges, if made by the port authority, will be met by the R.A.N. within the same limitations	As for formal visits
(*b*) Cars for duty journeys	Charges will be waived for such occasions as Flag Officers or Commanding Officers paying calls on naval administrative officers or local dignataries	As for formal visits
(*c*) Pilotage and services incidental thereto, e.g., towing, mooring, making fast	No charge is to be made for pilotage, towage, mooring, &c., services provided by R.A.N. personnel or craft. If claims are received for pilotage, charge is to be met by R.A.N. The cost of services rendered, e.g., towage, by non-naval authorities is to be recovered	Cost to be recovered

Nature of Service.	*Formal Visits or Informal Visits.*	*Operational Visits.*
(*d*) Removal of ashes, rubbish, &c.	Charges will be waived unless removal involves considerable inconvenience and expense when a special report should be made to Naval Board for consideration	Cost is to be recovered
(*e*) Supplies of water (except distilled water for which the prescribed charges are to be made without any abatement)	If the cost, plus any additional expenses, e.g., lighterage, towage of water barge, incurred in making the supply does not exceed £20, no charge is to be made. If the overall cost, assessed as above, exceeds £20, the whole cost is to be recovered	Cost is to be recovered
(*f*) Telephone, teletype, facilities	Where facilities exist for the connexion of visiting ships to the ship-shore telephone or teletype systems, these connexions should be made without charge. Similarly, all telephone calls made within the vicinity of the port or dockyard are not recoverable. Where special arrangements are anticipated to be necessary for the provision of telephone facilities, the matter should be submitted for Naval Board consideration	Cost is to be recovered
(*g*) Motor transport for journeys organized officially for ships' companies, e.g., for organized games or for sight-seeing tours	If provided from local naval resources, no charge is to be made. Transport is not to be hired from other sources, e.g., Department of Supply, without prior Naval Board approval	Cost is to be recovered

4. The services to be rendered free in accordance with the foregoing are limited in the aggregate to £300 (Australian) in respect of each naval port or dockyard visited. The cost thereof, within this limitation, may be charged to R.A.N. votes.

5. A detailed statement of expenditure incurred in the provision of the facilities referred to is to be furnished as soon as practicable after departure of the ship. The statement should indicate the extent to which the costs of these services have been charged to (*a*) Admiralty and (*b*) R.A.N. votes. Pending Naval Board consideration of this statement, the charges involved should be withheld from the monthly claim on Admiralty.

Service Aircraft.

6. Equivalent and analogous charges, e.g., landing, parking and housing fees, should be waived for service aircraft belonging to the Royal Navy which make formal or informal visits. When stores are supplied or work is done beyond the scope of these services, the total cost should be assessed for recovery.

Warships of Other Navies.

7. Where invitations are issued by the Commonwealth Government for ships to visit Australia, expenditure on services provided in the nature of entertainment, viz., transport or fares and telephones, is to be met from Departmental funds, within the limitations set out above for ships of the R.N.

8. Where visits are not so arranged, all expenditure is recoverable.

9. All matters pertaining to supplies/services to U.S.A. Naval vessels (except where included in paragraph 7) are covered by the terms of the reciprocal agreement between the Commonwealth and U.S.A. Governments, copies of which have been furnished to R.A.N. administrative authorities. Navy Order 956 of 1958 is relevant, regarding recovery of cost of victuals supplied to U.S. Armed Forces.

10. Navy Order 76 of 1959 is hereby cancelled.

(D.N.A. 3244/4/531.)

(*Navy Orders* 956 *of* 1958 *and* 76 *of* 1959.)

UNCLASSIFIED.

867.—Station Orders—Ships of Navies of the British Commonwealth Arriving on the Australian Station.

The following arrangements will apply in respect of the provision of Station Orders, &c. for ships of navies of the British Commonwealth arriving on the Australia Station—

(*a*) Orders, &c., issued by A.C.N.B.—(e.g. Communication Organization, local C.B.'s). Will be supplied by the appropriate authority on the contiguous station through which the ships pass, for which purpose stocks are held at bases abroad. Alternatively, supply will be effected by Navy Office direct to ship(s) either before or on arrival at the first Australian port-of-call.

(*b*) Port Orders—The Naval Officer-in-Charge or the Resident Naval Officer at the port concerned will be responsible for supplying copies, either in advance or on arrival.

(*c*) " On arrival " Information.—As for Port Orders.

(*d*) Orders issued by Flag Officer Commanding, H.M.A. Fleet.—Will be provided by the flagship if and when visiting ships join and/or exercise with the Fleet or Squadrons.

2. Navy Order 91 of 1958 is hereby cancelled.

(D.O.D. 4139/36/182.)

(*Navy Order* 91 *of* 1958.)

RESTRICTED.

868.—Codewords and Nicknames—Allocation and Use.

Instructions regarding codewords and nicknames are contained in the Attorney-General's Handbook (Security of Classified Matter in Government Departments and Instrumentalities) which is held by the Flag Officer Commanding H.M.A. Fleet, Flag Officer-in-Charge, East Australia Area, all ships of H.M.A. Fleet and shore authorities concerned.

2. Special blocks of codewords will be allocated by A.C.N.B. to Flag Officer Commanding H.M.A. Fleet and Flag Officer-in-Charge, East Australia Area for issue by them for use in exercises at their discretion.

3. When a codeword from these blocks is issued the meaning is to be reported to A.C.N.B. Such words are to be used once only, and issuing authorities are to apply to A.C.N.B. for allocation of new blocks as necessary.

4. Navy Order 430 of 1958 is hereby cancelled.

(D.N.I. 3312/191/2.)

(*Navy Order* 430 *of* 1958.)

UNCLASSIFIED.

869.—Ammunition and Explosives—Dumping at Sea.

It is Naval Board policy that all dumping of ammunition and explosives is to be carried out in deep water, i.e. water over 300 fathoms in depth, the only exception permitted being when immediate disposal is essential for safety, e.g. disposal of a misfired round.

2. When an H.M.A. ship is employed in dumping ammunition and explosives, the Officer-in-Charge of the naval armament depot is to supply the Captain with an up-to-date copy of the Laboratory Operation Sheet Z.2, Disposing of Explosives by Dumping in Deep Water, and, where applicable, Z.9, Dumping in Deep Water of 20-mm. Hispano and Oerlikon Ammunition of H.E. Types, together with all other relevant information.

3. Navy Order 198 of 1957 is hereby cancelled.

(D.O.U.W. 725/51/1.)

(*Navy Order* 198 *of* 1957).

UNCLASSIFIED.

870.—Fireworks' Displays—Use of Service Pyrotechnics.

Service pyrotechnics are not to be used for fireworks' displays without the approval of the Naval Board.

2. As pyrotechnics are expensive stores and as the quantities used at displays are difficult to replace, it is intended that only surplus stocks of pyrotechnics should be used for this purpose.

3. Navy Orders 1040 of 1957 and 15 of 1958 are hereby cancelled.

(D.O.U.W. 4444/9/230.)

(*Navy Orders* 1040 *of* 1957 *and* 15 *of* 1958.)

UNCLASSIFIED.

871.—R.A.N. Personnel Serving with British Commonwealth Strategic Reserve—Reports.

From time to time, inquiries are received from government authorities in regard to the service of members of the R.A.N. in ships attached to the British Commonwealth Strategic Reserve.

2. Qualifying service for benefits administered by the authorities is normally calculated on the dates of entry into and departure from the Strategic Reserve area. So that these dates may be readily available, Captains of ships allotted for duty in the Strategic Reserve are requested to report the actual dates on which they enter and leave the area, quoting this order.

3. Navy Order 553 of 1959 is hereby cancelled.

(H.N.B. 4002/11/57.)

(*Navy Order 553 of 1959.*)

UNCLASSIFIED.

872.—Navigation Lights—International Regulations for Preventing Collisions at Sea.

The International Regulations for Preventing Collisions at Sea (1948), which came into force on 1st January, 1954, make it obligatory for all power-driven vessels of 150 feet and over in length to carry a second steaming light when under way.

2. The following vessels which by virtue of their special construction cannot fully comply with the regulations as regards fitting a second steaming light have been exempted under Rule 13 (*b*).

Destroyers
Frigates
Ocean Minesweepers
Boom Working Vessels
Submarines (until modified in accordance with paragraph 3).

3. Special arrangements have now been made to fit H.M. submarines with a second steaming light. The forward steaming light is placed on a special fitting in the fore part of the vessel between one and six feet above the hull. The main steaming light is fitted on the conning tower or fin. In submarines where the forward steaming light is appreciably less than six feet above the hull, and may in consequence be lower than the coloured side lights, the overall arrangement of lights as seen from other vessels may appear unusual. In addition, the vertical separation in some cases is less than 15 feet. The overtaking light is placed on a special fitting near the stern of the vessel but may be at a height considerably less than that of the side lights.

4. The above information is also promulgated in Admiralty Notices to Mariners.

5. Navy Order 422 of 1958 is hereby cancelled.

(D.O.D. 3712/2/13.)

(*Navy Order 422 of 1958.*)

UNCLASSIFIED.

873.—Navigation—Use of "Not Under Command" Lights and Shapes by Vessels Under Tow.

(*A.F.O.* 1981/1959.)

When large or unwieldy vessels are under tow, other ships may be endangered either by the uncertain behaviour of the vessel under tow or by the inability of the tow as a whole to obey the steering rules.

2. Since the lights displayed by a vessel under tow in accordance with rule 5 of the International Regulations for Preventing Collisions at Sea may not give adequate warning or indicate the dangers described in paragraph 1, exhibition of the lights and shapes prescribed by rule 4 (*a*) is, in certain circumstances, considered justified on the grounds that a ship under tow is "not under command" within the meaning of the rules. Such an interpretation is in accordance with rule 27.

3. N.U.C. lights should not be displayed indiscriminately, but the following procedure is to be adopted in future—

(*a*) *Tows that are manned* are to exhibit N.U.C. lights and shapes—
- (i) when the Towing Master considers the tow to be a danger to shipping owing to its failure to follow reasonably or for any other reason,
- (ii) when, owing to the nature of the tow or sea-room available, the tug is unable to take full avoiding action as required by the International Regulations to avoid risk of collision, and
- (iii) under conditions of low visibility when the lights or position of the tow cannot be seen from the tug.

(*b*) *Un-manned tows* which, depending on the nature of the voyage and probable weather, are likely to sheer badly, are to exhibit N.U.C. lights and shapes from the commencement of the tow.

4. In all cases, authorities responsible for the conduct of large tows or those which may be a source of danger to shipping are to arrange for the promulgation of an appropriate navigation warning.

5. This order is restricted to tows carried out by naval tugs or H.M.A. ships.

6. Navy Order 824 of 1957 is hereby cancelled.

(D.O.D. 161/1/8.)

(*Navy Order 824 of 1957.*)

UNCLASSIFIED.

874.—Ships—Masthead Obstruction Lights.

Masthead obstruction lights are only to be burned by ships in harbour or at anchor in a roadstead—

(*a*) When specially ordered by the Senior Officer present;

(*b*) on occasions when it is clear that ships' masts constitute a hazard to aircraft operating in the vicinity.

2. Navy Order 220 of 1957 is hereby cancelled.

(D.O.D. 4276/4/451.)

(*Navy Order 220 of 1957.*)

UNCLASSIFIED.

875.—Limits of the Australia Station and Areas of Operational and Administrative Responsibility Within the Australia Station.

The limits of the Australia Station and the areas of operational and administrative responsibility within the Australia Station are set out hereunder—

LIMITS OF THE AUSTRALIA STATION.

2. The limits of the Australia Station for all naval purposes are as follows—

(*a*) *Eastern*—From 3° 30′ north 169° east-south to 1° south thence east to 170° east thence south along this meridan.

(*b*) *Northern*—From 3° 30′ north 169° east-west to 125° east thence south to the Coast of Celebes thence west along the Coast of Celebes to 120° east thence south along this meridan to 10° south thence west to 78° east.

(*c*) *Western*—From 10° south 78° east-south along this meridan.

OPERATIONAL AREAS.

3. The Australia Station is divided into operational areas as follows—

(*a*) *West Australia Area*—All that area of the Australia Station bordered—

(i) On the west by the Australia Station boundary,

(ii) On the north by a line joining position 10° 00′ S. 120° 00′ E. to the northern limit of the West Australia/Northern Territory border, and

(iii) On the east by 129th Meridan of longitude.

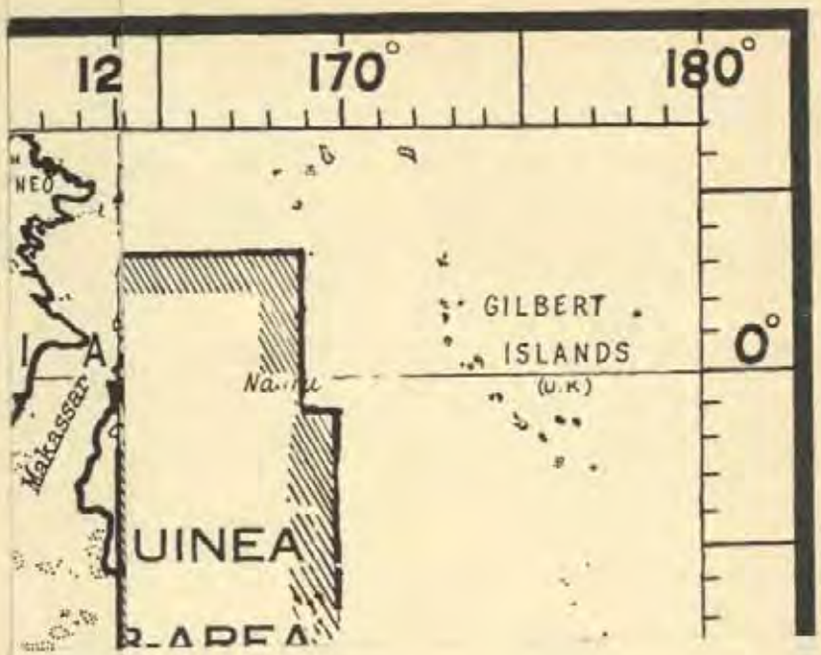
(*b*) *North Australia Area*—All that area of the Australia Station to the north of a line running from position 10° 00′ S. 120° 00′ E. thence to the northern limit of the West Australia/Northern Territory border, thence south-east and north along the Northern Territory boundary to the point where the Northern Territory/Queensland border enters the Gulf of Carpentaria, thence to the southern limit of the border between West and East New Guinea, thence eastwards along the New Guinea coast to longitude 145° E., thence south along the 145th meridan to latitude 12° S., thence eastwards along the 12th parallel to the limit of the Australia Station.

Sub Area—The North Australia Area is subdivided in that all that part lying to the east of 141° E. will constitute the New Guinea Sub-Area.

(*c*) *East Australia Area*—All that area of the Australia Station lying to the east of the West Australia Area, and to the south of the North Australia Area.

4. The three operational area commanders are to be known as—

(*a*) For the East Australia Area ..	Flag Officer-in-Charge, East Australia Area (F.O.I.C.E.A.)
(*b*) For the West Australia Area ..	Naval Officer-in-Charge, West Australia Area (N.O.I.C.W.A.)
(*c*) For the North Australia Area ..	Naval Officer-in-Charge, North Australia Area (N.O.I.C.N.A.)




OPERATIONAL AREAS
AUSTRALIA STATION
1959
LIMITS OF AUSTRALIA STATION
PEACE & WAR BOUNDARIES BETWEEN OPERATIONAL AUTHORITIES
PEACE-TIME DIVISION BETWEEN N.O.I.C. N.A.A. & N.O.I.C. NEW GUINEA FOR OPERATIONAL CONTROL
NORTH AUSTRALIA AREA
NEW GUINEA SUB-AREA
N.O.I.C. NEW GUINEA
N.O.I.C. NORTH AUSTRALIA AREA
WEST AUSTRALIA AREA
N.O.I.C. WEST AUSTRALIA AREA
EAST AUSTRALIA AREA
FLAG OFFICER-IN-CHARGE EAST AUSTRALIA AREA
N.O.I.C. QUEENSLAND
N.O.I.C. JERVIS BAY
N.O.I.C. SOUTH AUSTRALIA
N.O.I.C. VICTORIA
N.O.I.C. TASMANIA
AUSTRALIA
TASMANIA
NEW ZEALAND
NEW HEBRIDES
CAROLINE ISLANDS
GILBERT ISLANDS (U.K.)
ELLICE ISLANDS (U.K.)
FIJI Is
CHAGOS ARCHIPELAGO
INDONESIA
MALAYA
SUMATRA
BORNEO
JAVA
TIMOR
HALMAHERA
GREAT AUSTRALIAN BIGHT
Gulf of Carpentaria
Great Barrier Rf
Torres Str
Bass Strait
Cook Strait
Foveaux Strait
Darling R
Murray R
Sunda Str
Makassar Str
Lombok Str
Rowley Shoals
Monte Bello Is
Dirk Hartogs I
C Leeuwin
Christmas I (AUST)
Cocos or Keeling Is (AUST)
Amsterdam (F)
St Paul (F)
One & a Half Degree Chan
Addu Atoll
Capricorn Chan
Chesterfield I & Rfs
Norfolk I
Lord Howe I
Rennell I
Colombo
Singapore
Kuala Lumpur
Kuching
Miri
Tarakan
Balikpapan
Bangka
Beitung
Djakarta
Surabaya
Madoera
Bali
Sola Is
Buton
Sulu Archipelago
Koepang
MELVILLE I
Darwin
Broome
Port Hedland
Cairns
C Grafton
Townsville
Brisbane
Sydney
CANBERRA
Adelaide
Melbourne
C Howe
Hobart
Furneaux Group
Perth
Rottnest I
Albany
EYRES PENIN
Gulf of St Vincent
Madang
Lae
P Moresby
Nomoi Atoll
Ponape
Noumea
LOYALTY Is
Auckland
NORTH ISLAND
Wellington
SOUTH ISLAND
Christchurch
70°
80°
90°
100°
110°
120°
130°
140°
150°
160°
170°
180°
0°
10°
20°
30°
40°
Longitude 170° East of Greenwich 180°

ADMINISTRATIVE AREAS.

5. The three operational areas are divided into naval administrative areas within the limits of state boundaries and in the case of sub-areas within the limits of such sub-area. Operational Area Commanders exercise administrative control over those sections of their areas not covered by the administrative authorities designated in paragraph 6.

6. Other administrative authorities are as follows—

(*a*) Within the East Australia Area—

(i) For Queensland	.. ..	At Brisbane.
(ii) For Victoria	.. ..	At Melbourne.
(iii) For Tasmania	.. ..	At Hobart.
(iv) For South Australia	.. ..	At Adelaide.

(*b*) Within the North Australia Area—For the New Guinea Sub-Area at Manus.

7. These administrative authorities are designated "Naval Officer-in-Charge ....." and are to be known by their State titles, i.e.—

Naval Officer-in-Charge, Queensland.
Naval Officer-in-Charge, Victoria.
Naval Officer-in-Charge, Tasmania.
Naval Officer-in-Charge, South Australia.
Naval Officer-in-Charge, New Guinea.

8. When it is necessary to further sub-divide these administrative areas and establish naval authorities at harbours or ports other than the capital cities, the officer-in-charge is designated "Naval Officer-in-Charge, ..." and is to be known by the title of the harbour or port which will indicate the level and show the responsibility to the state or area administrative authority, e.g.—

The Naval Officer-in-Charge, Townsville would be responsible to the Naval Officer-in-Charge, Queensland.

The Naval Officer-in-Charge, Jervis Bay would be responsible to the Flag Officer-in-Charge, East Australia Area.

OPERATIONAL AND ADMINISTRATIVE CONTROL.

9. Operational authorities will exercise operational control over their whole areas (except for the North Australia Area where the Naval Officer-in-Charge, New Guinea exercises operational control over the New Guinea Sub-Area).

10. Operational authorities may delegate minor operational responsibilities to local authorities providing they are confident that the authority to whom such responsibility is delegated has the capability of exercising adequate operational control.

11. Administrative authorities will remain responsible to the Australian Commonwealth Naval Board for administrative matters and may correspond direct with Navy Office.

12. The attached chart shows the area or sub-area limits and the titles of naval authorities which became effective on 1st January, 1959.

13. Navy Order 1145 of 1958 is hereby cancelled.

(D.P. 3031/113/42.)

(*Navy Order* 1145 *of* 1958.)

UNCLASSIFIED.

876.—Commands—Limits of Commonwealth Naval Stations.

HOME—

West .. .. From the North Pole south along the meridan of 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 between Spain and Portugal and the western end of the boundary between Spanish Morocco and French Morocco.

In the Red Sea .. The parallel of 22° north.

WEST INDIES—

In the Atlantic Ocean—

North .. .. From the coast of North America along the parallel of 32° 32′ north to longitude 40° west.

East .. .. Latitude 32° 32′ north, longitude 40° west; thence south to longitude 40° west, latitude 20° north; thence to the point where latitude 4° north cuts the South American coast.

WEST INDIES—

In the Pacific Ocean—

North .. .. From the coast of North America along the parallel of 32° 32′ north to longitude 150° west.

West .. .. Latitude 32° 32′ north, longitude 150° west south to the Equator.

South .. .. Longitude 150° west on the Equator; thence along the Equator to 120° west, thence to 10° south along the parallel of 10° south to the coast of South America.

SOUTH ATLANTIC AND SOUTH AMERICA—

In the Atlantic Ocean—

North .. .. From the coast of Africa along the parallel of 20° north to longitude 40° west; thence to the point where latitude 4° north cuts the South American coast.

In the Indian Ocean—

North .. .. From Cape Delgado through 2° south, 58° east to 2° south, 78° east.

East .. .. From 2° south, 78° east, south along the Meridan of 78° east.

In the Pacific Ocean—

North .. .. From the coast of South America along the parallel of 10° south to 120° west.

West .. .. From 10° south 120° west, south along the meridan of 120° west.

ARABIAN SEAS AND PERSIAN GULF—

In the Red Sea .. The parallel of 22° north.

In the Indian Ocean—

South .. .. From Cape Delgado through 2° south, 58° east; to 2° south, 79° east.

East .. .. 2° south, 78° east; thence northwards along the meridan of 78° east to the coast of India.

FAR EAST—

East .. .. From the North Pole southward along the International Date Line to the latitude 32° 32′ north; thence east to 150° west; thence south to latitude 21° 22′ north, longitude 150° west.

South .. .. From longitude 78° east, latitude 10° south; thence east to 120° east; thence north to the north coast of the Celebes at 120° east; thence along the coast of the Celebes to 125° east; thence north to 125° east, 3° 30′ north; thence east to 169° east; thence north to 5° north; thence east to 180°; thence north to 21° 22′ north; thence east 21° 22′ north 150° west.

West .. .. From the point where the meridan of 78° east cuts the coast of India to 10° south.

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 the meridan of 169° east to 1° south; thence east along this parallel to 170° east; thence south along this meridan to 30° south; thence to 45° south, 160° east; thence south along the meridan of 160° east.

East .. .. From the Equator, south along the meridan of 120° west.

CANADA—

In the Atlantic Ocean—

East .. .. From the North Pole southward along the meridan 30° west to 43° north; thence to 35° north 40° west; thence south to latitude 32° 32′ north.

South .. .. Latitude 32° 32′ north, longitude 40° west to the coast of North America.

In the Pacific Ocean—

West .. .. From the North Pole south along the International Date Line to 32° 32′ north.

South .. .. From 32° 32′ north, 180°: east to the coast of North America.

The dividing line between the Atlantic and Pacific sections of the Canada Station is longitude 95° west.

2. Navy Order 615 of 1959 is hereby cancelled.

(D.O.D. 1606/1/1.)

(*Navy Order* 615 *of* 1959.)

UNCLASSIFIED.

877.—Saluting Stations—Commonwealth and Foreign Ports in the Pacific and Indian Ocean Areas.

The following list of saluting stations in the Pacific and Indian Ocean areas at—

(*a*) ports of countries of the Commonwealth, and

(*b*) foreign ports at which salutes to the National Flag may be expected to be returned,

are promulgated for information and guidance. Information given in these lists is, however not to be regarded as in any way relieving senior officers of the requirements of Q.R. & A.I., article 1370.

2. Any alterations or additions to this list are to be reported as soon as definite information is obtained.

3. Navy Order 403 of 1959 is hereby cancelled.

APPENDIX.

COMMONWEALTH PORTS.

Aden..	Port of Aden ..	Shore battery on Ras Morbut.
Aden Protectorate ..	Mukalla	—
Australia	Darwin	Military Barracks.
	Fremantle ..	Artillery Barracks.
	Melbourne ..	Queenscliff Fort
	Sydney	George's Heights.
	Port Moresby (New Guinea)	Murray Barracks.
Canada	Esquimalt, Victoria, B.C.	West Point Barracks.
Ceylon	Colombo ..	Galle Face Green. (*Note.*—On the occasions of arrivals and departures of important personages, salutes are fired from the breakwater near Battenburg Battery. If the monsoon is too severe, Battenburg Battery is to be used in lieu of the Breakwater.)
Fiji	Suva	—
Hong Kong	Kowloon ..	(*a*) National Battery—Signal Hill, Kowloon Peninsula, close to Observatory (Military). (*b*) Naval Saluting Battery—H.M.S. TAMAR—by the landing steps of the Tamar boat pool.
India	Bombay	Naval Battery on ramparts of the Castle in the immediate vicinity of the flagstaff in position 18° 55′ 43″ north, 72° 50′ 20″ east.
	Calcutta	Shore Battery on the outer wall of Fort William facing river.
	Madras	Coast Battery, Madras Harbour, East Mole.

APPENDIX—*continued.*

Malaya, Federation of ..	Trengganu ..	Two mobile saluting guns at Kuala, Trengganu, maintained by Police Department.
Maldive Islands ..	Male	—
Mauritius	Port Louis ..	Fort George
New Zealand	Auckland ..	North Head.
	Wellington ..	Point Jerningham (Western Slope).
North Borneo ..	Jesselton ..	If a salute is to be fired two mobile saluting guns will be sited on the shore 400 yards south of the wharf. Flag to be saluted would be flown at Customs House flagstaff.
Pakistan	Karachi	Shore Battery at Manora (P.N.S. QUASIM).
Singapore	Singapore Road ..	Military Battery. Mount Serapong, Palau Blakang Mati (military battery) in position latitude 1° 15′ north, longitude 103° 50′ east. Naval Battery. Beaulieu House—in position latitude 1° 27′ north, longitude 103° 50′ east. The Flag of Commander-in-Chief, Far East Station, flies in the Naval Base.
South Africa	Cape Town ..	Lion Battery on Lion's Rump.
	Simontown ..	In the event of a saluting ship not being available in the Base, salutes will be returned from Scala Battery. The position of this battery is latitude 34° 10′ 24″ south and longitude 18° 25′ 3″ east.
Tonga	Nukualofa ..	Tongan ensign is flown from national flagstaff just westward of the pier. Saluting battery of four Hotchkiss 3-pder. guns is mounted near the flagstaff. Royal Standard may fly from Palace (which is about 200 yards westward of national flagstaff).
Zanzibar Island ..	Zanzibar.. ..	H.M.A. ships should fire a salute of 21 guns to the Zanzibar flag on arrival.

APPENDIX—*continued.*

FOREIGN PORTS.

Cambodia	Phnom Penh	Battery opposite Royal Palace.
Chile	Punta Arenas	Muelle Stubenrauch.
	Valparaiso	Fort Almirante Silva Palma, Playa Ancha. The salutes to be outside " Breakwater ".
China		There are no forts or batteries capable of firing salutes. Foreign men-of-war may fire salutes at any port in China where Chinese men-of-war able to return salutes are at anchor.
France (Colonies, &c.)—		
Madagascar	Diego Suarez	Military Battery at mouth of harbour. (*Note.*—Previous notice required).
New Caledonia	Noumea	Battery at residence of Director du Parc d'Artillerie.
Tahiti	Papeete	Battery at Naval base of Fare-Ute.
Japan		No saluting stations exist at present on the Japanese coasts, but an M.S.D.F. frigate can be anchored in Tokyo Bay to reply to the salute of an H.M.A. ship making an official visit.
Mexico	Acapulco	San Diego Fort.
Netherlands	Den Helder	(*a*) Battery Fort Erfprins (sea-front) in position 52° 57′ 48″ north, 04° 44′ 10″ east. (*b*) Battery Harssens (in front of harbour office) in position 52° 57′ 56″ north, 04° 46′ 54″ east.
Peru	Callao	Escuela Naval, La Punta.
Philippines	Manila	In special cases and only by arrangement.
Portugal (Colonies)—		
Macao (China)		Fortaleza da Guia e Monte.
Mozambique	Lourenco Marques	Bataria
Portuguese India	Marivel	Gabo Peninsula.
South Vietnam	Saigon	Battery on river front at end of Rue Catinat.
Soviet Union	Vladivostock	Shore batteries.
Thailand	Paknam (Bangkok)	Fort Chula Chomklao at the mount of the Menam Chao Phya (Chao Phya River).

APPENDIX—*continued.*

United States—		
Pacific Coast	San Diego, California	U.S. Naval Air Station.
	San Francisco, California	Fort Winfield Scott.
	San Pedro, California (Port of Los Angeles)	U.S. Naval Station, Long Beach, California.
	Seattle, Washington	U.S. Naval Receiving Station.
Alaska	Adak	U.S. Naval Station.
	Kodiak	U.S. Naval Station.
Marianas Island	Guam	U.S. Naval Base, Marianas.
Hawaii	Pearl Harbour	U.S. Naval Base.
Panama	Pacific entrance to	Fort Amador. (Salutes should be fired when incoming vessels are opposite the barracks of Fort Amador).

(D.O.D. 3244/3/72.)

(*Navy Order* 403 *of* 1959.)

UNCLASSIFIED.

878.—Signal Traffic to Shore Authorities.

Signals which *must* reach the following authorities and their associated establishments during non-working hours or over the weekend, must be made priority—

* N.O.I.C. W.A.
N.O.I.C. S.A.
N.O.I.C. VIC.
* N.O.I.C. TAS.
* N.O.I.C. QLD.
C.S.T. F.N.D.

* These authorities are served during working hours by A.M.F. or R.A.A.F Channels.

2. When N.O.I.C.W.A., N.O.I.C. TASMANIA and N.O.I.C. QUEENSLAND are not connected to Service Channels priority signals for them are routed by urgent commercial telegram.

3. Priority signals for N.O.I.C.S.A. who is not connected at any time to Service Channels are also passed by urgent commercial telegram.

4. When channels to N.O.I.C. VICTORIA and C.S.T. F.N.D. are closed, priority signals for them are passed by telephone.

5. In view of this, and in particular because of expense involved in sending urgent telegrams, priority signals to all these authorities and their associated establishments should be used with discretion. Where such an authority may be an information addressee in a priority signal, but the urgency only applies to the action addressee, the use of dual precedence should be considered.

6. The normal means of passing any signal traffic to N.O.I.C.S.A. is by telegram.

7. However, all deferred and routine messages to Port Adelaide which are routed through the Main Signal Offices at Navy Office Canberra or Melbourne, are scrutinized and airmail used where this is considered appropriate. Air mail despatched in the afternoon from Canberra and Melbourne is delivered in Port Adelaide on the following morning.

8. Signals are to be despatched by ships and establishments direct to Post Adelaide by airgram when practicable.

9. Navy Orders 285 and 620 of 1959 are hereby cancelled.

(D.S.D. 16/207/3.)

(*Navy Orders* 285 *and* 620 *of* 1959.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

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C.N.O.'s 879-892/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
13th October, 1959.

The enclosed 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.

RESTRICTED.

8516/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

879.—The Collins Trophy.

The Collins Trophy is awarded annually to the air squadron, either front or second line, which carries out its designated task with the highest degree of efficiency.

2. The Collins Trophy for 1959 has been awarded to 724 Naval Air Squadron, the All Weather Fighter Training Squadron, based at the Royal Australian Naval Air Station, Nowra.

3. Navy Orders 936 of 1957 and 667 of 1958 are hereby cancelled.

(D.A.W.O.T. 38/6/8.)

(*Navy Orders* 936 *of* 1957 *and* 667 *of* 1958.)

Section 3.
HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

880.—Machinery—Steam Drains—Examination.

(*A.F.O.* 1684/1959.)

A recent survey of the hull of a H.M. ship showed that a hole in the bottom plating was caused by the direct impingement of steam from a sootblower drain.

2. In order to prevent similar occurrences in the R.A.N., all open drains are to be examined by ship's staff and, if necessary, modified by either shortening or bending away from ship's structure. Care is to be taken to ensure that the modifications carried out are such that use of these drains will not entail a risk of injury to personnel.

3. Any erosion of hull plating is to be repaired by welding or patching as appropriate, and a steel pad fitted on the inboard side.

4. An item should be included in the Defect List to cover any dockyard work involved.

(D.M.E. 1211/51/30.)

UNCLASSIFIED.

881.—Accounting for Ammunition Packages and Stores Recovered After Firings in H.M.A. Ships and Establishments.

In order to reduce accounting work, ammunition packages, both filled and empty, and cartridge cases, clips, igniters, primers, plugs, fusehole and chargers, &c., recovered after firings are to be excluded from Naval Armament Store Accounts of H.M.A. ships and establishments.

2. Any of the above stores at present held in Naval Armament Store Accounts in H.M.A. ships or establishments are to be written off charge quoting this order as authority. Where loose leaf continuous accounts are maintained the folios with nil balances may be removed and filed with other folios removed, the serial numbers being listed in accordance with paragraph 14 of Navy Order 76 of 1958 or paragraph 16 of Navy Order 36 of 1958 as applicable.

3. Though these items will not be accounted for in ships and commissioned establishments, Armament Accounts Inspecting Officers, during periodical audits, will reconcile returns to naval armament depots with expenditure of ammunition, &c., having regard to quantities remaining on board. Ships or establishments will be required to explain significant variations.

4. In the majority of cases naval armament depots will not show ammunition packages on supply vouchers but where this does occur the items will be endorsed *Not for Ship's Accounts.*

5. These items are not to be included on return notes but conveyance notes are to be prepared showing quantities being returned.

6. The following Navy Orders are to be amended as indicated below—

(*a*) Navy Order 35 of 1958, *delete* paragraphs 115 and 116.

(*b*) Navy Order 36 of 1958, *delete* paragraphs 104 and 115.

(*c*) Navy Order 76 of 1958—

Delete paragraphs 114 and 115.

Insert the following as—

Paragraph 115 in Navy Order 35 of 1958.
Paragraph 104 in Navy Order 36 of 1958.
Paragraph 114 in Navy Order 76 of 1958.

Though the following stores are not accounted for in the Naval Armament Store Accounts of H.M.A. ships and establishments every possible effort is to be made to recover them after use and to return them to the nearest naval armament depot at the first opportunity—

Ammunition packages.
Fired cartridge cases.
Fired igniters, primers, tubes, &c.
Chargers, 40-mm. and .303-in.
Clips, cartridge.
Links, ammunition and end.
Plugs fusehole, fuse covers, &c.

7. Navy Order 64 of 1958 is hereby cancelled.

(D.O.U.W. 735/52/17.)

(*Navy Orders* 35, 36, 64 *and* 76 *of* 1958.)

UNCLASSIFIED.

882.—Ammunition—Pyrotechnics—Generators, Smoke, Y.4.

As a result of failures at proof, LP 001 generators smoke Y.4 are not to be used. Stocks held on board are to be landed at the nearest naval armament depot. Generators smoke ground no. 5 may be drawn in lieu.

2. The no. 5 generator is similar to the Y.4 and is to be functioned similarly, *i.e.* by placing in a drum in order to contain burning particles which may be emitted from the generator. The drum should be made by ship's staff (Navy Order diagram issue 15/59) and should be used with the trap door on the side away from personnel under training.

3. As the drum is heated during the functioning of the generator, it should be stood on concrete or on a steel plate.

4. Generators, smoke, ground, no. 5 burn for the following times—

Mk. 1 .. .. 5½ to 9 minutes.
Mk. 2 .. .. 4 to 6 minutes.

5. A.C.N.B. message 139F of 7th August is hereby cancelled.

(D.O.U.W. 728/61/8.)

UNCLASSIFIED.

883.—Gun Direction Systems—G.D.S. 2*—Look-Out Sight T.274 and T.274A—Modification to Bearing Transmitter Box.

(*A.F.O.* 2009/1959.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted. Gunnery equipment depots.
(*b*) *Equipment*	L.O. sight T. 274, T. 274A.
(*c*) *Part of equipment affected* ..	Bearing transmitter box cover (where not fitted with flanged type screwed plugs).
(*d*) *Purpose of modification*	To prevent possible entry of moisture.
(*e*) *Nature of modification*	To manufacture and fit four screwed and flanged plugs together with gaskets in the magslip peg holes in cover casting. Existing holes to be counterbored as necessary.
(*f*) *Drawing no. or Navy Order diagram*	Drawing no. D.W.S. 196. Navy Order diagram issue 15/59.
(*g*) *By whom to be done* ..	Dockyard.
(*h*) *When to be done* ..	At the first opportunity.
(*j*) *How to be treated* ..	As a defect.

(D.O.U.W. 737/61/2.)

UNCLASSIFIED.

884.—Small Arms Ammunition—Supply for Rifle Clubs.

The free issue of small arms ammunition from naval sources for Rifle Club purposes is not permissible.

2. For club practices, &c., Rifle Clubs registered with the Supervisor of Rifle Clubs can obtain .303 and .22 ammunition by free issue or prepayment from the Department of the Army.

3. A free issue of .303 ammunition is made by the Rifle Club organization for each new member joining a registered Rifle Club. In addition an annual free issue of .303 ammunition is made to registered clubs for each efficient member. .22 ammunition is only supplied on prepayment.

4. Rifle Clubs wishing to avail themselves of this facility should register with the Supervisor of Rifle Clubs in their respective States.

5. Navy Order 261 of 1957 is hereby cancelled.

(D.O.U.W. 4442/26/334.)

(*Navy Order* 261 *of* 1957.)

UNCLASSIFIED.

885.—4.5-in. Twin R.P. 41 Mks. 6 and 6* Mtgs.—Hydraulic Breech Opening Gear.

A report has been received concerning an oil leakage between the power unit block drawing no. N44914 item 1 and adaptor drawing no. N44915 item 17.

2. On investigation it was discovered that the drawing and item no. had been stamped into the sealing face of the adaptor thereby causing the leakage. If similar leakages occur the adaptor is to be examined and if stamped in this way it is to be faced off and the drawing and item no. re-stamped in a more suitable position.

(D.O.U.W. 1215/55/1.)

UNCLASSIFIED.

886.—Asdic Type 170/170B—Precautions with Braiding of Uniradio Cable.

(*A.F.O.* 2490/1958.)

In the R.N., a case has been reported of the braid shorting to the metal insert of the discharge resistor board.

2. All ships and establishments fitted with asdic type 170 and 170B are to ensure when fitting the discharge resistor board pattern A5826 and A5827 to the power amplifier power pack reservoir capacitors, in accordance with A.F.O. P.559/58 of 26th September, 1958 (mod. S.87), that the metal braid screen of the uniradio H.T. connecting leads is completely insulated by sleeving or other means at the capacitor terminal before reconnecting.

(D.E.E. 518/52/20.)

UNCLASSIFIED.

887.—Naval Stores (Air)—R.A.F. Vocabulary Sections 28E, 28F and 28W—Introduction of Joint Service Catalogue Numbers.

(*A.F.O.* 1827/1959.)

The undermentioned reference numbers under sections 28E, 28F and 28W of the R.A.F. vocabulary have been replaced by the joint service catalogue numbers shown.

2. Stocks and records are to be adjusted accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with article 1812 (*g*) of A.B.R. 4 (Naval Storekeeping Manual)—

Old Stores Reference.	*New Stores Reference.*
Section 28E.	*Section 28E.*
14037	9436947
14073	9435724
14077	9437019
14070	9435723
Section 28F.	*Section 28F.*
7623	9434306

Old Stores Reference.	*New Stores Reference.*
Section 28W.	*Section 28W.*
13701	1200073
14206	1200071
16144	1200070
14227	9403515
13378	9403514
13536	1200072

(D.N.A.S. 603/78/40.)

UNCLASSIFIED.

888.—Naval Stores (General) (Class B, Group 10, Part G)—Introduction of 60-lb. Spring Balance—Commissioned Establishments.

A 60-lb. spring balance is being introduced to facilitate the check weighing of like pattern 12727, 2½-lb. CO_2 extinguishers and pattern 4738, 12-lb. CO_2 extinguishers.

2. Initial supply of one 60-lb. spring balance for each of the following H.M.A. establishments will be arranged by S.N.S.O. Sydney without demand—

H.M.A.S. ALBATROSS.	H.M.A.S. MELVILLE.
H.M.A.S. CRESWELL.	H.M.A.S. MORETON.
Flinders Naval Depot.	H.M.A.S. NIRIMBA.
H.M.A.S. HARMAN.	H.M.A.S. PENGUIN.
H.M.A.S. HUON.	H.M.A.S. RUSHCUTTER.
H.M.A.S. KUTTABUL.	H.M.A.S. TARANGAU.
H.M.A.S. LEEUWIN.	H.M.A.S. TORRENS.
H.M.A.S. LONSDALE.	H.M.A.S. WATSON.

3. On receipt of the new item, one pattern 1467 spring balance is to be returned to store.

4. The spring balances are to be accounted for as permanent naval stores under class B, group 10, part G.

(D.N.A.S. 506/61/12.)

UNCLASSIFIED.

889.—Naval Stores (General) (Class F, Group 1C, Part 5)—Wrenches Motor Driven Impact—Introduction and Allowances.

The following motor driven impact wrench has been introduced into the R.A.N. under class F, group 1C, part 5, for general maintenance of machinery and equipment, and replaces Ingersoll Rand impact wrench model 5U at present in service.

Class and Group.	*Manufacturers Part No.*	*Description.*	*Ship's Accounting Classification.*
F1C/NP	CP-725EW-26	Impact wrench 110/125 or 230/250 volt AC/DC (Consolidated Pneumatic Tool Co.) complete	P

2. For replacement purposes the individual components of wrench CP-725EW-26 are as follows—

Class and Group.	*Manufacturers Part No.*	*Description.*	*Ship's Accounting Classification.*
F1C/NP	CP. 725EW	Impact wrench 110/125 or 230/250 volt AC/DC (Consolidated Pneumatic Tool Co.) with 9-ft. of 3-core cable	P
F1C/NP	US.89243A	Metal box (or carrying case) only	P
F1C/NP	CA.88120A	Angle head attachment	P
B11E/NP	F.60089	Tray of sockets, ½-in. sq. drive	C
*B11F/NP	CA.88176	Wrench for type CA-81775 bearing clamp nut	C
*B11F/H4271	4 F.P.S. 691	Allen key 7/32-in. for type CA.81780 lock screw	C
*B11F/NP	F. 336	Key for type C.81772 Housing cap	C

* These three items are for use with the angle head attachment type CA.88120A.

3. The authorized allowance of the motor driven impact wrench complete with standard kit and attachments and right angle drive attachments are as follows—

Impact wrench 110/125 or 230/250 volt AC/DC (Consolidated Pneumatic Tool Co.) complete—

H.M.A.S. MELBOURNE	1 set
Destroyers (all classes)	1 „
Frigates (all classes)	1 „
F.O.I.C.E.A. (for Reserve Fleet)	*2 „
(for B.D.D. Waverton)	1 „
Motor Transport Depots—	
Bunnerong (Sydney)	*2 „
H.M.A.S. TARANGAU	*2 „
H.M.A.S. ALBATROSS	1 „
Flinders Naval Depot	1 „
H.M.A.S. MELVILLE	1 „
H.M.A.S. LEEUWIN	1 „

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

4. Demands should be lodged by H.M.A. ships and establishments concerned with the appropriate (Suptg.) Naval Store Officer to complete to the above allowances. Supply to ships under construction will be arranged by the respective storing yard in the normal manner. Sets of model 5U wrenches already held by certain services will not be replaced until they become unserviceable.

(D.N.A.S. 518/57/15.)

UNCLASSIFIED.

890.—Naval Stores (Technical) (Class F, Group 1 A/1)—Radar—Obsolete Stores—Disposal.

(*A.F.O.* 971/1959.)

The stores detailed in the appendix to this order are now obsolete. Any stocks on board H.M.A. ships and in establishments are to be returned to the nearest (Superintending) Naval Store Officer who is to dispose of them and any stocks already held, as surplus to requirements, in accordance with existing instructions.

2. None of the items requires mutilation before disposal.

3. No further returns of the items in the appendix are to be taken on main or repairable ledger charge.

4. Strict adherence to the pattern numbers quoted is essential, i.e., no "A" pattern is to be considered surplus where a "plain" pattern only is shown.

5. Admiralty has advised that the relevant publications will be amended.

APPENDIX.

Pattern.	*Description.*	*Pattern.*	*Description.*
W.2546	Transformer.	W.7488C	Pedestal Unit.
W.2902	Box Junction.	W.7884	Motor Alternator.
W.3033	Stand.	W.7906	Motor.
W.3219	Wavemeter.	W.8127	Board.
W.3303	Transformer.	W.8129/A	Board Distributing.
W.3427	Board.	W.8312	Switch.
W.3475/A	Board.	W.8319	Box Lamp.
W.3761/A	Socket.	W.8345	Amplifier.
W.4119	Socket.	W.8857/A/B	Control Table.
W.4245/A	Transformer.	W.9865	Box Junction.
W.4931/A/B	Board.	53269	Bracket and Mount.
W.5087	Motor Alternator.	53641	Blower.
W.5088	Motor Alternator.	53918/A	Oscillator.
W.5095	Starter.	54766	Switch.
W.5287	Wavemonitor.	54638	Scale.
W.5531	Transformer.	54983	Range Transmitting Unit.
W.5541/A	Mounting.		
W.5591/A	Transformer.	55480	Socket.
W.6006	Panel.	55756/A	Test Set.
W.6162	Reflector Unit.	55757/A	Test Set.
W.6163	Waveguide.	55780	Label Warning.
W.6306/A	Chassis.	55809	Connexion.
6596/A	Motor Alternator.	56273	Test Set.
W.6634	Motor Alternator.	56274	Case for 56273.
W.6663	Tuning Unit.	57026	Box of Parts.
W.6664	Framework.	57514	Hand Drive Attachment.
W.6785	Box.		
W.6811/A	Rectifier Unit.	58128	Receiver P.67.
W.6966	Generator (Strobe).	58551	Connexion.
W.6967	Chassis.	59387	PRE.I.F. Chassis.
W.7384	Generator (Strobe).	59801	Aerial Unit.
W.7397	Connexion.	59807	Box of Parts.
W.7425	Shaft.	59861	Box of Parts.

APPENDIX—*continued.*

Pattern.	*Description.*	*Pattern.*	*Description.*
59862	Mounting Plate.	65780	Regulator.
59935/6/7/8	Oil Seal.	66417	Transmitter.
62719	Auto Transformer.	66418	Rectifier Unit.
64154	Box Junction.	66496	Box of Parts.
64460	Box of Parts.	66522	Box of Handles.
65108	Azimuth Stabilization Corrector.	70014	Switch Unit.
		100022	Transmitter Bearing.
65682	Performance Meter.	100133	Socket Co-Axial.

(D.N.A.S. 518/51/88.)

UNCLASSIFIED.

891.—Stores—General—Extent of Holdings.

It is essential that economy both in stores and in storage space should be observed, and this applies equally afloat and ashore, in naval and in civil establishments, and to both users and storekeepers.

2. Demands for all stores and equipment must therefore be kept as low as possible, consistent with the maintenance of authorized reserves, and all unnecessary stores disposed of as quickly as possible.

3. Commanding Officers and Heads of Establishments are to bring this order to the notice of all personnel concerned.

(D.N.A.S. 400/51/12.)

Section 6.
ESTABLISHMENTS.

UNCLASSIFIED.

892.—Overseeing, Technical and Inspection Duties Connected with the Manufacture and Repair of Naval Aircraft, &c., in New South Wales.

Navy Order 358 of 1959 is to be amended as follows—

Appendix A.

Paragraph 11—*Delete* and *insert* new paragraph—

11. The N.A.E.O. is responsible for the technical considerations in respect of the manufacture, modification, repair and testing of air stores and air radio for the Naval and Air Store Branch.

Appendix D.

Paragraph 2—*Delete* and *insert* new paragraph—

2. The N.A.E.O. is to ensure that the requirements of the Naval and Air Store Branch are met in respect of the maintenance, repair and modification of air radio stores and air stores. The air workshop is from time to time required to meet such commitments as are within workshop capacity, and priorities for this work are to be agreed between the N.S.O. (Air) and the N.A.E.O.

(D.A.M.R. 2/4/16.)

(*Navy Order* 358 *of* 1959.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
14th October, 1959.

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

By direction of the Naval Board.

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

UNCLASSIFIED.

893.—Books—Distribution of Non-accountable Publications during August, 1959.

The non-accountable publications, amendments to A.P.'s, B.R.'s, miscellaneous publications, &c., and A.F.O. " S.C." Series, contained in the appendix to this order, have been distributed to ships and services during August, 1959. Navy Order 983 of 1957 is relevant.

2. Copies of A.F.O. " P " Series amendments and A.P. amendments referred to in the appendix to this order, are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Navy Order 1063 of 1958.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date or Amendment No.*
Aeroplane	12th June, 1959.
Aeroplane	19th June, 1959.
Aircraft	Vol. 38, No. 11, August, 1959.
Flight	12th June, 1959.
Flight	19th June, 1959.
Manual of the Audit Act and Treasury Regulations	Issue No. 4, 24th June, 1959.
Rules and Regulations for the Construction and Classification of Steel Ships (Lloyd's)	Notice No. 2139.

AMENDMENTS TO B.R.'s, ETC.

B.R. No.	*Amendment No.*
A.T.P. 10 (B.S. No. 2)	7.
B.R. 16	35.
B.R. 31	Chapter 8, 1st May, 1959.
B.R. 70/58	April 1959 Supplement.
B.R. 91B	Amendment 2.
B.R. 93 (51)	22.
B.R. 125	Supplement No. 12, June, 1959.
B.R. 125	New Entries No. 12, June, 1959.
B.R. 128 (1)	Supplement No. 7, May, 1959.
B.R. 155C (3)	Amendment 3.
B.R. 226B (29)	2.
B.R. 227 (4)	1.
B.R. 367 (1943)	14.
B.R. 632 (1)/54	19.
B.R. 728 (51)	18.
B.R. 869 (6)	3.
B.R. 927	1.
B.R. 1040..	12.
B.R. 1401..	58.
B.R. 1466 (1) (2)	7.
B.R. 1653..	7.
B.R. 1709 (1)	21.
B.R. 1754 (1956)	5.
B.R. 1771 (13B)	2.
B.R. 1803 (4)	4.
B.R. 1822 (3)	2.
B.R. 1837 (4), Division U, Section UC ..	1.
B.R. 1837 (4), Division U, Section UF ..	2.
B.R. 1837 (4), Division U, Section UQ ..	3.
B.R. 1837 (4), Division U, Section UR ..	2 and 3.
B.R. 1837 (4), Division U, Section US ..	2.
B.R. 1837 (4), Division U, Section UT ..	2.
B.R. 1837 (4), Division U, Section UV ..	2.
B.R. 1837 (4), Division U, Section UX ..	1
B.R. 1837 (7), Division J, Introduction ..	13.
B.R. 1837 (7), Division J, Section JD ..	10.
B.R. 1837 (7), Division J, Section JP	6.
B.R. 1837 (7), Division L, Introduction ..	20.
B.R. 1837 (7), Division L, Section LA ..	8.
B.R. 1837 (7), Division L, Section IH ..	11.
B.R. 1837 (7), Division L, Section LL ..	7.
B.R. 1837 (7), Division L, Section LM ..	5.
B.R. 1837 (7), Division L, Section LP ..	7.
B.R. 1837 (7), Division L, Section LT ..	5.
B.R. 1837 (7), Division L, Section LW ..	2.
B.R. 1837 (7), Division L, Section LX ..	17.
B.R. 1837 (8), Division M, Introduction ..	14.
B.R. 1837 (8), Division M, Section MG ..	11 and 12.
B.R. 1837 (8), Division M, Section MR ..	8.
B.R. 1856 (13)	7.
B.R. 1917 (1)	39.

AMENDMENTS TO B.R.'S, ETC.—*continued.*

B.R. No.	*Amendment No.*
B.R. 1917 (2)	41.
B.R. 1917 (2A)	28.
B.R. 1939	3.
B.R. 1984	8.
B.R. 1986	18.
B.R. 1988	19.
B.R. 2101 (1)	7.
B.R. 2101 (2)	6.
B.R. 2125 (3)	4.
B.R. 2125 (4)	4.
B.R. 2125 (8)	2.
A.C.P. 114H	Change No. 7.
A.C.P. 198D	Change No. 1.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
830, Volume 2	A.L. 60.
970, Volume 1	A.L. 68.
1086, Book 1 (2nd Edition)	A.L. 26.
1086, Book 3, Part 1 (2nd Edition)	A.L. 69.
1086, Book 4, Part 1 (2nd Edition)	A.L. 107.
1086, Book 4, Part 2 (2nd Edition)	A.L. 40 and 41.
1086, Book 6 (2nd Edition)	A.L. 95 and 96.
1086, Book 7 (2nd Edition)	A.L. 96 (Erratum) and 102.
1086, Book 8, Part 1 (2nd Edition)	A.L. 54.
1086, Book 9 (2nd Edition)	A.L. 122, 123 and 124.
1086, Book 10 (2nd Edition)	A.L. 85.
1086, Book 12 (2nd Edition)	A.L. 154, 155, 157 and 158.
1086, Book 13 (2nd Edition)	A.L. 123, 124 and 125.
1086, Book 15 (2nd Edition)	A.L. 134.
1181, Volume 2	Mod. No. Rotax/RAN/3 (June, 1959).
1181C, Volume 1 and Volume 6, Part 1	A.L. 30 and 31.
1181C, Volume 4, Part 6	A.L. 3.
1182 (N), Volume 2	(A.L. 69)–C.20 (Alt. 1) (A.L. 67)–C.21 (A.L. 68)–F.2.
1182A, Volume 1	A.L. 158.
1182A, Volume 2, Part 1	C.33.
1182B, Volume 4, Part 6	A.L. 13.
1182C, Volume 2, Part 1	(A.L. 71)–B.22 (A.L. 72)–L.4.
1182C, Volume 4, Parts 2 and 6	A.L. 18.
1182D (N), Volume 1	A.L. 4.
1234E, Volume 5	A.L. 19.
1275A, Volume 1, Section 12	A.L. 8.
1275A, Volume 1, Section 13	A.L. 22 and 23.
1275A, Volume 1, Section 15	A.L. 20.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1275A, Volume 1, Section 16	A.L. 23, 24 and 25.
1275A, Volume 1, Section 17	A.L. 22.
1275A, Volume 1, Section 18	A.L. 24.
1275A, Volume 1, Section 20	A.L. 46 and 47.
1275A, Volume 1, Section 25	A.L. 9.
1275A, Volume 1, Section 27	A.L. 18.
1275B, Volume 1, Section 16	A.L. 21.
1275E, Volume 2, Part 1	(A.L. 201)–H.32 (Alt. 1).
1275G, Volume 1	A.L. 53, 54, 55 and 56.
1275G, Volume 2, Part 1	(A.L. 129)–C.26 (A.L. 128)–K.12 (A.L. 131)–Z.9 (Alt. 1 inc.) (A.L. 132)–Z.19 (Alt. 1 inc.) (A.L. 130)–Z.20.
1275T, Volume 1	A.L. 84.
1355A, Volume 1	A.L. 67.
1355C, Volume 4, Part 6	A.L. 19.
1355D, Volume 1	A.L. 29.
1355H, Volume 1 and Volume 5	A.L. 9 and 10.
1464C, Volume 2, Part 1	No. 2 (A.L. 22 inc.).
1464D, Volume 1	A.I.L. 1/59.
1469F, Volume 1	A.I.L. 1/59 A.I.L. 2/59.
1492A, Volume 1	A.L. 85.
1538E, Volume 1 and Volume 6, Part 1	A.L. 51.
1538P, Volume 2	RAN/2 (A.L. 1).
1641F, Volume 1, Parts 1 and 3	A.L. 32.
1641F, Volume 1, Part 2 and Volume 5	A.L. 14.
1641H, Volume 1	A.L. 30.
1641S, Volume 1, Parts 1 and 3	A.L. 30.
1641S, Volume 1, Part 2 and Volume 5	A.I.L. 3/59 A.L. 31.
1661, Volume 2, Parts 1 and 3	A.L. 13.
1664A, Volume 1, Book 1 (2nd Edition)	A.L. 5, 6, 7 and 8.
1664A, Volume 2, Part 1	A.91 (A.L. 1 inc.) A.92 (A.L. 1 inc.) A.106 A.107 A.108
1664A, Volume 2, Part 3 Book 1 (2nd Edition)	A.L. 3, 4 and 5.
1664A, Volume 2, Part 3, Book 2 (2nd Edition)	A.L. 6 and 7.
1664D, Volume 1, Part 2 and Volume 5 (2nd Edition)	A.L. 50 and 51.
1664E, Volume 1 and Volume 5	A.L. 9.
1803, Volume 2, Part 1	C.23 (A.L. 1 inc.) C.24 D.148 E.104 (A.L. 1 inc.).
1803C, Volume 2, Part 2	A.L. 28, 29, 30, 31 and 32.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1803D, Volume 1, Book 1	A.L. 53.
1803D, Volume 1, Book 3A	A.L. 14.
1803P, Volume 2, Part 2	A.L. 24.
1803S, Volume 1, Book 1	A.L. 8.
1803S, Volume 1, Book 2	A.L. 13.
1803T, Volume 1	A.L. 67.
2234E, Volume 2, Part 1	(A.L. 41)–C. 4 (Alt. 1) (A.L. 40)–E. 3 (Alt. 1) (A.L. 42)–M. 2 (Alt. 1).
2240A, Volume 3, Part 1, Chapter 19	A.L. 3.
2247, Volume 3, Parts 1 and 4, Section 42AJ	A.L. 3.
2276J, Volume 1	A.L. 23.
2337, Volume 1, Book 1	A.L. 42 and 43.
2337, Volume 1, Book 2	A.L. 36.
2337, Volume 2	(A.L. 164)–C. 76 (Alt. 1) (A.L. 163)–C. 77.
2337, Volume 6	A.L. 74.
2527D, Volume 1	A.L. 43, 44 and 45.
2534N, Volume 3	A.L. 9.
2538H, Volume 2, Part 1	No. 28 (A.L. 4 inc.).
2538HA, Volume 2, Part 1	(A.L. 120)–B. 75.
2552L, Volume 2	(A.L. 21)–B. 14 (Alt. 1).
2655, Volume 1 (2nd Edition)	A.L. 3 and 4.
2892F, Volume 3 (2nd Edition)	A.L. 3.
3042, Volume 1, Book 2, Sections 2, 3, 4, 5 and 6	A.L. 5.
3158, Volume 2	(A.L. 429)–A. 1 (Alt. 5 inc.) (A.L. 430)–B. 1 (Alt. 5 inc.) (A.L. 443)–B. 10 (Alt. 9) (A.L. 439)–B. 26 (Alt. 1 inc.) (A.L. 431)–C. 1 (Alt. 6 inc.) (A.L. 432)–D. 1 (Alt. 6 inc.) (A.L. 433)–E. 1 (Alt. 5 inc.) (A.L. 434)–F. 1 (Alt. 5 inc.) (A.L. 435)–G. 1 (Alt. 7 inc.) (A.L. 436)–H. 1 (Alt. 5 inc.) (A.L. 437)–J. 1 (Alt. 6 inc.) (A.L. 438)–K. 1 (Alt. 4 inc.).
3192A	Correction No. 26A (30.6.59) Correction No. 27A (7.7.59) Correction No. 28A (14.7.59) Correction No. 29A (21.7.59) Correction No. 30A (28.7.59).
3192B	Correction No. 26B (30.6.59) Correction No. 27B (7.7.59) Correction No. 28B (14.7.59) Correction No. 29B (21.7.59) Correction No. 30B (28.7.59) Correction No. 32B (11.8.59)

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
3192C	Correction No. C.24 (19.6.59) Correction No. C.25 (24.6.59) Correction No. C.26 (3.7.59) Correction No. C.27 (10.7.59) Correction No. C.28 (17.7.59) Correction No. C.30 (31.7.59).
3280A, Volume 1	A.L. 12.
4099J, Volume 1	A.L. 71.
4099J, Volume 2	(A.L. 322)–B.13 (Alt. 2 inc.).
4117B, Volume 1 and Volume 6	A.L. 14.
4269C, Volume 2, Part 1	F.12 (A.L. 2).
4282A, Volume 1	A.L. 62, 63 and 64.
4288, Volume 1, Part 1	A.L. 42 and 44.
4288, Volume 1, Part 2 and Volume 5	A.I.L. 14/59 A.I.L. 15/59 A.I.L. 16/59 A.L. 67, 68 and 69.
4288 (N), Volume 1, Parts 1 and 2	A.L. 29.
4288, Volume 2	(A.L. 290)–B.157 (Alt. 2 inc.) (A.L. 285)–B.211 (A.L. 289)–B.213 (A.L. 292)–B.215 (A.L. 298)–B.221.
4300C, Volume 6, Part 1	A.L. 28.
4303B, Volume 1, Book 1	A.L. 27.
4303C, Volume 1	A.L. 112.
4320B, Volume 3, Part 1	A.L. 19.
43540, Volume 1, Book 2	A.L. 28, 29, 30 and 31.
4340, Volume 4, Part 6 (Book 2)	A.L. 1.
4343, Volume 1	A.L. 149, 152, 153, 154, 155 and 156.
4343B, Volume 1, Book 3, Sections 14 to 20	A.L. 12.
4343B, Volume 2	(A.L. 124)–R.3.
4343B, Volume 4, Part 6	A.L. 46.
4401, Volume 2	B.15 (A.L. 2 inc.) B.20 (A.L. 1) B.24 (A.L. 1) B.25 Mod. 3971/1 (June, 1959) Mod. 3192/1 (February, 1959).
4487A, Volume 2	Mod. No. Gannet/RAN. 2 RAN/6 (A.L. 2) (June, 1959) RAN/47 (June, 1959).
4487B, Volume 2	Mod. No. Gannet/RAN. 2 RAN/6 (A.L. 2) (June, 1959) RAN/47 (June, 1959).
4515C, Volume 3, Part 1, Section 2, Chapter 44	A.L. 7.
A.P. (N) 377	A.L. (RAN) 25.
A.P. (N) 378	A.L. (RAN) 23.
A.P. (N) 1023 (6)	A.L. 21.
A.P. (RAN) 7, Volume 2, Part 1	D.2 (June, 1959).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
R.A.N.A.M.O. Ejection Seats	X.4 (June, 1959) STI/RAN/9 (July, 1959) STI/RAN/10 (July, 1959).
R.A.N.A.M.O. Gannet	SI/RAN/29 (July, 1959).
R.A.N.A.M.O. General	STI/RAA/RAN, 31 (June, 1959).
R.A.N.A.M.O. Sea Venom	STI/RAN. 66 (June, 1959) SI/RAN. 18 (June, 1959).
R.A.N.A.M.O. Sycamore	A.5 (Issue 2) (June, 1959).
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Alvis Leonides Modification Bulletins ..	Explanatory Sheet (June, 1959) Index (Issue 12) (4th Edition) No. 263 Service Bulletin No. 26 (3rd Edition) (June, 1959) No. 381 (4th Edition) (June, 1959) No. 422 (4th Edition) (June, 1959) No. 424 (4th Edition) (June, 1959) No. 433 (4th Edition) (June, 1959) No. 434 (4th Edition) (June, 1959) No. 481 (4th Edition) (June, 1959) No. 483 (4th Edition) (June, 1959) No. 489 (4th Edition) (June, 1959) No. 495 (4th Edition) (June, 1959) No. 499 (4th Edition) (June, 1959) No. 505 (4th Edition) (June, 1959) No. 506 (4th Edition) (June, 1959) No. 507 (4th Edition) (June, 1959) No. 508 (4th Edition) (June, 1959) No. 509 (4th Edition) (June, 1959) No. 510 (4th Edition) (June, 1959) No. 511 (4th Edition) (June, 1959) No. 512 (4th Edition) (June, 1959).
Aviation Studies (International) Ltd. ..	Engine Data Sheets (9 Leaves).
D.C.A. Aeronautical Information Publications	C.O.M. A.L. 23 General A.L. 30 R.A.C./2 (A.L. 29).
D.C.A. Airways Operations Instructions, Volume 1	A.L. 1.
D.C.A. Airways Operations Instructions, Volume 2	A.L. 5.
D.C.A. Aviation Safety Digests	No. 18 (June, 1959).
D.C.A. Notams	No. 5/1959 (24.8.59).
D.C.A. Operation Letters	A.T.C. 276 (15.7.59) A.T.C. 279 (3.8.59) A.T.C. 280 C.O.M. 169 (17.8.59) A.T.C. 282 C.O.M. 170 (19.8.59).
Gannet Modification Booklet	A.L. 11.
I.C.A.O. Bulletins	Volume XIV. No. 4 (1959).
R.A.F. Flight Information Publication, Terminal Approach Procedure Charts Far East Area, High and Low Altitude	A.L. 8, 9 and 10.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
Sea Venom Mark Applicability Chart ..	A.L. 44.
Sea Venom Modification Booklet ..	A.L. 14.
Smiths Aircraft Instruments Ltd., Modification Leaflets	W. 32 (21.4.59) W. 33 (21.4.59) W. 34 (21.4.59) W. 35 (1.5.59).
Sperry Field Service Bulletins	No. 10 (23.3.59), Electric Gyro Horizon, Type H.L. 3 No. 15 (23.3.59), Electric Gyro Horizon, Type H.L. 5/5A No. 8 (23.3.59), Electric Gyro Horizon, Type H.L. 6 No. 4E (16.4.59), Gyrosyn Compass Type C.L. 1/1A No. 57 (15.4.59), Gyrosyn Compass, Type C.L. 1/1A No. 82 (15.4.59), Gyrosyn Compass, Type C.L. 2 No. 4 (23.3.59), Horizon Gyro Unit, Type A No. 13 (23.3.59), Horizon Gyro Unit, Type B.
Sperry Publication 567—Instruction Manual for the Gyro Horizon Type H.L. 7—Artificial Horizon Mk. 3D.	
Standardization Design Memoranda (Air Services)	Numerical Index No. 36 (May, 1959) No. 62 (Issue 3) No. 83 (Issue 4) No. 136 (Issue 2) No. 172 (Issue 2) (Canc.) No. 174 (Issue 4) No. 179 (Issue 2) No. 204 (Issue 3) No. 214 (Issue 2) No. 216 (Issue 1) (Canc.) No. 243 (Issue 4) No. 259 (Issue 2) No. 329 (Issue 2).
A.A.P. No. 2, A.B.C.S.C., Class 5820 ..	Sub A.L. 2 (A.L. 10145).
A.A.P. No. 2, A.B.C.S.C., Class 5826 ..	Sub A.L. 2 (A.L. 10010).
A.A.P. No. 2, A.B.C.S.C., Class 5930 ..	Sub A.L. 2 (A.L. 9943).
A.A.P. No. 2, A.B.C.S.C., Class 5965 ..	Sub A.L. 3 (A.L. 9935).
A.A.P. No. 2, A.B.C.S.C., Class 5977 ..	Sub A.L. 2 (A.L. 9739) Sub A.L. 3 (A.L. 9965).
A.A.P. No. 2, A.B.C.S.C., Class 5990 ..	Sub A.L. 2 (A.L. 9958).
A.A.P. No. 2, A.B.C.S.C., Class 5995 ..	Sub A.L. 2 (A.L. 9959).
A.A.P. No. 2, Group G, Section 5A, Volume 3 (4th Edition)	Sub A.L. 21 (A.L. 10203).
A.A.P. No. 2, Group G, Section 6B (8th Edition)	Sub A.L. 32 (A.L. 10155).

AMENDMENTS OF AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
A.A.P. No. 2, Group G, Section 106D (4th Edition)	Sub A.L. 19 (A.L. 10169).
A.A.P. No. 2, Group I, Section 32A (5th Edition)	Sub A.L. 23 (A.L. 10305).
A.A.P. No. 2, Group W, Section 4C (10th Edition)	Sub A.L. 46 (A.L. 10268).
A.A.P. No. 2, Group W, Section 4D (7th Edition)	Sub A.L. 31 (A.L. 10168) Sub A.L. 32 (A.L. 10347).
A.A.P. No. 2, Group W, Section 4G (4th Edition)	Sub A.L. 23 (A.L. 10303).
A.A.P No. 2, Group Y, Section 10F (10th Edition)	Sub A.L. 31 (A.L. 10170).
A.A.P. No. 2, Group Y, Section 110C (3rd Edition)	Sub A.L. 20 (A.L. 10291).
A.A.P. No. 2, Group Y, Section 110M ..	Sub A.L. 17 (A.L. 10179).
A.A.P. No. 2, Group Y, Section 110X (4th Edition)	Sub A.L. 7 (A.L. 10256).
A.A.P. 121 (November, 1957)	A.L. 3.
A.A.P. 316	A.L. 118 and 119.
A.A.P. 382, Volume 1	A.L. 2.
A.A.P. 382, Volume 2	A.L. 2.
A.A.P. 701/4	A.L. 4.
A.A.P. 702/1	A.L. 85 and 86.
A.A.P. 721: 79, Volume 2, Part 2 ..	A.L. 135, 135 (Correction), 137, 138, 138 (Correction), 140, 141, 141 (Correction), 142, 143, 144, 148, 149, 150, 151, 152, 153, 154 and 155.
A.A.P. 741: 00, Volume 2, Part 1 ..	A.L. 36 with Erratum.
A.A.P. 750: 00, Volume 2, Part 2 ..	A.L. 120, 121 and 122.
R.A.A.F. Dakota Orders	A.L. 60.
R.A.A.F. Repair and Maintenance General Instructions	A.L. 280, 282, 283, 285 and 287.
R.A.A.F. Special Technical Instructions ..	Armament—Ammunition and Explosives/9 Armament—Ammunition and Explosives/10 Armament—Bombing Equipment/5 Armament—Bombing Equipment/6 Armament—Bombing Equipment/8 Armament—General/4 Armament—Miscellaneous/6 Armament—Miscellaneous/7 Armament—Miscellaneous/8 Armament—Miscellaneous/9 Electrical/19 Electrical/20 Escape Facility/15 Gas Turbine Fuel Equipment/4 Gas Turbine Fuel Equipment/5 General/9 Helicopter/10

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
R.A.A.F Special Technical Instructions—*continued.*	Helicopter/11 Helicopter/12 Helicopter/13 Helicopter/15 Helicopter/16 Instruments/14 Instruments/16 Instruments/18 Propeller/11 Safety Equipment/14 Safety Equipment/16 Safety Equipment/17 Twin Wasp Power Plant/3 Twin Wasp Power Plant/4. Vampire/18.
R.A.A.F. Summary of Defect Reports ..	Directorate of Armament Engineering Serial No. 2/59, Quarter ending 29th May, 1959.
R.A.A.F. Twin Wasp Orders	A.L. 54.
R.A.A.F. Twin Wasp Power Plant Orders..	A.L. 13.
Air Diagrams	S.R. 575/N.B. (Issue 2) S.R. 934/N.B. (Issue 2) S.R. 1130/N.B., Sheets 1 to 6 S.R. 1131/N.B. S.R. 1164/N.B. S.R. 1170/N.B. S.R. 1176/N.B. S.R. 1178/N.B. S.R. 1191/N.B., Sheet 1 S.R. 1191/N.B., Sheet 2 S.R. 1193/N.B. S.R. 1195/N.B. S.R. 1196/N.B. S.R. 1197/N.B. S.R. 1198/N.B. S.R. 1199/N.B. S.R. 1200/N.B.

Title.	*Date.*
Lloyds Shipping Index	27th July, 1959.
Lloyds Shipping Index	4th August, 1959.
Lloyds Shipping Index	10th August, 1959.
Lloyds Shipping Index	17th August, 1959.
Lloyds Shipping Index	24th August, 1959.
Lloyds Shipping Index	31st August, 1959.

(D.N.A.S. 465/57/2.)

(*Navy Orders* 983 *of* 1957 *and* 1063 *of* 1958.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

FOR OFFICIAL USE ONLY. C.N.O. 894/59.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
15th October, 1959.

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

By direction of the Naval Board.

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

8518/59.

UNCLASSIFIED.

894.—Advancement—Half-Yearly Extracts of Advancement Rosters on Completion of Advancements Effective 14th August, 1959.

The extracts from advancements rosters in appendix A of this order are promulgated with the object of giving members an indication of the present state of their rosters.

2. A roster date shown in the extract gives no indication of the time a man has been waiting or his length of service because—

(*a*) it is possible to gain a basic date for advancement some time before being placed on the advancement roster, and

(*b*) recommendations for accelerated advancement also affect the basic dates given in the roster.

3. Requests for information regarding roster positions should be forwarded only as laid down in A.B.R. 10, article 0117.

4. Before being placed on an advancement roster, a rating must possess the following qualifications—

(*a*) Professional qualifications—where applicable (*see* A.B.R. 10, article 0107 (10) re provisional examinations).

(*b*) Service qualification.

(*c*) Educational qualification—where applicable.

(*d*) Swimming qualification—where applicable.

(*e*) Specialist qualification—where applicable.

(*f*) A.B.C.D. qualification—where separate from professional examination, e.g. Supply and Secretariat.

5. 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. Column 7 gives the names of a proportion of men on top of their rosters.

6. Names of ratings advanced during the last six months are shown in appendix B of this order.

7. Advancements effective from 14th August, 1959, are based on qualifications held on 30th June, 1959, and the rosters shown are based on qualifications held on 31st August, 1959.

8. Navy Order 308 of 1959 is hereby cancelled.

9. This order will be reprinted for posting on Notice Boards.

APPENDIX A.

For Advancement to—	No. on Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
C.P.O.	162	Nil	1. 1.4.51 2. 1.6.51 3. 1.8.51 4. 1.9.51	30.4.59 (Re-entry)	10	1. V.G. Conduct broken 2. Driscoll, V. L. (Lacks Sea Service) 3. V.G. Conduct broken 4. Forsyth, E. G. 5. Clements, K. V. 6. Not recommended 7. Not recommended 8. Clark, E. A. F. 9. Jessop, K. E. 10. Bilbe, T. J. 11. Gosch, J. W. 12. Baum, E. C. 13. Cowan, T. M. 14. Heaney, A. 15. Prosser, L. M. 16. Robinson, R. B. 17. Murphy, W. F. 18. Williams, J. L. 19. Fitzgerald, W. T. 20. Hope, G. D. M.
P.O.	3	13	1. 28.1.54 2. 31.8.57	31.3.58	23	1. V.G. Conduct broken 2. V.G. Conduct broken 3. V.G. Conduct broken

APPENDIX—*continued.*

For Advancement to—	No. on Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
L.S.	9	72	1. 30.6.53 2. 2.3.56 3. 14.1.58	31.3.59	28	1. Not recommended 2. Not recommended 3. Viney, D. L.
C.SLMR.	Nil	Nil	—	—	Nil	—
SLMR.	Nil	1	—	—	Nil	—
C.C.Y.	7	Nil	1. 1.7.53 2. 1.4.54	30.4.58	3	1. Not yet recommended 2. V.G. Conduct broken 3. Duffey, J. R.
C.Y.	1	4	1. 31.3.56	—	3	1. Not yet recommended
L.T.O.	Nil	12	—	—	Nil	—
C.R.S.	6	Nil	1. 1.1.54 2. 1.8.54	30.7.59 (Re-entry)	3	1. Mason, D. S. 2. Taylor, K. O. 3. Watson, A. E.
R.S.	1	5	1. 21.1.59	—	2	1. Watling, H. E.
L.R.O.	2	46	1. 31.12.56 2. 30.6.57	—	5	1. V.G. Conduct broken 2. V.G. Conduct broken
C.R.S.(S)	Nil	10	—	—	1	—
R.S.(S)	Nil	13	—	—	1	—
L.R.O.(S)	Nil	1	—	—	4	—
C.M.(E)	30	Nil	1. 1.9.54 2. 1.3.55 3. 9.3.55	4.8.59	2	1. Richards, H. E. 2. Green, J. E. 3. Minns, F. T. 4. Rosser, N. D. 5. Devlin, K. R. 6. Dowd, J. R.
P.O.M.(E)	7	Nil	1. 31.3.55 2. 31.3.55 3. 30.6.55	19.3.59	21	1. V.G. Conduct broken 2. V.G. Conduct broken 3. Not yet recommended
L.M.(E)	8	63	1. 3.12.51 2. 1.2.57 3. 28.5.57	29.5.59	26	1. Not recommended 2. Not yet recommended 3. Not yet recommended 4. Wintzloff, F. G.
C.EL.(P)	22	Nil	1. 1.1.53 2. 16.8.53 3. 1.1.54	3.8.56	Nil	1. Cochrane, W. F. V. 2. Weldon, J. C. 3. Upton, N. 4. Page, B. L. 5. Pedersen, H. M. 6. Buckley, J. C.
P.O.EL(P)	14	Nil	1. 31.8.55 2. 30.9.55 3. 30.9.55	5.3.59	5	1. Start, L. J. A. 2. V. G. Conduct broken 3. Eastgate, M. 4. Cumming, B. D. 5. Parker, B. J.
L.E.M.(P)	7	Nil	1. 14.2.59 2. 18.3.59 3. 20.4.59	26.5.59	8	1. V.G. Conduct broken 2. Patterson, C. V. 3. Smith, J. L.

APPENDIX A—*continued.*

For Advancement to—	No. on Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
C.EL.(E)	8	Nil	1. 1.7.54 2. 1.8.54 3. 1.8.54	1.7.55	Nil	1. Halloran, J. M. 2. Teale, T. L. 3. Robinson, N. M. 4. Lamb, R. G.
P.O.EL.(E)	1	Nil	1. 5.10.58	—	3	1. V.G. Conduct broken
L.E.M.(E)..	1	17	1. 30.9.57	—	4	1. Hughes, W. N.
C.R.EL.	2	Nil	1. 3.8.56 2. 3.8.56	—	4	1. Bonney, K. M. 2. McCabe, V. J.
P.O.R.EL.	2	49	1. 31.3.58 2. 30.9.58	—	2	1. Crane, J. J. 2. Haas, B. J.
L.R.E.M.	Nil	63	—	—	16	—
CPO.WTR.	26	Nil	1. 1.1.53 2. 1.2.53 3. 1.6.53	3.8.56	3	1. Dellamarta, A. W. 2. Medaris, J. 3. Barrett, P. C. 4. Walsh, E. J. 5. Not yet recommended 6. Campbell, C. 7. Carroll, L. H. 8. Cairns, B. D.
PO.WTR.	10	Nil	1. 30.6.57 2. 30.11.57 3. 31.12.57	30.11.58	8	1. Gillies, M. G. 2. Brown, P. J. C. 3. Goodieson, A. G.
L.WTR.	6	Nil	1. 30.6.58 2. 31.12.58 3. 30.6.59	30.6.59	9	1. V.G. Conduct broken 2. V.G. Conduct broken 3. Sanders, K. S.
S.C.P.O.(V)	15	Nil	1. 1.3.53 2. 1.6.53 3. 1.8.53	3.8.56	2	1. Wood, R. K. G. 2. Blank, A. A. 3. Pashen, B. W. 4. Churn, F. E. 5. Pitman, D. E.
S.P.O.(V)	3	3	1. 30.6.55 2. 30.4.56	7.11.58	5	1. V.G. Conduct broken 2. V.G. Conduct broken 3. Clark, A. J.
L.S.A.(V)	2	2	1. 23.8.57 2. 31.12.58	—	9	1. V.G. Conduct broken 2. Not yet recommended
S.C.P.O.(S)	17	Nil	1. 1.2.52 2. 1.2.52 3. 1.5.52	1.1.55	Nil	1. Morgan, L. F. 2. Rattle, M. W. 3. Johnson, D. C. 4. Sheridan, G. L. 5. Dingle, N. H. A.
S.P.O.(S)	12	Nil	1. 31.5.54 2. 31.12.54 3. 31.5.55	11.7.59 (Re-entry)	4	1. V.G. Conduct broken 2. Mitchell, T. P. 3. Haywood, S.
L.S.A.(S)	1	7	1. 31.12.57	—	6	1. V.G. Conduct broken

APPENDIX A.

For Advancement to—	No. on Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
C.P.O.CK(S)	8	Nil	1. 1.1.53 2. 1.7.53	1.10.55	1	1. Fechner, J. W. 2. Burridge, A. E. 3. Hartman, A. B.
P.O.CK(S)	6	Nil	1. 30.6.57 2. 31.12.57	30.6.58	3	1. Not recommended 2. Krisanski, S. H.
L.CK(S)	1	14	1. 29.4.58	—	12	1. Not yet recommended
C.P.O.CK(O)	7	Nil	1. 1.10.52 2. 1.10.52 3. 1.10.52	1.1.55	Nil	1. Wagner, L. A. 2. Bury, L. W. 3. Shepherd, A. A.
P.O.CK(O)	12	Nil	1. 25.5.55 2. 9.6.55 3. 1.10.55	7.2.58	1	1. Price, R. N. 2. Nicholson, K. 3. Darroch, J. R. 4. Boxsell, T. L.
L.CK(O)	1	8	1. 4.2.58	—	2	1. Clark, A.
S.B.CPO.	19	Nil	1. 24.8.52 2. 24.5.53 3. 25.5.53	20.5.58	Nil	1. Hay, D. 2. Pope, W. B. 3. Nash, J. B. 4. Josey, R. K. 5. V.G. Conduct broken 6. Black, R. S. 7. Monaghan, P. J. 8. Not recommended
S.B.PO.	6	Nil	1. 4.1.56 2. 21.11.56	20.5.58	Nil	1. Turner, J. 2. Kildey, N. G. 3. Sawtell, M. L.
L.S.B.A.	1	8	1. 12.4.57	—	3	1. V.G. Conduct broken
CPO.D.A.	Nil	1	—	—	Nil	—
PO.D.A	Nil	1	—	—	Nil	—
LDA.	Nil	4	—	—	Nil	—
CPO.STD.	26	Nil	1. 1.1.51 2. 1.2.51 3. 1.12.51	8.5.59	1	1. Smith, G. 2. Cox, E. A. 3. Foley, T. F. 4. Boyle, A. H. 5. Pavletich, S. N. 6. Ward, J. 7. Not recommended 8. Welsh, R. J. P.
PO.STD.	Nil	4	—	—	5	—
L.STD.	2	47	1. 31.12.58 2. 30.6.59	—	7	1. Dunn, B. C. 2. Kitts, G. G.
C.BDMR.	2	Nil	1. 1.1.55 2. 1.4.55	—	1	1. Coxon, G. D. 2. McDonough, J. H.
BDMR.	Nil	1	—	—	1	—
BD.CPL.	Nil	9	—	—	Nil	—
BUGLE SGT.	Nil	Nil	—	—	Nil	—

APPENDIX A—*continued.*

For Advancement to—	No. on Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
BUGLE CPL.	Nil	2	—	—	Nil	—
M.A.A.	4	Nil	1. 10.6.54 2. 16.8.55	14.12.55	Nil	1. Ross, W. L. 2. McLaine, K. H. 3. Lewis, K. R. G.
R.P.O.	6	Nil	1. 10.11.55 2. 12.11.55	24.11.56	Nil	1. Faunce, R. J. 2. Fathers, G. N.
CPO. BTCHR.	1	Nil	1. 5.12.53	—	1	1. Not qualified by service
C.O.A.	Nil	2	—	—	1	—
C.N.S.	Nil	2	—	—	1	—
C.E.R.A. .. .. .. } C.MECH... .. .. }	11	Nil	1. 84 Points 2. 84 Points 3. 81 Points	30 Points	3	1. Bradshaw, J. J. 2. Shepherd, W. J. 3. Beasley, F. A. 4. Anderson, D. G.
C.E.A. .. .. .. } C.R.E.A. .. .. .. }	1	Nil	1. 2 Points	—	4	1. Dittman, B. M.
C.E.A. (AIR) .. .. } C.R.E.A. (AIR) .. .. }	Nil	Nil	—	—	1	—
C.AIR(AH)	15	Nil	1. 1.12.52 2. 1.1.53 3. 1.1.53	1.10.55	Nil	1. Blunden, J. 2. Manuel, M. L. R. 3. Hill, L. W. 4. Not yet recommended 5. Not recommended 6. Davis, R. L.
P.O.AIR(AH)	7	Nil	1. 28.11.56 2. 7.12.56	31.12.57	2	1. Cannon, J. W. 2. Bartlett, L. R.
L.AIR(AH)	1	1	1. 19.2.58	—	7	1. Not yet recommended
C.AIR(SE)	4	Nil	1. 1.7.54 2. 1.12.55	1.1.56	Nil	1. Kempnich, K. F. 2. Hill, R. A.
P.O.AIR (SE)	2	Nil	1. 3.7.53 2. 9.4.56	—	Nil	1. Beardsley, G. A. 2. Donovan, F. J.
L.AIR(SE)	Nil	Nil	—	—	Nil	—
C.AIR(MET)	1	Nil	1. 1.4.54	—	Nil	1. Percival, L. N.
P.O.AIR (MET)	Nil	4	—	—	Nil	—
L.AIR(MET)	Nil	1	—	—	2	—
C.AIR(PHOT)	1	Nil	1. 1.3.54	—	Nil	1. Baldock, R. A.
P.O.AIR (PHOT)	Nil	Nil	—	—	Nil	—
L.AIR(PHOT)	Nil	1	—	—	1	—

APPENDIX A—*continued.*

For Advancement to—	No. on Roster.	Present No. 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 last Six Months.	Names of Men on Top in Roster Order.
C.A.F.(A)	22	Nil	1. 1.9.52 2. 1.4.53 3. 1.4.53	1.4.56	Nil	1. McCarley, K. A. 2. Hutchinson, J. 3. Lambert, R. J. 4. Daniels, D. J. 5. Moloney, R. W. 6. Reidy, W. A. 7. Mack, M. S. 8. Thomas, H. M.
P.O.A.F.(A)	6	Nil	1. 18.10.56 2. 18.10.56	21.11.57	Nil	1. Connellan, R. L. 2. Ikin, J. W.
L.A.M.(A)	5	Nil	1. 7.2.56 2. 31.12.57	31.3.58	7	1. Not yet recommended 2. Douglas, R. S.
C.A.F.(E)	26	Nil	1. 30.6.49 2. 1.4.51 3. 1.11.51 4. 1.4.52	1.3.58	Nil	1. Matheson, K. J. 2. McQuarie, A. J. 3. Christopher, T. J. 4. Campbell, S. G. 5. May, B. H. 6. Manning, W. G. 7. Vinson, D. S. 8. Howard, H. W.
P.O.A.F.(E)	8	2	1. 30.5.57 2. 18.7.57	31.12.57	1	1. Cole, R. C. 2. Dunderdale, S. R. 3. Boyd, W. H.

L.A.M.(E)	1	20	1. 30.9.58	—	4	1. Bourke, P. J.
C.A.F.(O)	7	Nil	1. 1.7.52 2. 1.1.53	1.7.55	Nil	1. Harrison, J. J. 2. Peacock, R. K. 3. Tiffen, M.
P.O.A.F.(O)	Nil	1	—	—	Nil	—
L.A.M.(O)	Nil	4	—	—	1	—
C.EL.(AIR)	7	Nil	1. 1.12.52 2. 1.7.53	1.1.56	1	1. Rice, D. V. 2. Birtles, H. J. 3. Dun, J. G.
P.O.EL(AIR)	4	Nil	1. 30.9.55 2. 30.9.55	25.5.59	5	1. Shepherd, L. A. 2. Corkhill, W. J.
L.E.M.(AIR)	1	9	1. 27.5.59	—	3	1. Suter, I. H.
C.R.EL(AIR)	1	Nil	1. 30.10.57	—	4	1. Edwardes, D. H.
P.O.R.EL(AIR)	Nil	21	—	—	1	—
L.REM(AIR)	Nil	27	—	—	11	—
C.A.A.(A/E) .. .. C.A.MECH(A/E)	4	Nil	1. 46 Points 2. 44 Points	12 Points	1	1. Warfield, T. 2. Stilton, I. H. 3. Tucker, R. H.
C.A.A.(O) .. .. C.A.MECH(O)	2	2	1. Nil Points 2. Nil Points	—	Nil	1. Rashbrooke, D. J. 2. Saunders, F. A.

APPENDIX A—*continued.*

For Advancement to—	No. on Roster.	Present No. of Vacancies.	Roster Date or Points of Wran at Top of Roster. (Adjusted by "RED" Recommendations as necessary.)	Roster Date or Points of Wran at Bottom of Roster. (Adjusted by "RED" Recommendations as necessary.)	No. advanced during last Six Months.	Names of Wrans on Top in Roster Order.
			W.R.A.N.S.			
L.WR.STD.	7	3	1. 31.12.56 2. 30.6.58 3. 30.6.58	30.6.59	2	1. Not yet recommended 2. Not yet recommended 3. Not yet recommended
P.O.WR.S.B.	Nil	1	—	—	Nil	—
L.WR.S.B.	Nil	Nil	—	—	1	—
C.WR.REG.	Nil	2	—	—	Nil	—
P.O.WR.REG.	Nil	3	—	—	Nil	—
C.WR.RP.	Nil	Nil	—	—	Nil	—
P.O.WR.RP.	Nil	2	—	—	Nil	—
L.WR.RP.	Nil	5	—	—	1	—
C.WR.MTD.	Nil	1	—	—	Nil	—
P.O.WR.MTD.	Nil	4	—	—	Nil	—
L.WR.MTD.	4	8	1. 8.5.58 2. 17.7.58	10.9.58	Nil	1. Not yet recommended 2. Taunton, M. P.
P.O.WR.SA(S) .. .. P.O.WR.SA(V)	Nil	Nil	—	—	Nil	—
L.WR.SA(S) .. .. L.WR.SA(V)	2	Nil	1. 30.6.57 2. 30.6.59	—	2	1. Not yet recommended 2. Not yet recommended
C.WR.WTR.(P) & (GD) ..	Nil	Nil	—	—	Nil	—
P.O.WR.WTR.(P) & (GD) ..	Nil	3	—	—	Nil	—
L.WR.WTR.(P) & (GD) ..	4	Nil	1. 31.10.58 2. 31.12.58	30.6.59	5	1. Crutchfield, M. 2. Not yet recommended 3. Phelan, C. M.
P.O.WR.WTR.(ST) ..	Nil	Nil	—	—	Nil	—
L.WR.WTR.(ST)	Nil	2	—	—	1	—
C.WR.RS.	Nil	2	—	—	Nil	—
WR.RS.	1	6	1. 31.3.58	—	1	1. Entriken, M. C.
L.WR.RO.	Nil	9	—	—	8	—
C.WR.RS.(S)	Nil	1	—	—	Nil	—
WR.RS.(S)	1	2	1. 31.1.58	—	Nil	1. Mears, J. B.

APPENDIX A—*continued.*

For Advancement to—	No. on Roster.	Present No. of Vacancies.	Roster Date or Points of Wran at Top of Roster. (Adjusted by "RED" Recommendations as necessary.)	Roster Date or Points of Wran at Bottom of Roster. (Adjusted by "RED" Recommendations as necessary.)	No. advanced during last Six Months.	Names of Wrans on Top in Roster Order.
L.WR.RO(S) ..	Nil	2	—	—	3	—
P.O.WR.CK(S) ..	Nil	1	—	—	Nil	—
L.WR.CK(S) ..	4	Nil	1. 4.7.58	21.4.59	2	1. Not yet recommended 2. Sutton, R.
C.WR.STD. ..	Nil	1	—	—	Nil	—
P.O.WR.STD. ..	1	2	1. 30.6.59	—	1	1. Maiden, A. L.

APPENDIX B.

LIST OF RATINGS ADVANCED DURING THE LAST SIX MONTHS.

Chief Petty Officer.

Name.	*O.N.*
Williams, J. C.	R29427
Berrell, J. J.	R36526
Berry, M. T.	R29984
Birch, R. G.	R40812
Aylward, R. M.	R31924
Sivell, A.	R46592
Laing, A.	R40382
Kennedy, P. J.	R28857
Brett, R. J. R.	R35538

Petty Officer.

Name.	*O.N.*
Gilbert, W. J.	R33476
Harvey, H. L.	R37283
Howie, D. I.	R37626
Budd, R. W.	R44824
Stokes, E. J.	R37898
Stewart, R.	R39425
Cox, A. B.	R41614
Sewell, G. E.	R37893
Petrass, D. T.	R35309
Bateman, T. J.	R29040
Johns, R. R.	R30158
Dewar, P. N.	R27932
Rice, L. V.	R36722
Leith, J. H.	R41623
Sneath, P. C.	R36823
Bower, L. E.	R38053
Fitzpatrick, J. F.	R49742
Shields, S.	R36967
Youngs, W. E. F.	R40810
Bezzant, R. A.	R36253
King, F. W. O.	R39617
Mackey, T. H.	R46526
Brennan, L. R.	R30901

Leading Seaman.

Name.	*O.N.*
Maitland, J.	R53674
Lambourne, T. M.	R41717
Alexander, G. E.	R47996
Cowan, W. G.	R51197
Gowdy, E. R.	R51185
Lowien, K. J.	R36588
Fitzsimmons, M.	R39289

Leading Seaman.

Name.	*O.N.*
Carroll, B. L.	R50369
O'Sullivan, J. J.	R50558
Havey, F. P.	R49555
Piercy, R. J. T.	R50670
Everitt, J. C.	R50023
Ingram, J. N.	R51156
Beattie, S. I.	R35261
Bourke, V. C.	R34662
Cross, D. G.	R39864
Kane, L. H.	R51853
Ford, W.	R51386
Menz, W. J.	R51563
Yearby, G. W.	R50994
McMullin, B. M.	R51051
Cutts, C. F.	R51895
Steel, G. P.	R50251
Dalton, K. J.	R50094
Best, W. J.	R39180
Gaulton, J. W.	R49850
D'Arcy, D. W.	R51460

Chief Communication Yeoman.

Davey, A. G.	R30979
Gallagher, F. J.	R33695
Hartam, R. J.	R34447

Communication Yeoman.

Prendergast, K. J.	R31945
Nevell, R. G.	R46527
Roach, R. E.	R48209

Chief Radio Communication Supervisor.

Anderson, J.	R23659
Joyce, W. W.	R34722
Fulton, I. R.	R22704

Radio Communication Supervisor.

Wells, R. J.	R36739
Low, R. D.	R44696

APPENDIX B—*continued.*

Name.	*O.N.*
Leading Radio Communication Operator.	
Henshaw, P. P. J.	R50312
Palmer, G. W.	R49565
Hustler, J. R.	R44252
Burrows, J. F.	R44498
Streeter, K. J.	R50537
Chief Radio Supervisor (Special).	
Pretty, E. R.	R30223
Radio Supervisor (Special).	
Lacey, P. R.	R48276
Leading Radio Operator (Special).	
Lamb, R. J. I.	R50734
Wilson, F. C.	R51108
Thomson, J. M.	R50539
Kenyon, D.	R49714
Chief Engineering Mechanic.	
Anderson, G. J.	R32448
Hart, C. E.	R35401
Petty Officer Engineering Mechanic.	
Renfrew, W. M.	R37816
Wilson, G. W.	R36835
Baker, H. S.	R37847
Schwartz, K. E.	R37072
Kenny, J. W.	R36308
Nelson, L. M.	R36813
Evans, M. J.	R35004
Williams, J. H.	R37428
Mullins, V.	R37484
Claridge, J. H.	R35633
Glover, W. R.	R35850
Bird, K. R.	R41711
Warden, G. B.	R38622
Wickman, A. A.	R37339
Webber, C. J.	R37673
Duley, H. J. L.	R44641
Bray, G. H.	R36538
Griffiths, P. C.	R31455
Allen, P. D.	R47635
Sotheron, C. J.	R35781

Name.	*O.N.*
Leading Engineering Mechanic.	
Royes, R. C.	R50742
Dawson, G. D.	R44764
Hopkins, N. J.	R51250
Bartlett, W. J.	R51286
Cox, T. R.	R51400
Payne, G. A.	R52417
Scott, J. C.	R50192
Eldridge, L. J.	R36915
Airey, M. J.	R36747
Jacobsen E. W.	R37156
Cumming, D. E.	R50752
Cummings, N. A.	R51122
Hornburg, D. C.	R51251
Jard, R.	R51273
Marriott, L.	R51006
Jacobs, K. E.	R50525
Newman, D. R.	R51396
Reardon, L. P.	R51480
Murphy, J. H.	R51565
Atwell, K. J.	R51608
Johnson, R.	R51589
Davis, B. S.	R50860
Petty Officer Electrician (P).	
Charlton, J.	R37361
Fiddes, W. G. A.	R27486
Dalby, E. R.	R37367
Taylor, B. H.	R36047
Nell, N. K.	R37305
Leading Electrical Mechanic (P).	
Rooke, K. V.	R50392
Yarrow, R. C.	R52255
Powell, B. J.	R49230
Price, J. F. R.	R48202
Dean, G. R.	R37699
Thompson, J. W.	R47326
Kenney, G. J.	R50575
Carr, C.	R41719
Petty Officer Electrician (E).	
Denning, M. J.	R49671
Mill, B. E.	R48322
Chapman, J.	R49869

APPENDIX B—*continued.*

Name.	*O.N.*
Leading Electrical Mechanic (E).	
Luck, B. J.	R52310
Mills, H. F.	R50736
Karey, B.	R50650
Connors, F. D.	R50178
Chief Radio Electrician.	
Powell, N. J.	R35767
Nelson, K. J.	R36021
Peterson, K. J.	R35765
Blair-Hickman, R. G.	R38921
Petty Officer Radio Electrician.	
Reeves, C. A.	R45261
Leading Radio Electrical Mechanic.	
Bently, I. C.	R50619
Fraser, J. R. M.	R45152
Maitland, W. D.	R49802
Coker, V.	R50584
Venablis, C. B.	R50408
Nanscawen, G. R.	R50988
Barber, J. A.	R49998
Mitchell, G. F.	R51649
Crowley, B. J.	R51613
Robinson, A. J. B.	R52708
West-Newman, J. H.	R51869
Harris, J. E.	R51237
Regan, G. W.	R51073
Adams, R. A.	R50678
Cass, C. A.	R50717
Chief Petty Officer Writer.	
Webb, L. J.	R31260
Hook, K. S.	R29666
Dalrymple, R.	R34691
Petty Officer Writer.	
Monaghan, W. J.	R47433
Scanlon, K. W.	R44014
Crynes, A. R.	R23309
Smith, D. A.	R48283
Smith, A. J.	R41707
Woolnough, R. F.	R44752
Williams, A. J.	R28989
King, C. C. T.	R38711

Name.	*O.N.*
Leading Writer.	
Dingle, R. C.	R51024
Drummond, R. K.	R40655
Nugara, E. V. T.	R51159
Murray, I. D. R.	R50802
Hill, R.	R50224
Smith, A. J.	R41707
Bragge, R. G.	R51842
Lewis, J. B.	R51752
Tucker, D. C.	R51306
Stores Chief Petty Officer (V).	
De-Grono, H. H.	R33170
Whillier, F. T. E.	R37581
Stores Petty Officer (V).	
Cassels, T.	R38942
Hyde, R. J.	R32584
Hayes, D. L.	R39911
Bishop, N. A.	R37688
Jones, G. D.	R30540
Leading Stores Assistant (V).	
McKibbin, B. R.	R50440
Marshall, L. D.	R50027
Ferguson, J. M.	R41657
McMahon, G. A.	R50886
Nurse, P. P.	R49919
Cashmere, K. P.	R49999
Wood, G. R.	R50655
Mennitz, R. A.	R49940
Matthews, J. P.	R51069
Stores Petty Officer (S).	
Haron, B. G.	R37793
Edgerton, B. T.	R44864
Hughes, P. N.	R37145
Woodhams, B. F.	R37830
Leading Stores Assistant (S).	
Rathbone, R. M.	R46062
Peek, T. J.	R50805
Glazier, P. J.	R50780
Morgan, K. A.	R47920
Johnston, I. R.	R51558
Naughton, J.	R51516

APPENDIX B—*continued.*

Name.	*O.N.*
Chief Petty Officer Cook (S).	
Hartwig, N.	R36671
Petty Officer Cook (S).	
Foley, R. W.	R37461
White, W. J.	R33302
Harris, D. J.	R35725
Leading Cook (S).	
Waite, W. D.	R50014
Donaldson, R. T.	R51061
Fish, G. J.	R51044
Thomas, R. P.	R49809
Minor, H. V.	R49913
Gray, R.	R50756
Jones, B. M. E.	R46491
Fullerton, R. T.	R51618
Power, B. T.	R51470
McCoy, W. R.	R49912
Petty Officer Cook (O).	
Brooks, R. P.	R36412
Leading Cook (O).	
Hayes, D. J.	R51463
Ames, R. S.	R50117
Leading Sick Berth Attendant.	
Hayward, B. R.	R51446
Taylor, G. J.	R28419
Symmons, B.	R50770
Chief Petty Officer Steward.	
Clarke, J. P.	R29551
Petty Officer Steward.	
Howells, D. H.	R49711
Cole, S...	R49428
Woods, H. F.	R29435
Tremallen, D.	R49573

Name.	*O.N.*
Leading Steward.	
Nolan, K. B.	R51277
Morrison, H. A.	R50938
Downes, R. M.	R50271
Rennie, L. J.	R38535
Kelly, J. D.	R35876
Emmett, F. P.	R50778
Adair, R.	R48072
Melrose, B. E.	R44273
Major, L. J.	R50532
Chief Bandmaster.	
Gullick, N. C.	R30735
Bandmaster.	
Jones, P. B.	R47487
Chief Engineroom Artificer.	
Ashmore, N.	R35612
Perks, G. V.	R37489
Hudson, V. W.	R37860
Chief Electrical Artificer.	
Purtle, L. D.	R37061
Hewson, H. C.	R35737
McLain, F.	R41618
Petty Officer Airman (A.H.).	
Wyllie, R. M. R.	R36510
Laird, D.	R36311
Leading Airman (A.H.).	
Slack, K. H.	R48315
Coles, B. L.	R50571
England, R. J.	R50434
Richards, J. L.	R46224
Leading Airman (Met.).	
Rule, P. C.	R51221
Cahill, B. J.	R50158

APPENDIX B—*continued.*

Name.	*O.N.*
Leading Airman (Phot.).	
Edgar, N.	R50326
Leading Airman Mechanic (A).	
Zuch, L. B. F.	R45055
Clark, P.	R41699
Thompson, K.	R41658
Harman, H. P.	R50414
Roberts, B. A.	R45701
Cowey, J. R.	R48104
Sincocks, P. C.	R49299
Petty Officer Airman Fitter (E).	
Wilson, M. K.	R37911
Leading Airman Mechanic (E).	
Sprake, C. M.	R50536
Biddle, B. B.	R50338
Taylor, D.	R50538
Leading Airman Mechanic (O).	
Mosman, D. J.	R46552
Chief Electrician (Air).	
Macdonald, L. J.	R28877
Petty Officer Electrician (Air).	
Miller, E. P.	R37549
Knight, R. J.	R37800
Swebbs, K. J.	R37822
Bushe-Jones, C. T.	R37764
Mason, C. C.	R38006
Leading Electrical Mechanic (Air)	
Manton, D. R.	R50986
Best, M. J.	R51520
King, T. S.	R51786
Chief Radio Electrician (Air).	
Williamson, B.	R37985
Fischer, C. A.	R37785
Jenkinson, E. A.	R37864
Duperouzel, J. F.	R37778

Name.	*O.N.*
Petty Officer Radio Electrician (Air).	
Mumford, D. W.	R41322
Leading Radio Electrical Mechanic (Air).	
O'Hara, R. V.	R50421
Hill, M. B.	R51509
Stewart, M. E.	R51087
Thomas, D. H.	R52516
Taylor, E. G.	R52020
Mowat, D.	R50764
Harvey, K. R.	R51925
Green, R. K.	R52191
Edwards, G. P.	R52180
Lind, S...	R52883
Chief Petty Officer Butcher.	
Watkins, M. J.	R31762
Chief Aircraft Artificer (A/E).	
Jollie, N. A.	R37542
Chief Ordnance Artificer.	
O'Connor, J. W...	R49292
Chief Naval Shipwright.	
Retford, E.	R35339
Leading W.R.A.N. Writer (S.T.)	
Gilbank, M. P.	R84750
W.R.A.N. Radio Communication Supervisor.	
Cobcroft, B. M.	R84484
Leading W.R.A.N. Writer (G.D.).	
Butler, B. A.	R84659
Kimmins, H. J.	R84690
Rigby, A.	R84713
Williamson, P. A.	R84338

APPENDIX B—*continued.*

Name.	*O.N.*
Leading W.R.A.N. Writer (P).	
O'Brien, J. A.	R84712
Leading W.R.A.N. Radio Communication Operator.	
Pigden, K. P.	R84627
Starkey, A.	R84654
Kelly, A.	R84623
Langlands, J.	R84672
Leister, P. J.	R84673
Shaw, J. R.	R84715
Rose, C. M.	R84714
Redpath, L. G.	R84650
Leading W.R.A.N. Steward.	
Gorman, T. I.	R84706
Hill, E. J.	R84667
Petty Officer W.R.A.N. Steward.	
Lovett, M. K.	R84590
Leading W.R.A.N. Radio Operator Special.	
Vincent, A. R.	R84680
Grant, H. C.	R84665
Shinn, R. O.	R84700
Leading W.R.A.N. Cook (S).	
McClymont, J.	R84625
Plumb, M. A.	R84676
Leading W.R.A.N. Sick Berth Attendant.	
Eaton, J. M.	R84634
Leading W.R.A.N. (R.P.).	
Barton, R. B.	R84562
Leading W.R.A.N. Stores Assistant (S).	
Thiselton, M. J.	R84631
Kaczmarowski, M. A.	R84588

(D.D.M. 316/4/7.)

(*Navy Order* 308 *of* 1959.)

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C.N.O's 895-913/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
16th October, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

Ross 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.

8572/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

895.—Her Majesty The Queen—Date for Observance of Official Birthday, 1960.

In 1960 the birthday of Her Majesty The Queen will be officially observed on Saturday, 11th June.

2. Consolidated Orders and Regulations, article 84, clause 2, is relevant.

3. Navy Order 775 of 1958 is hereby cancelled.

(H.N.B. 75/2/1.)

(*Navy Order* 775 *of* 1958.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

896.—Divers—Eyesight Standard of Divers and Clearance Divers.

(*A.F.O.* 1878/1959.)

The current medical standards for volunteers for diving duties, contained in B.R. 1750A (50) Handbook of Naval Medical Standards, paragraphs 99 and 100, lay down no visual requirement.

2. Although defective vision is not a danger from the "pure diving" point of view, since all divers are trained to operate in nil underwater visibility, it is desirable that a minimum visual standard should be laid down for Divers and Clearance Divers, in order to ensure that effective visual underwater searching can be carried out when required.

3. It has accordingly been decided that all candidates for Diver and Clearance Diver must attain naval eyesight standard 5 (B.R. 1750A (50), paragraph 65). The medical examination for selection is, therefore, in future to include an eyesight test and those who do not attain standard 5 are to be rejected. Similarly the periodical examination of qualified Divers and Clearance Divers is to include eyesight tests and those who do not attain standard 5 are to be regarded as unfit for this type of diving and must relinquish their qualifications.

4. Admiralty has advised that B.R. 1750A (50) will be amended.

(D.O.U.W. 303/40/2.)

UNCLASSIFIED.

897.—Drafting, Compassionate Leave and Discharge Procedure.

Navy Order 229 of 1959, Part 3, is to be amended as follows—

Paragraph 11.

Delete "remote areas" and *insert* "H.M.A.S. TARANGAU, H.M.A.S. MELVILLE and the Long Range Weapons Establishment Maralinga".

(H.P.B. 333/3/1.)

(*Navy Order* 229 *of* 1959.)

UNCLASSIFIED.

898.—Education Allowance.

The payment of Education Allowance will, in future, be governed by the provisions of this order.

Definitions.

2. In this order—

(*a*) " Child " means—

(i) the child (not being ex-nuptial) or the step-child of the member; or

(ii) the legally adopted child of the member, who is under 18 years of age.

(*b*) " Married member " means a member in receipt of the full rate of Marriage Allowance who is voluntarily maintaining his wife and/or child.

(*c*) " Recognized secondary school " includes a higher elementary school and a technical school at which education beyond the accepted primary school standard is undertaken.

Conditions of payment.

3. Education Allowance at the rate of £80 per annum per child is payable in respect of the child or children of a member who, as the result of an appointment or draft within Australia which entitles him to removal of his family at public expense, finds it necessary to arrange for his child or children to continue full-time secondary education at the old location.

4. The following conditions will govern payment of Education Allowance—

(*a*) The member's wife must have accompanied him on appointment or draft. Where the member is appointed or drafted to one of H.M.A. ships, the wife must have been removed to the member's home port or base port of the ship, leaving the child at the old locality.

(*b*) The Naval Board must be satisfied that the transfer of the child to another school would seriously interfere with the continuity of education.

(*c*) The child must have been living with the parents at the locality from which the member is appointed or drafted or with the mother where the member has been serving in a sea-going ship. Thus where a child was boarding or living away from home prior to the time the member leaves the old locality, Education Allowance will not be payable unless that situation was a direct result of, and, occurred after, the issue of the actual appointment or draft. Payment in such a case will depend upon the Naval Board being satisfied that the child's separation from the parents is attributable to the appointment or draft and that the arrangements were not put into effect before its issue. A member who separated a child from the home after the issue of a draft forecast but before the issue of the draft itself would thus render himself ineligible for the allowance in respect of that child.

(*d*) Where a member in receipt of Education Allowance is again appointed or drafted but not to the locality where the child is attending school, the allowance will continue to be payable.

(*e*) The child must have commenced or be about to commence a full-time course at a recognized secondary school.

(*f*) The child must not have completed matriculation or equivalent.

(*g*) Where any assistance is available from the Government of a State or Territory, from Government-assisted or subsidized hostels or other institutions, the allowance will be reduced accordingly or disallowed entirely, depending on the degree of assistance available. Where the child holds a scholarship or bursary which pertains to education, books, &c., but does not include an element for accommodation, the allowance will not be reduced; but full details of any scholarship or bursary held should be submitted in the application.

(*h*) The allowance may be paid, in advance, pro rata at the commencement of each term. Authority for payment will be issued from Navy Office following each application (*see* paragraph 13). The allowance is to be credited in the member's pay account as a taxable emolument.

5. Education Allowance will not be payable in respect of a child for whom a member receives an education subsidy from the Papua-New Guinea Administration.

6. Where the child turns eighteen during the school year, payment will be made in respect of the full term during which the birthday falls but not thereafter.

7. Where a member is appointed or drafted back to the locality where his child is being educated, payment of the allowance will cease as from the date the member takes up duty at that locality but where the child is a boarder at the school, the allowance may be continued until the end of the current term.

8. Payment of Education Allowance may be continued while the foregoing conditions are fulfilled, i.e., the period of payment is limited only by those conditions and is not limited to one year.

Travel Warrants.

9. Subject to paragraph 10, where Education Allowance is payable to a member, one return rail warrant, or air warrant where this is the only means of travel, e.g., between Tasmania and Melbourne or between Darwin and any capital city, may be issued to allow the child to visit the parents. Student concessions fares are to be used where available. Entitlement to the allowance is not affected where the child joins the parents during school vacations.

10. Normally a travel warrant is not to be issued under paragraph 9 until the separation has been in existence for twelve months and eligibility for a second warrant does not accrue until a further twelve months have elapsed. However, where a child has been separated from his or her parents for the major portion of the school year, a warrant may be granted to enable him or her to rejoin the parents for the Christmas vacation.

11. Where a travel warrant has not been issued in respect of the child during the preceding six months, on completion of the child's education and the termination of payment of Education Allowance, a travel warrant may be granted to enable the child to rejoin the family at the place to which removal was granted.

General.

12. The conditions governing the payment of Education Allowance will be fulfilled in respect of a child attending day school if the child is in the care of a guardian for a period of not less than three months. " Guardian " for this purpose means any person, other than the child's mother, in whose care the child is placed so that the child may remain at a particular school (this being impracticable if the child accompanied the member or the mother to the locality to which the removal was granted).

13. The allowance is not payable in respect of a child who does not normally reside with the member on account of family estrangement or by reason of the member being a widower or a divorcee.

Applications for Education Allowance.

14. Applications for Education Allowance should be submitted in the form shown in the appendix to this order and should be supported by the following—

(*a*) Evidence of date of birth of the child; and

(*b*) certificate of headmaster/headmistress that the child is undergoing full-time secondary education.

A separate application should be made in respect of each child in respect of whom the allowance is claimed. A new application is to be submitted at the beginning of each school year.

15. This order will be reprinted for posting on Notice Boards.

16. Navy Orders 1038 of 1958 and 312 of 1959 are hereby cancelled.

APPENDIX.

APPLICATION FOR EDUCATION ALLOWANCE.

I (full name).....

*Rank or rating.....Number.....

of H.M.A. Ship.....hereby apply for credit of Education Allowance in respect of my child.....

.....

and declare that:

(i) My child (full name).....

.....

was born on.....

and is receiving full-time secondary education at (name and address of school).....

.....

(ii) My child is doing the.....year of the secondary education course

†(iii) Prior to my present appointment/draft my child was residing with my wife and/or me at.....

†(iv) In respect of my present appointment/draft I was granted a removal at Departmental expense for my family from.....

to.....

‡(v) My family were removed from.....

on .....

(vi) My child now resides at.....

†(vii) My child is not in receipt of any assistance from the Government of a State or Territory, from Government-assisted or subsidized hostels or other institutions in respect of board and lodgings in order to his/her secondary education. (Where assistance is received this clause should be deleted and a statement showing full details attached).

APPENDIX—*continued.*

(viii) My child does not hold a scholarship or bursary. (Where the child holds a scholarship or bursary this clause should be deleted and a statement showing full details, including value and purpose, e.g., fees, books, &c., should be attached)

(ix) I am not in receipt of an education subsidy from the Papua-New Guinea Administration in respect of my abovenamed child. I hereby undertake to notify my Captain in writing of any change in circumstances affecting my entitlement to Education Allowance in respect of my abovenamed child.

I am aware of and understand the provision of Sections 35 and 43 of the Naval Discipline Act in respect of false declarations made and non-fulfilment of undertakings given. I am also aware of and understand the provisions of Regulation 246 of the Naval Financial Regulations under which any amount incorrectly paid is recoverable from my pay.

Signature.....

DECLARED and undertaken before me.....

.....Rank.....of H.M.A. Ship.....

on the.....day of.....19.....

Signature.....

* Insert pay number of officer or official number for rating.
† Strike out words not appropriate.
‡ Insert name of place where child's education is being continued.

2. This declaration is to be made before a commissioned officer of the Naval Forces.

3. Two copies are to be forwarded to the Secretary, Department of the Navy, Canberra.

(H.P.B. 252/10/2.)

(*Navy Orders* 1038 *of* 1958 *and* 312 *of* 1959.)

UNCLASSIFIED.

899.—Ratings—Communication Branch—Professional Qualifications.

Navy Order 407 of 1959 is to be amended as follows—

Insert new paragraph 8.

8. Ratings who are awarded a provisional pass at the Part 2 final professional examination for the Able rate are eligible to be awarded time gained in accordance with the A.C.T.M., Article 303. Time gained is not to be applied until ratings have qualified professionally at the higher standards and are advanced to the Able rate.

2. Existing paragraphs 8, 9 and 10 are to be re-numbered accordingly.

(H.P.B. 303/24/2.)

(*Navy Order* 407 *of* 1959).

UNCLASSIFIED.

900.—Scale of Fees for Dental Treatment by Civilian Dentists.

The following scale has been approved by Treasury as the maximum fees allowable in respect of dental treatment by civilian dental practitioners. This scale is to be applied in the recovery of the cost of treatment given to personnel of other navies.

Items.	*Rates.*
1. (*a*) Attendance conducting dental examination for appointment to or enlistment in the Permanent Forces, or on duty at dental post	£2 10s. for each attendance of up to 1¼ hours, plus an additional 15s. for each half hour or part thereof in excess of those 1¼ hours
(*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	£ s. d. 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*)
2. *Extractions*—	
(*a*) With local anaesthetic ..	15s. for first tooth, 5s. for each additional tooth
(*b*) Multiple extraction under general anaesthetic	Minimum £2 2s., maximum £3 3s.
3. *Fillings*—	
(*a*) Amalgam	£1 5s. if involving one surface
Synthetic porcelain	£1 11s. 6d. if involving two surfaces
Acrylic	£1 17s. 6d. if involving three surfaces
(*b*) Base metal or acrylic inlays ..	Minimum £2 2s., maximum £3 3s.
(*c*) Gold inlays	As for base metal inlays, plus the cost of metal, which is to be met by the member
(*d*) Root fillings	*See* item 11
4. *Treatment of Infections, &c.*—	
(*a*) Prophylaxis	£1 1s. limited to one visit (simple prophylaxis)
(*b*) Gingivectomy	To be carried out by a specialist and subject to the prior approval of the Medical Director-General or his authorized representative. Maximum fee £15 15s.
(*c*) Gingival infections	£1 1s. per visit, with a maximum fee of £4 4s. for whole treatment

Items.	*Rates.*
5. *Operations*—	
(*a*) Minor oral operations ..	To be carried out by a specialist, and subject to the prior approval of the Medical Director-General or his authorized representative. Fee £3 3s. to £5 5s.
(*b*) Major oral operations ..	To be fixed by prior negotiation and subject to the prior approval of the Medical Director-General or his authorized representative
6. *Dentures*—	£ s. d.
(*a*) Full upper or lower.. ..	15 15 0
(*b*) Full upper and lower ..	28 7 0
(*c*) Partial dentures—	
For one or two teeth ..	6 6 0
For each additional tooth beyond two teeth or each additional clasp beyond two clasps	1 1 0
7. *Repairs to Dentures*—	
(*a*) Ordinary fracture or replacement of tooth	1 11 6
(*b*) Addition of new tooth or clasp	2 2 0
(*c*) Relining (processed)—upper or lower	5 5 0
(*d*) Relining (cold cure).. ..	2 12 6
8. *Crowns and Bridgework*	To be done only if prior approval regarding work and fee is given by the Medical Director-General or his authorized representative
9. *X-rays*—	£ s. d.
(*a*) X-ray and, where required, a written report—	
Up to 2 films	1 1 0
Each additional film ..	0 7 6
(*b*) Full mouth (14 films) ..	5 5 0
	Prior approval of the Medical Director-General or his authorized representative is to be obtained for more than 2 films
10. *Sedative Dressings*—	£ s. d.
Emergency treatment for relief of pain or control of haemorrhage	0 10 6 (which charge is to be included in the fee for complete restoration if carried out by the same dentist)

Items.	*Rates.* £	*s.*	*d.*	
11. *Root Fillings—*				
(*a*) Removal of pulp and root filling	2	2	0	per tooth (limited to 10 anterior teeth)
(*b*) Treatment of putrescent pulp and root filling	3	3	0	per tooth (limited to 10 anterior teeth)
12. Consultation and examination fee and submission of report	1	1	0	
13. *Anaesthetist's Fee—*				
(*a*) Open inhalation anaesthesia ..	2	2	0	
(*b*) Closed inhalation or intravenous anaesthesia ..	3	3	0	

2. The undermentioned dental practitioners have signified their willingness to accept these fees for the treatment of both naval personnel and persons eligible under the United Kingdom National Health Act (i.e., dependants of Royal Naval personnel, serving in Australia and Admiralty civil staff appointed for service in Australia and their dependants)—

VICTORIA.

Mr. T. J. Adams ..	.. 780 Nicholson Street, Fitzroy, N.7.
Mr. N. E. Allen ..	.. 231 Balaclava Road, Caulfield.
Mr. V. C. Amerena	.. 227 Commercial Road, South Yarra.
Mr. Anthony Brady	.. 32 Collins Street, Melbourne, C.1.
Mr. C. P. Bremner	.. 131 Wellington Street, Windsor, S.1.
Mr. J. Brown ..	.. 246 Melville Road, Pascoe Vale South.
Mr. A. T. M. Burnside	.. 114 Riversdale Road, Camberwell, E.6.
Mr. J. E. Clarebrough	.. 81 Collins Street, Melbourne, C.1.
Mr. G. D. Dalitz ..	.. 406 Centre Road, Bentleigh, S.E.14.
Mr. W. H. Davies ..	.. 41 Glenferrie Road, Kew, E.4.
Dr. H. E. Ehrman ..	.. 61 Collins Street, Melbourne, C.1.
Mr. V. French ..	.. 127 Sydney Road, Coburg.
Mr. A. L. Frost ..	.. Turnham Avenue, Rosanna.
Mr. J. A. Gaudin ..	.. 218 Gilbert Road, West Preston.
Mr. R. W. Gazzard	.. 216 Toorak Road, Hartwell, E.6.
Mr. A. A. Green ..	.. 41 Pickett Street, Footscray.
Mr. D. M. Hall ..	.. 141 Springvale Road, Nunawading.
Mr. D. Hamilton ..	.. 15 Spink Street, Gardenvale.
Mr. R. A. Hamlyn..	.. 355 Clarendon Street, South Melbourne, S.C.5.
Mr. R. G. Hardham	.. 524 Lygon Street, East Brunswick.
Mr. R. M. Harris ..	.. 171 Greville Street, Prahran, S.1.
Mr. R. L. Hart ..	.. 85 St. Vincent's Place, Albert Park, S.C.6.
Dr. N. Hickey ..	.. 220 Camberwell Road, East Hawthorn, E.3.
Mr. R. H. Jacobs ..	.. 10 Bourke Street, Melbourne, C.1.
Mr. J. E. Johannsen	.. 1 Duncan Street, Fairfield.
Mr. K. Johnson ..	.. 61 Collins Street, Melbourne, C.1.
Mr. A. A. Kiven ..	.. 51A Pearson Street, West Brunswick.
Mr. W. Knapp ..	.. 254 Victoria Street, West Brunswick.
Mr. J. R. Lane ..	.. 506 Toorak Road, Burwood, E.13.
Mr. J. W. Lowther..	.. 506 Toorak Road, Burwood.

VICTORIA.

Mrs. M. Luk-Kosika	.. 7 Clyde Street, St. Kilda.
Mr. D. M. Lush ..	.. 145 Whitehorse Road, Ringwood.
Mr. J. S. Moss ..	.. 406 Centre Road, Bentleigh, S.E.14.
Mr. P. McCormack	.. 57 The Crescent, Ascot Vale.
Mr. W. McDonald..	.. 252 St. George's Road, North Fitzroy, N.7.
Mr. J. W. B. Pedley	.. 3 Ballarat Street, Yarraville.
Mr. W. J. Peers ..	.. 226 High Street, Ashburton.
Mr. T. W. Peters ..	.. 145 Whitehorse Road, Ringwood.
Dr. N. Peverill ..	.. 41 Pickett Street, Footscray.
Dr. P. Pincus ..	.. 8 Burke Road, East Malvern, S.E.5.
Mr. J. F. Pretty ..	.. 390 Burwood Road, Hawthorn, E.2.
Mr. W. J. Purton ..	.. 375 Whitehorse Road, Balwyn, E.8.
Dr. D. T. Ramsay ..	.. 3 Wellington Street, Windsor, S.1.
Mr. J. V. Rasmussen	.. 250 Charman Road, Cheltenham.
Mr. W. J. Roberts ..	.. 227 Commercial Road, South Yarra.
Mr. F. J. Schott ..	.. 3 Church Street, Middle Brighton, S.5.
Mr. E. Schrivenor ..	.. 33 Collins Street, Melbourne, C.1.
Mr. G. Schwarz ..	.. 96A Koornang Road, Carnegie, S.E.9.
Mr. W. A. Scott ..	.. 29 Elizabeth Street, Melbourne, C.1
Mr. R. D. Thompson	.. 77 Ormond Road, Elwood, S.3.
Mr. H. H. Thurmer	.. 70 Glenferrie Road, Hawthorn, E.2.
Mr. D. E. Watson ..	.. 513 Toorak Road, Toorak, S.E.2.
Mr. M. Williams ..	.. 125 Glenferrie Road, Malvern, S.E.4.
Mr. H. Whitby ..	.. 312 St. Kilda Street, Brighton, S.5.
Mr. B. Woollacott ..	.. 103 Poath Road, Hughesdale.
Mr. S. Yescovitch ..	.. 719 High Street, East Kew.

NEW SOUTH WALES.

Dr. B. W. Champion, B.D.S., D.D.S.C.	A.M.P. Chambers, Hunter Street, Newcastle.
Mr. J. R. Cotton ..	.. 127 Queens Parade, Newport Beach.
Dr. R. H. Foote ..	.. 678 Military Road, Mosman.
Mr. William F. Inman	.. 35 The Corso, Manly.
Mr. Ansel W. Monti, B.D.S.	411A New South Head Road, Double Bay.
Mr. Frank Roden-Smith	.. 8 George Street, Hornsby.
Mr. Robert B. Shayler	.. 123 Marsden Street, Parramatta.
Mr. G. R. Solomon, M.D.S.	A.M.P. Chambers, Hunter Street, Newcastle.
Mr. K. C. Sutherland	.. The Boulevarde, Strathfield.
Mr. T. J. Wilson, B.D.S., D.D.S.	27 Spit Road, Mosman.

TASMANIA.

Mr. M. R. Hurse ..	.. 137 Macquarie Street, Hobart.
Mr. D. E. Innes ..	.. 119 Macquarie Street, Hobart.
Mr. A. G. Robertson	.. 69 Davey Street, Hobart.

QUEENSLAND.

Mr. J. G. Brooks ..	.. 77 Lake Street, Cairns.
Mr. J. E. R. Clarke	.. 2nd Floor, A.M.P. Building, cnr. Queen and Edward Streets, Brisbane.

SOUTH AUSTRALIA.

Mr. R. S. Blackburn ..	119 King William Street, Adelaide.
Mr. Harold V. Clarke ..	178 North Terrace, Adelaide.
Miss Mina Davis	Commercial Road, Port Adelaide.
Mr. John B. Day	172 North Terrace, Adelaide.
Mr. Gerald Fitzgerald ..	Commercial Road, Port Adelaide.
Mr. H. Bruce Frayne ..	175 North Terrace, Adelaide.
Mr. F. R. Henning ..	188 North Terrace, Adelaide.
Mr. John F. Irwin	231 North Terrace, Adelaide.
Mr. M. S. Joyner	188 North Terrace, Adelaide.
Mr. Hugh D. Kennare ..	232 North Terrace, Adelaide.
Mr. Wesley M. T. Marshman	178 North Terrace, Adelaide.
Mr. G. Millhouse	231 North Terrace, Adelaide.
Mr. A. P. Plummer ..	222 North Terrace, Adelaide.
Mr. Kenneth J. Robertson ..	170 North Terrace, Adelaide.
Mr. D. M. W. Sands ..	91A Commercial Road, Port Adelaide.
Mr. A. Keith Trott ..	231 North Terrace, Adelaide.
Mr. B. J. Vanstone ..	168 North Terrace, Adelaide.
Mr. P. M. Wesslink ..	178 North Terrace, Adelaide.
Mr. Roger G. Willoughby ..	82 King William Street, Adelaide.
Mr. Alex R. Wotton ..	178 North Terrace, Adelaide.

WESTERN AUSTRALIA.

Messrs. Beith, Wilson and Old	125 York Street, Albany.
Mr. F. J. Digwood.. ..	713 Hay Street, Perth.
Mr. W. J. Evans	George Street, Pinjarra.
Mr. A. J. Matheson ..	731 Hay Street, Perth.
Mr. S. J. P. O'Halloran ..	Council Chambers, Carnarvon.
Mr. T. B. Price and R. C. Cockerill	St. George's Building, Geraldton.
Mr. K. C. E. Rout.. ..	143 Hannan Street, Kalgoorlie.
Mr. J. McSeward	170 St. George's Terrace, Perth.
Messrs Stockwell and Jones	16 Queen-street, Fremantle.
Messrs P. C. Scoot and A. D. Williams	Spencer Street, Bunbury.
Messrs R. B. Turner and A. F. H. Graerner	148 Douglas Avenue, South Perth.

NORTHERN TERRITORY.

Darwin. When no naval dental officer is available, naval personnel may obtain dental treatment from the Department of Health, Darwin, for which a special scale of fees exists.

3. Navy Order 767 of 1957 is hereby cancelled.

(M.D.G. 327/61/1.)

(*Navy Order* 767 *of* 1957.)

UNCLASSIFIED.

901.—Warrants for the Arrest of Absentees and Deserters from the R.A.N.

Warrants (form A.S. 243) for the arrest and detention of any officer or rating who is absent without leave or deserts are to be issued without delay to the police authorities in each State of the Commonwealth and the Naval Provot Marshals at Sydney and Melbourne, with two copies to H.M.A.S. PENGUIN. A description of absentees in Sydney is to be forwarded to the Superintendent, Royal Naval House, Sydney. The Naval Board is to be advised by signal that warrants have been issued. The signal should contain particulars of rating, date of desertion and the name of the ship from which he deserted.

2. The issue of warrants should normally be made by the Captain of the ship or establishment from which the absence occurred. If in the case of a sea-going ship it is not convenient for the absentee's Captain to issue the warrants, arrangements are to be made in accordance with local orders. If no local orders exist, the Captain is to issue the warrants as soon as possible. In cases of desertion whilst on draft the Captain of the ship or establishment to which the absentee has been discharged should issue the warrants.

3. Care is to be taken to avoid duplication of issue, and warrants for the arrest of absentees from other ships and establishments are not to be issued unless a request for this to be done is received from the ship from which the absence occurred.

4. The Captain is to ensure that the date shown on the warrant is the actual date on which the rating was checked to absence.

5. Care is to be taken that the details on all copies of warrants can easily be read; two or more strikes are to be made as requisite for clear copies when warrants are being typed.

6. Warrants are to be signed by the Captain and not " for " that officer.

7. Immediately a deserter is recovered a signal addressed to the Naval Board, information H.M.A.S. KUTTABUL and H.M.A.S. LONSDALE is to be sent, warrants for arrest will then be cancelled from Navy Office.

8. The parent or next-of-kin of a rating under the age of eighteen years who deserts is to be notified of the rating's desertion at the time the warrants for his arrest are issued.

9. At quarterly intervals, the Naval Board issues to police authorities and ships and establishments up-to-date lists of—

(*a*) ratings still in desertion for whom warrants for arrest are current; and

(*b*) ratings still in desertion for whom warrants held should be cancelled.

10. When a deserter for whom a warrant for arrest has been cancelled voluntarily surrenders himself he is to be claimed and dealt with.

11. Navy Orders 783 of 1958 and 101 of 1959 are hereby cancelled.

(H.P.B. 4011/21/90.)

(*Navy Orders* 783 *of* 1958 *and* 101 *of* 1959.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

902.—Gun mountings—S.T.A.A.G. (all Mks.) and 40-mm. Mk. 5 Series—Water Circulating System Hoses.

Rubber tubing, pattern C.2434, has proved unsatisfactory in service as a replacement for the ½-in. internal diameter flexible rubber hose originally provided in " A " and " D " sets for the above mountings.

2. When " A " and " D " stocks are exhausted replacement should be made with tubing pattern 2443 or pattern 403.

3. Admiralty has advised that B.R. 226B series will be amended.

(D.O.U.W. 736/64/9.)

RESTRICTED.

903.—A.A./S.U. Directors Mks. 6 and 6*—Director Aim Cameras—Fitting Mounting Plate for Camera Control Units.

Director aim cameras and associated equipment are expected to be available by the end of the year for use in mks. 6 and 6* directors. In order to progress the work involved the following modification is to be carried out—

(*a*) *Ships, establishments and authorities concerned*	Daring and Battle Class Destroyers, West Head Gunnery Range and Gunnery Equipment Depots.
(*b*) *Type and mark of equipment*	A.A./S.U. directors mks. 6 and 6*.
(*c*) *Purpose of modification*	To provide mounting facilities for the camera control unit.
(*d*) *Nature of modification*	To manufacture and fit a mounting plate complete with Niphan socket for the camera control unit.
(*e*) *Drawings*	D.N.O. 11163, 11163 (Item list) 11163/1, 11163/2, 11163/3 and 11163/4. D.N.O. 11164 sheet 1 mk. 6 director. D.N.O. 11164 sheet 2 mk. 6* director.
(*f*) *By whom to be done*	Ships—by dockyard. West Head—fitting by ship's staff.
(*g*) *When to be done* ..	At first available opportunity. Ships to report when fitted.
(*h*) *How to be treated* ..	As a defect.

2. The manufacture and where possible, the fitting of the mounting plate is to be carried out by G.M.G.I. In cases where ships will not be available in Sydney by the end of the year the plate is to be issued to the ship concerned to be fitted on the first occasion when dockyard facilities are available.

(D.O.U.W. 737/252/4.)

UNCLASSIFIED.

904.—Alteration and Addition Item—Battle Class Destroyers.

The following alteration and addition item is approved for Battle Class Destoyers.

Class List Item No. 137. *Classification* " *A* ".

Item: To fit the following battery-fed emergency navigational lanterns—

Pattern 17248	1 in number.
Pattern 17249	1 in number.
Pattern 17250	1 in number.
Pattern 17251 (with pattern 3925 (red glasses))..	2 in number.
Pattern 17251 (with pattern 3927 (clear glasses))	2 in number.

Remarks: (*a*) Finished materials are to be supplied by dockyard and the work undertaken by ship's staff.

(*b*) Navy Office is to be advised when work has been carried out.

References: (*a*) Navy Order 139 of 1959.

(*b*) H.M.A.S. ANZAC proposed alteration and addition item T.D.L. " P ".

(*c*) F.O.C.A.F. memorandum AF1912/37 (3778) of 27th July, 1959.

(D.C.C. 1215/53/6.)

(*Navy Order* 139 *of* 1959.)

UNCLASSIFIED.

905.—Alteration and Addition Item—H.M.A.S. MELBOURNE.

The following alteration and addition items are approved for Aircraft Carrier, H.M.A.S. MELBOURNE.

Class List Item No. 99. *Classification* " *A* ".

Item: Neoprene sheathed cables to be used in lieu L.A.S. cables for wiring of lighting fittings, beneath catapult and after portion of landing area.

Class List Item No. 100. *Classification* " *A* ".

Item: Weather deck lighting. Fittings AP 17190 to be mounted on triangular plates and resilient mountings A.P. 17220 (pattern 17095A available).

Class List Item No. 101. *Classification* " *A* ".

Item: To fit automatic controls to the vacuum refrigerations plants by providing the following equipment—

(*a*) An automatic changeover valve in the condenser cooling water line to permit firemain cooling in the event of a circulating pump failure, together with a warning light to indicate the failure.

(*b*) A pressure/vacuum operated trip to cut off the steam in the event of a considerable loss of vacuum in the condenser together with a warning light to indicate that the steam supply has been automatically cut off.

(*c*) A salinity indicator in the level control system of the condenser to give warning of salt water contamination of the condensate.

Class List Item No. 102. *Classification* " *A* ".

Item: To provide stowages to accommodate the new allowance of 3½-lb. floats, smoke and flame no. 1 mk. 1.

References: Navy Office letter 59477 dated 2nd April, 1957.
Navy Office letter 64753 dated 2nd June, 1958.
Navy Office letter 06876 dated 2nd July, 1958.
F.O.I.C.E.A. memorandum 6/59/54 dated 15th September, 1958.
F.O.I.C.E.A. memorandum dated 12th June, 1959.

(D.C.C. 1213/52/42.)

UNCLASSIFIED.

906.—Message Desks (Pattern F7/29590)—Ship's Accounting Classification.

Pattern F7/29590 message desks, at present accounted for as signal publications, are to be transferred to the Naval Store Account, in accordance with the procedure set out in paragraph 8 (*f*) of Navy Order 1107 of 1958, and issued on permanent loan.

(D.N.A.S. 519/257/15.)

(*Navy Order* 1107 *of* 1958.)

UNCLASSIFIED.

907.—Naval Stores (General) (Class B, Group 10, Part E)—Key Rings, Like Pattern 14695.

(*A.F.O.* 2185/1958.)

In order that keys may more easily have tallies attached, be hung on keyboards, or carried, 1-in. diameter double coil key rings, accounted for as like pattern 14695 are available from naval store depots. These key rings are issued in lieu of the Admiralty patterns 14695 and 14696. The ships accounting classification will be consumable.

2. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 506/51/16.)

UNCLASSIFIED.

908.—Naval Stores (General) (Class B, Group 11, Part E)—Spanner for the Removal of Sealed Relays in Radio Equipment—Introduction.

(*A.F.O.* 490/1958.)

The following item has been introduced into the Rate Book and Authorized List of Naval Stores under class B, group 11, part E, to facilitate the removal of sealed relays in radio equipment—

Pattern.	*Description.*	*Ships Accounting Classification.*
14580	Spanner, box, 4BA handled	Consumable.

2. The first outfit quantities shown below will be supplied without demand to the ships, establishments and authorities concerned when stocks have been received from the United Kingdom—

H.M.A.S. MELBOURNE, Destroyers, A/S Frigates (Converted Fleet), A/S Frigates, Type 12	2 number.
H.M.A.S. WATSON, R.A.N.A.S. NOWRA, Shore Wireless Stations (COONAWARRA, HARMAN, BELCONNEN), Garden Island Dockyard, Williamstown Dockyard, Leichhardt Radio Centre, E.E. and T.U.	2 number.
F.N.D. (I. School)	12 number.

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 506/71/26.)

UNCLASSIFIED.

909.—Painting of H.M.A. Ships—Reports.

Experience has shown that little value is being derived from the reports of performance of paint, form A.S. 2071Z, received in accordance with paragraph 4 of Navy Order 1002 of 1957.

2. It has been decided, therefore, that these reports are to be rendered only on the following occasions—

(*a*) For painting systems undergoing trial; and

(*b*) For cases of early failure or other poor performance of standard paint systems.

3. Reports are to be raised in triplicate and forwarded as follows—

(*a*) Original to the administrative authority for onward transmission to the Naval Board.

(*b*) Duplicate to F.O.I.C.E.A. for Garden Island Dockyard Laboratory.

(*c*) Triplicate to be retained by the ship.

4. When preparing form A.S. 2071Z, Officers should be guided by the information contained in the Manual of Painting Instructions, A.B.R. 19/1956, in particular sections 12 and 16 of part 1.

5. Where possible, samples of defective paint, preferably in the form of an unopened drum, should be forwarded to the General Manager, H.M.A. Naval Dockyard, Garden Island, together with a copy of the report. The report should state if this has been done.

6. A.B.R. 19/1956 will be amended in due course.

7. Navy Orders 1002 of 1957 and 310 of 1958 are hereby cancelled.

(D.N.C. 512/80/28.)

(*Navy Orders* 1002 *of* 1957 *and* 310 *of* 1958.)

APPENDIX A.—*continued.*

Jumpers, seamen's, serge, class II.

Jumpers, white, drill.

Size.	*Height of wearer.*	*Length of body.*	*Length of sleeve.*	*Chest.*
1	5-ft. 4-in.	26-in.	21-in.	34-in.
2				36-in.
3				38-in.
4				40-in.
5				42-in.
6	5-ft. 6-in.	27-in.	22-in.	34-in.
7				36-in.
8				38-in.
9				40-in.
10				42-in.
11	5-ft. 8-in.	28-in.	23-in.	34-in.
12				36-in.
13				38-in.
14				40-in.
15				42-in.
16	5-ft. 10-in.	29-in.	24-in.	36-in.
17				38-in.
18				40-in.
19				42-in.
20				44-in.
21	6-ft. 0-in.	30-in.	25-in.	36-in.
22				38-in.
23				40-in.
24				42-in.
25				44-in.

Kamarbands.

Size	1	2	3	4
Waist	30-in./34-in.	34-in./38-in.	38-in./42-in.	42-in./46-in.

Leggings, police .. .. .. Sizes 12 to 18 (in ½-in. sizes).

Mackintoshes, police.

Size no.	*Chest of wearer.*	*Length of back of Garment.*
1	34-in.	46-in.
2	36-in.	48-in.
3	38-in.	50-in.
4	40-in.	51-in.
5	42-in.	52-in.
6	44-in.	53-in.

APPENDIX A—*continued.*

Overcoats, ratings.

Size no.	*Height of wearer.*	*Chest of garment.*
1	5-ft. 6-in.	44-in.
2	5-ft. 8-in.	44-in.
3	5-ft. 8-in.	46-in.
4	5-ft. 10-in.	46-in.
5	5-ft. 10-in.	48-in.
6	6-ft. 0-in.	50-in.

Pullovers, sleeveless, blue.

Size	0	1	2	3	4	5
Chest	32-in.	34-in.	36-in.	38-in.	40-in.	42-in.

Raincoats, ratings (single breasted and double breasted) gabardine.

Size	0	1	2	3	4	5
Chest	44-in.	46-in.	48-in.	50-in.	52-in.	54-in.
Length of back	43-in.	44-in.	46-in.	48-in.	50-in.	52-in.

Note. Spare belts for single breasted raincoats are available from victualling yards in sizes 0 to 5 inclusive.

Raincoats, gabardine, officers.

Size no.	*Chest.*	*Length of back.*
1	44-in.	44-in.
2	46-in.	46-in.
3	48-in.	46-in.
4	50-in.	48-in.
5	52-in.	48-in.
5A	47-in.	49-in.
6	54-in.	50-in.

Shirts, action, working.

Sizes 13½-in. to 18-in. (in ½ sizes).

Shirts, evening, soft fronted .. .. .. Sizes 13 to 18 (in ½ sizes).
Shirts, khaki, Police .. .. Sizes 13 to 18 (in ½ sizes).
Shirts, tropical, white, Officers' (short-sleeves) .. Sizes 13 to 18½ (in ½ sizes).
Shirts, tropical, white, Officers' (long-sleeves) .. Sizes 13 to 18 (in ½ sizes).

Shirts, tropical, white, ratings.

Size	0	1	2	3	4	5	6
Collar	14-in.	14½-in.	15-in.	15½-in.	16-in.	16½-in.	17-in.

Shirts, white dress .. .. Sizes 13½ to 18 (in ½ sizes).
Shirts, white, double cuff .. .. Sizes 13 to 18 (in ½ sizes).
Shirts, white, single cuff .. .. Sizes 13 to 18 (in ½ sizes).
Shirts, white, tunic, Officers' .. .. .. Sizes 13 to 18 (in ½ sizes).
Shirts, white, with collar .. .. Sizes 13 to 18 (in ½ sizes).
Shirts, white, double cuffs (fused collar) .. .. Sizes 12 to 18 (in ½ sizes).

APPENDIX A.—*continued.*

Shorts, white, tropical.

Shorts, blue, working.

Size.	*Waist.*	*Seat.*	*Seam.*
1	30-in.	36-in.	20½-in.
2	31-in.	37-in.	21-in.
3	32-in.	38-in.	21½-in.
3¼	34-in.	40-in.	21-in.
4	33-in.	39-in.	21¾-in.
4¼	36-in.	42-in.	21¾-in.
5	34-in.	40-in.	22½-in.
5¼	38-in.	44-in.	22½-in.
5½	30-in.	36-in.	23½-in.
6	35-in.	41-in.	22½-in.
6¼	40-in.	46-in.	23¾-in.
6½	32-in.	38-in.	23¾-in.
7	36-in.	42-in.	23¾-in.
7½	34-in.	40-in.	25-in.
8	38-in.	44-in.	24-in.
8½	36-in.	42-in.	26½-in.
9	40-in.	46-in.	24½-in.
10	42-in.	47-in.	25-in.
11	45-in.	49-in.	26-in.
12	47-in.	51-in.	26½-in.

Singlets, cotton, styles I and II. Sizes 30-in. to 44-in. (rising by 2-in.).

Suits, overall, one-piece.

Size.	*Height of wearer.*	*Chest.*	*Waist.*
3	5-ft. 3-in. to 5-ft. 4-in.	40-in.	36-in.
3¼	5-ft. 5-in. to 5-ft. 6-in.	43-in.	42-in.
4	5-ft. 6-in. to 5-ft. 7-in.	42-in.	38-in.
4¼	5-ft. 7-in. to 5-ft. 8-in.	45-in.	44-in.
5	5-ft. 8-in. to 5-ft. 9-in.	44-in.	40-in.
5¼	5-ft. 9-in. to 5-ft. 10-in.	47-in.	46-in.
5½	5-ft. 9-in. to 5-ft. 10-in.	42-in.	37-in.
6	5-ft. 10-in. to 5-ft. 11-in.	46-in.	42-in.
6½	6-ft. 1-in. to 6-ft. 2-in.	44-in.	39-in.
7	6-ft. 0-in. to 6-ft. 1-in.	48-in.	44-in.

Suits, pyjama.

Size	1	2	3	4	5
Height of wearer	5-ft. 4-in. to 5-ft. 6-in.	5-ft. 7-in. to 5-ft. 9-in.	5-ft. 10-in. to 6-ft. 0-in.	6-ft. 1-in. to 6-ft. 2-in.	6-ft. 1-in. to 6-ft. 2-in.
Jacket—					
Chest	42-in.	44-in.	46-in.	49-in.	52-in.
Collar	17-in.	17½-in.	18-in.	19-in.	19-in.
Trousers—					
Waist	40-in.	42-in.	44-in.	47-in.	50-in.
Length	41½-in.	43-in.	44½-in.	46-in.	48-in.

Ties, black, evening, double ended .. .. .. Sizes 14½ to 16½ (in ½ sizes).

Ties, black, evening, single ended .. .. .. Sizes 29-in., 30-in., 31-in.

APPENDIX A.—*continued.*

Trousers, action, working.

Size no.	*Waist.*	*Inside leg.*
3	31-in.	29-in.
3¼	33-in.	28-in.
3½	30-in.	30-in.
4	32-in.	30-in.
4¼	35-in.	29-in.
4½	32-in.	31-in.
5	34-in.	31-in.
5¼	37-in.	30-in.
5½	34-in.	32-in.
6	36-in.	32-in.
6¼	39-in.	31-in.
6½	36-in.	33½-in.
6A	42-in.	31-in.
7	38-in.	33-in.
7A	45-in.	32-in.
8	40-in.	33½-in.
8A	47-in.	32-in.

Trousers, diagonal serge, fly.

Size no.	*Waist.*	*Inside leg.*
3	31-in.	29-in.
3¼	33-in.	28-in.
3½	31-in.	30-in.
4	32-in.	30-in.
4¼	35-in.	29-in.
4½	32-in.	31-in.
5	34-in.	31-in.
5¼	37-in.	30-in.
5½	34-in.	32-in.
6	36-in.	32-in.
6¼	39-in.	31-in.
6½	36-in.	33½-in.
7	38-in.	33-in.
6A	42-in.	31-in.
7A	45-in.	32-in.
8A	47-in.	32-in.

Trousers, diagonal serge, police.

Size no.	*Waist.*	*Inside leg.*
3	31-in.	29-in.
3¼	33-in.	28-in.
3½	31-in.	30½-in.
4	32-in.	30-in.
4¼	35-in.	28½-in.
4½	32-in.	31½-in.
5	34-in.	31-in.
5¼	37-in.	30-in.
5½	34-in.	32-in.
6	36-in.	32-in.
6¼	39-in.	31-in.
6½	36-in.	33-in.
7	38-in.	33-in.

APPENDIX A—*continued.*

Trousers, serge, musicians.

Size no.	*Waist.*	*Inside leg.*
3	30-in.	29-in.
3½	30-in.	31-in.
4	32-in.	30-in.
4½	32-in.	32-in.
5	33-in.	31-in.
5½	33-in.	33-in.
6	35-in.	32-in.
6½	35-in.	34-in.
7	37-in.	33-in.

Trousers, seamen's, serge, fly, class II.
Trousers, drill, fly, class II.

Size no.	*Waist.*	*Inside leg.*
N.1	30-in.	28½-in.
N.2	31-in.	28½-in.
N.3	32-in.	28½-in.
N.4	33-in.	29-in.
N.5	34-in.	29-in.
N.6	30-in.	30-in.
N.7	31-in.	30-in.
N.8	32-in.	30-in.
N.9	33-in.	30-in.
N.10	34-in.	30-in.
N.11	35-in.	30-in.
N.12	30-in.	32-in.
N.13	31-in.	32-in.
N.14	32-in.	32-in.
N.15	33-in.	32-in.
N.16	34-in.	32-in.
N.17	36-in.	32-in.
N.18	38-in.	32-in.
N.19	40-in.	32-in.
N.20	32-in.	34-in.
N.21	33-in.	34-in.
N.22	34-in.	34-in.
N.23	36-in.	34-in.
N.24	38-in.	34-in.
N.25	40-in.	34-in.

APPENDIX—*continued.*

Trousers, drill, fly, class III.
Trousers, khaki, drill, police.

Size no.	*Waist.*	*Inside leg.*
3	30½-in.	28½-in.
3¼	33½-in.	27½-in.
3½	30½-in.	30½-in.
4	32½-in.	29½-in.
4¼	35½-in.	28½-in.
4½	32½-in.	31½-in.
5	34½-in.	30½-in.
5¼	37½-in.	29½-in.
5½	34½-in.	32½-in.
6	36½-in.	31½-in.
6¼	39½-in.	30½-in.
6½	36½-in.	33½-in.
7	38½-in.	32½-in.
7A	40½-in.	33½-in.

Tunics, drill.
Tunics, drill, with blue facings.

Size no.	*Chest.*	*Waist.*	*Length of Sleeves.*	*Length of Tunic.*	*Collar.*
3	34-in.	31-in.	30-in.	27-in.	15½-in.
3¼	35-in.	34-in.	30-in.	27-in.	15¾-in.
3½	34-in.	32-in.	32-in.	29-in.	15½-in.
4	36-in.	33-in.	31-in.	28-in.	16-in.
4¼	37-in.	36-in.	31-in.	28-in.	16¼-in.
4½	36-in.	34-in.	33-in.	30-in.	16-in.
5	38-in.	35-in.	32-in.	29-in.	16½-in.
5¼	39-in.	38-in.	32-in.	29-in.	16¾-in.
5½	38-in.	36-in.	34-in.	31-in.	16½-in.
6	40-in.	37-in.	33-in.	30-in.	17-in.
6¼	41-in.	40-in.	33-in.	30-in.	17-in.
6½	40-in.	38-in.	35-in.	32-in.	17-in.
7	42-in.	39-in.	34-in.	31-in.	17½-in.
7A	44-in.	41-in.	35-in.	32-in.	18-in.

Tunics, serge, musicians.

Size no.	*Chest.*	*Length of Sleeve.*	*Length of Tunic.*	*Collar.*
3	34-in.	30-in.	26-in.	15½-in.
3½	34-in.	32-in.	27-in.	15½-in.
4	36-in.	31-in.	26½-in.	16-in.
4½	36-in.	33-in.	28-in.	16-in.
5	38-in.	32-in.	27-in.	16½-in.
5½	38-in.	34-in.	29-in.	16½-in.
6	40-in.	33-in.	28-in.	17-in.
6½	40-in.	35-in.	30-in.	17-in.
7	42-in.	34-in.	29-in.	17½-in.

Waistbelts.

Size .. 1—40-in. 2—46-in.

APPENDIX A—*continued.*

Working dress, serge.

	BLOUSES.			TROUSERS.		
Size no.	*Height of wearer.*	*Chest.*	*Length of back.*	*Waist.*	*Wa st.*	*Inside leg.*
2	5-ft. 3-in. to 5-ft. 4-in.	34-in. to 35-in.	22-in.	30-in. to 31-in.	30-in. to 31-in.	29-in.
5	5-ft. 5-in. to 5-ft. 6-in.	36-in. to 37-in.	22½-in.	31-in. to 32-in.	31-in. to 32-in.	30½-in.
8	5-ft. 7-in. to 5-ft. 8-in.	37-in. to 38-in.	23-in.	32-in. to 33-in.	32-in. to 33-in.	31½-in.
9	5-ft. 7-in. to 5-ft. 8-in.	39-in. to 40-in.	23-in.	34-in. to 35-in.	34-in. to 35-in.	31½-in.
9X	5-ft. 7-in. to 5-ft. 8-in.	39-in. to 40-in.	23-in.	37-in. to 38-in.	37-in. to 38-in.	31½-in.
11	5-ft. 9-in. to 5-ft. 10-in.	38-in. to 39-in.	23½-in.	33-in. to 34-in.	33-in. to 34-in.	32½-in.
12	5-ft. 9-in. to 5-ft. 10-in.	40-in. to 41-in.	23½-in.	35-in. to 36-in.	35-in. to 36-in.	32½-in.
14	5-ft. 11-in. to 6-ft. 0-in.	40-in. to 41-in.	24-in.	35-in. to 36-in.	35-in. to 36-in.	33½-in.
15	5-ft. 11-in. to 6-ft. 0-in.	42-in. to 43-in.	24-in.	37-in. to 38-in.	37-in. to 38-in.	33½-in.
17	6-ft. 1-in. to 6-ft. 2-in.	41-in. to 42-in.	24½-in.	36-in. to 37-in.	36-in. to 37-in.	34½-in.

(D.V. 917/52/4.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

911.—Books—B.R. 16—Engineering Manual—Possible Errors in Text Introduced by Amending Instructions.

(*A.F.O.* 1966/1959.)

It has been brought to notice that omissions may have been introduced into the text of the 1950 printing of B.R. 16—Engineering Manual, by the amending instructions. If this has occurred, article 274A (C.S.A. Smoke Producing Apparatus—Tests and Examinations) and the first three paragraphs of article 275 (Catapults—general instructions) will be found to be missing. Holders of copies into which this or other errors have been introduced should demand a replacement copy, with a complete set of amendments to date, quoting this order as authority.

2. The second reprint (1955) of B.R. 16, incorporating Amendments 1–16, is not affected.

(D.N.A.S. 465/52/107.)

UNCLASSIFIED.

912.—Form S.1151 Series—Weapon Equipment Log.

Ships Operating Planned Maintenance.

The current instructions for the use of Weapon Equipment Logs laid down in B.R. 292, chapter 1, paragraph 13A, are to be followed pending the introduction of the Ordnance Engineer's Master Record. On receipt of the Ordnance Engineer's Master Record all relevant information is to be copied into the Master Record from the Weapon Equipment Log which may then be destroyed. Reporting procedure is to be in accordance with the particular record in use.

Ships Not Operating Planned Maintenance.

2. The current instructions for the use of Weapon Equipment Logs are to be followed.

(D.O.U.W. 464/54/62.)

UNCLASSIFIED.

913.—Manual of A.B.C. Supply Classification Cataloguing in Australia (Provisional).

The Manual of A.B.C. Supply Classification Cataloguing in Australia (Provisional) together with Amendment Lists Nos. 1 and 2 thereof has been distributed.

(D.N.A.S. 465/258/12.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O. 914/59.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
19th October, 1959.

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

By direction of the Naval Board.

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

RESTRICTED.

8573/59.

RESTRICTED.

Naval Stores (General) (Class F)—Audio Frequency Equipment, A.F. 100 Series—Allowances of Spares.

(*A.F.O.* 145/1959.)

The allowances of permanent spares and the "first outfit" quantities of consumable spares for audio frequency equipment, A.F. 100 series (which is used for the broadcast and intercom systems detailed in appendix A), have been revised, and will in future be as shown in appendix C.

2. The allowances and "first outfit" quantities depend upon the major instruments (which are listed in appendix B) fitted in individual ships. In order that firm allowances may be determined more easily, a column has been provided in appendix B for ships' use in indicating whether or not the items are fitted on board.

3. Ships fitted with earlier types of equipments, not included in appendix B should continue to hold spares on the basis of existing allowances.

4. Certain items are subject to reduction factors (A.B.R. 4, chapter 3, article 0314) which are applied to the total allowances for all purposes.

5. Stocks of permanent spares held on board ships in commission and operational reserve should be adjusted as necessary to agree with the revised allowances (after application of reduction factors where applicable), surpluses being returned to, and shortages demanded from, the (Superintending) Naval Store Officer. Initially, similar action should be taken in respect of consumable spares, but stock should be adjusted subsequently in the light of actual expenditure. Ships in commission and in operational reserve should demand any additional requirements from storing yards. Forms A.S. 134 should quote this order.

6. Holdings of spares should also be adjusted when this is made necessary as a result of a change in the patterns of instruments, &c., installed.

7. Supply to ships under construction, modernization, conversion or re-storing after extended refit should be arranged by warrant yards on the new basis, details of the fitted instruments being obtained from the shipbuilding or refitting authorities concerned.

Appendix A.

TYPES OF EQUIPMENT.

Broadcast Systems.	*Intercom Systems.*
Main.	T.A.S.
Armament.	Action Information.
Machinery.	Command.
Flight Deck and Hangar.	Signal.
Damage Control.	Conning.
Loud Hailer.	Machinery.
S.R.E., Major, Intermediate and Minor.	Gangway.
	Miscellaneous.

Appendix B.

MAJOR INSTRUMENTS.

Pattern.	Description.	Whether Fitted.	Pattern.	Description.	Whether Fitted.
F1C3/12596	Control Box		F20/12650 (ref. f)	Control Box	
F1C3/12597 (ref. a)	Panel		F20/12651	Panel	
F1C3/12597 (ref. b)	Panel		F20/12652	Panel	
F1C3/12597 (ref. c)	Panel		F20/12653 (ref. a)	Panel	
F1C3/12597 (ref. d)	Panel		F20/12653 (ref. b)	Panel	
F1C3/12597 (ref. e)	Panel		F20/12653 (ref. c)	Panel	
F1C3/12597 (spl.)	Panel		F20/12653 (ref. d)	Panel	
F1C3/12598	Loudspeaker		F20/12653 (ref. e)	Panel	
F1C3/12599	Microphone		F20/12653 (ref. f)	Panel	
F1C3/12608A	Loudspeaker		F20/12653 (ref. g)	Panel	
F1C3/12634	Loudspeaker		F1C3/12653 (ref. h)	Panel	
F20/12647/A	Amplifier Panel		F1C3/12653 (ref. j)	Panel	
F20/12648 (ref. a)	Control Box		F1C3/12654	Headset	
F20/12648 (ref. b)	Control Box		F1C3/12679	Box	
F20/12648 (ref. c/p)	Control Box		F1C3/12681	Microphone	
F20/12648 (ref. d)	Control Box		F1C3/12939	Headset	
F20/12648 (ref. c/f)	Control Box		F1C3/12940	Headset	
F20/12648 (ref. g/h)	Control Box		F1C3/12941	Handset	
F20/12648 (ref. k)	Control Box		F1C3/12947	Panel	
F20/12648 (ref. j)	Control Box		F1C3/12948	Panel	
F20/12649/A	Amplifier Panel		F1C3/12949	Amplifier	
F20/12650 (ref. a)	Control Box		F1C3/12950	Amplifier	
F20/12650 (ref. b)	Control Box		F1C3/32000	Panel	
F20/12650 (ref. c)	Control Box		F1C3/32001	Panel	
F20/12650 (ref. d)	Control Box		F1C3/32002	Panel	
F20/12650 (ref. e)	Control Box		F1C3/32018	Microgram	
			F1C3/32020	Amplifier	
			F1C3/32021	Amplifier	
			F1C3/32025	Loudspeaker	
			F1C3/32031	Loudspeaker	
			F1C3/32035	Broadcast Unit	
			F1C3/32036	Playing Unit	
			F1C3/32041	Loudspeaker	
			F1C3/32042	Loudspeaker	
			F1C3/32047	Amplifier	

APPENDIX B—*continued.*

Pattern.	Description.	Whether Fitted.	Pattern.	Description.	Whether Fitted.
F1C3/32073	Box		F1C3/32113	Playing Unit	
F1C3/32089	Microphone		F1C3/32135	Loudspeaker	
F1C3/32090	Microphone		F1C3/32123	Control Box	
F1C3/32096	Microphone		—	P.A. Lousdpeaker	
F1C3/32104	Microphone		F20/7910A	Loudspeaker	
F1C3/32112	Microgram				

APPENDIX C.

ALLOWANCES AND FIRST OUTFITS OF SPARES.

Column 4 .. .. Aircraft Carriers.
Column 5 .. .. Destroyers, Frigates.
Column 6 .. .. Other ships.

Note.—The item is allowed only if the ship is fitted with the equipment, &c., listed under column (3). The symbol (M) in that column indicates that the item is itself a major instrument.

Pattern No.	Description.	Equipment or major item for which intended.	Allowance for "First Outfit" (*see* note).		
1	2	3	4	5	6
	Permanent Stores				
	F1A/1				
59892 ..	Transformer ..	Pattern 12649/A Amplifiers .. Pattern 12651/2 Panels Pattern 12948 Panel	1	1	—
	F1B				
10552 ..	Bullseye	Pattern 32073 Box	1	—	—
	F1C/3				
12518 ..	Buzzer	Patterns 12648 (refs. a, b, c/p, d, c/f, g/h, k, j) Patterns 12650 (refs. a–d) Control Boxes and Pattern 32073 Box	2	—	—
12563 ..	Plug	S.R.E., Loud Hailers, Armament Broadcast	1	1	1

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance or "First Outfit" (*see* note).		
1	2	3	4	5	6
	Permanent Stores— continued. *F1C/3*—continued.				
12598 ..	Loudspeaker ..	(M) Main Broadcast, Loud Hailers	3	1	1
12599 ..	Microphone ..	(M) Main Broadcast, Loud Hailer, Intercom, &c.	5	4	1
12608A	Loudspeaker ..	(M) Main Broadcast, S.R.E. Intercom, &c.	3	4	1
12634 ..	Loudspeaker ..	(M) Main Broadcast	2	1	—
12647 ..	Amplifier Panel	(M) Main Broadcast, S.R.E. Intercom	2	1	1
12649/A	Amplifier Panel	(M) Main Broadcast	1	—	—
12651 ..	Alarm Panel ..	(M) Main Broadcast	1	1	1
12652 ..	Control Panel ..	(M) Main Broadcast	1	—	—
12654 ..	Headset	(M) Main and Armament Broadcast	1	1	—
12655 ..	Meter	Patterns 12648 (refs. a, b, c/p, d, c/f, g/h/k, j) Patterns 12650 (refs. a–d) Control Boxes Pattern 32073 Box	3	—	—
12674 ..	Switch	Patterns 12647/9 Amplifiers .. Patterns 12651/2 Panels	4	1	1
12675 ..	Switch	Patterns 12597 (refs. c and e), 12651, 12653 (refs. a, c, e, and g) Panels and Pattern 12648 (refs. a, b, c/p and j) and 32123 Control Boxes	6	1	—
12676 ..	Meter	Patterns 12597 (refs. a–c and spl.), 12651/2 and 12653 (refs. a–j), Panels Pattern 12647/9 Amplifiers, and Patterns 32028 and 32112 Micrograms	2	1	1
12678 ..	Key	Patterns 12648 (refs.a, b, c/p, d, c/f, g/h, j), 12650 (refs. a–d) and 32073 Control Boxes	20	—	—
12679 ..	Box	(M) Main and Armament Broadcast, Intercom	1	2	—
12681 ..	Microphone ..	(M) Main Broadcast, Intercom, &c.	1	1	—
12682 ..	Box	Armament Broadcast	—	1	—
12684 ..	Horn	P.A. Loudspeaker	1	—	—
12926 ..	Box	Pattern 7910A Loudspeaker ..	2	1	1
12928 ..	Plug	Pattern 7910A Loudspeaker ..	2	1	—
12936 ..	Microphone ..	Main Broadcast, Loud Hailer, S.R.E., &c.	1	1	1
12939 ..	Headset	(M) Armament Broadcast.. ..	—	1	—
12940 ..	Headset	(M) Armament Broadcast.. ..	—	1	—

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance or "First Outfit" (*see note*).		
1	2	3	4	5	6
	Permanent Stores—continued. *FIC/3*—continued.				
12941 ..	Handset	(M) Intercom, Armament Broadcast	1	1	—
32010 ..	Meter	Pattern 12947 Panel and Pattern 12948 Panel	1	1	—
32011 ..	Fader	Pattern 12948 Panel	1	1	—
32020 ..	Amplifier ..	(M) Loud Hailers, S.R.E., Intercom, Armament Broadcast, &c.	1	1	—
32021 ..	Amplifier ..	(M) Loud Hailers	1	—	—
32031 ..	Loudspeaker ..	(M) Main and Armament Broadcast Intercom, &c.	5	4	1
32041 ..	Loudspeaker ..	(M) S.R.E.	5	—	—
32042 ..	Loudspeaker ..	(M) S.R.E., Loud Hailer	—	2	1
32047 ..	Amplifier ..	(M) Intercom, Armament Broadcast, &c.	3	1	—
32051 ..	Transformer ..	Patterns 32018 and 32112 Micrograms	1	1	1
32052 ..	Transformer ..	Patterns 32018 and 32112 Micrograms	1	1	1
32053 ..	Transformer ..	Patterns 32018 and 32112 Micrograms	1	1	1
32054 ..	Transformer ..	Patterns 32018 and 32112 Micrograms	1	1	1
32055 ..	Transformer ..	Patterns 32020/1 Amplifiers ..	2	2	—
32056 ..	Transformer ..	Patterns 32020/1 Amplifiers ..	2	2	—
32060 ..	Pick-up Head ..	Patterns 32018 and 32112 Micrograms Patterns 32036 and 32113 Playing Units	1	1	1
32061 ..	Pick-up Head ..	Patterns 32018 and 32112 Micrograms Patterns 32036 and 32113 Playing Units	1	1	1
32066 ..	Contactor ..	Pattern 32021 Amplifier	1	1	1
32069 ..	Noise Injector ..	Armament Broadcast	—	1	—
32081 ..	Loudspeaker Unit	Pattern 32042 Loudspeaker ..	—	2	2
32082 ..	Transformer ..	Pattern 32041/2 Loudspeaker ..	3	1	1
32085 ..	Switch	Pattern 12598 Loudspeaker and Pattern 12679 Box	12	8	4
32089 ..	Microphone ..	(M) Main Broadcast, Intercom, &c.	1	1	—
32097 ..	Switch	Patterns 32090 and 32096 Microphones	6	1	—
32121 ..	Switch	Pattern 32041 Loudspeaker ..	9	—	—
32122 ..	Switch	Pattern 32041/2 Loudspeaker ..	9	3	2
32139 ..	Pressure Unit ..	Pattern 12598 Loudspeaker ..	3	1	—

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance or "First Outfit" (*see note*).		
1	2	3	4	5	6
	Permanent Stores—continued. *F.4* N.A.T.O. Supply Class. Group 5960				
972-9750	Valve retainer S.P. 80	Pattern 12647 Amplifier	4	1	1
	F.20 N.A.T.O. Supply Class. Group 5835				
7910A ..	Loudspeaker ..	(M) Main Broadcast, S.R.E. ..	1	1	1
197864..	Horn	Pattern 7910A Loudspeaker ..	1	—	—
197866..	Pick-up Arm ..	Pattern 32036/32113 Record Players Pattern 32018/32112 Micrograms	1	1	1
197868..	Pulley	Pattern 32112 Microgram and Pattern 32113 Playing Unit	1	1	1
197869..	Pulley	Pattern 32112 Microgram and Pattern 32113 Playing Unit	1	1	1
197874..	Volume Control	Pattern 32018 and 32112 Micrograms	1	1	1
	F.21 N.A.T.O. Supply Class. Group 5940				
940-8053	Cap, Valve 563 ..	Pattern 12649 Amplifier	1	—	—
972-9751	Cap, Valve 562 ..	Pattern 12649 Amplifier	1	—	—
	F.30 N.A.T.O. Supply Class. Group 5930.				
205600..	Switch	Pattern 32089 Microphone ..	1	1	—
205603..	Switch	Pattern 12597 (refs. a–e and spl.) Panels	1	1	—
205604..	Switch	Pattern 12947 Panel .. .. Pattern 32000 Panel and Pattern 12948 Panel	1	1	—
205606..	Switch	Pattern 12950 Amplifier	1	1	—
205608..	Switch	Pattern 32000 Panel	1	—	—
205609..	Switch	Pattern 12653 (refs. a–j) Panel and Pattern 32112 Microgram	1	1	1
205610..	Switch	Patterns 32018 and 32112 Micrograms	1	1	1
205611..	Switch	Patterns 32018 and 32112 Micrograms	1	1	1

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance for "First Outfit" (*see* note).		
1	2	3	4	5	6
	Permanent Stores —continued. *F.31* N.A.T.O. Supply Class. Group 5935				
207601..	Plug	Pattern 32047 Amplifier	1	1	—
207602..	Plug	Patterns 32018 and 32112 Micrograms	1	1	1
207606..	Plug	Patterns 32018 and 32112 Micrograms	1	1	1
207608..	Plug	Pattern 32047 Amplifier	1	1	—
056–0015	Valve holder ..	Pattern 12649 Amplifier	1	—	—
056–0031	Valve holder ..	Pattern 12647/9 and 32020/1 Amplifier and Pattern 12651/2 Panels Patterns 32018 and 32112 Micrograms	6	4	1
056–0050	Plug	Pattern 32035 Broadcast Unit ..	1	—	—
056–0060	Plug	Pattern 32035 Broadcast Unit ..	1	—	—
056–0070	Plug	Pattern 32035 Broadcast Unit ..	1	—	—
056–0131	Valve holder ..	Patterns 32020/1 Amplifier ..	3	2	—
056–0230	Socket	Pattern 32035 Broadcast Unit ..	1	—	—
056–1111	Valve holder ..	Pattern 12649 Amplifier	1	—	—
911–5709	Plug	Patterns 12949/50 Amplifiers ..	1	1	—
972–8213	Cover	Patterns 32018 and 32112 Micrograms	1	1	1
972–8214	Cover	Pattern 32018 Microgram	1	1	1
972–8222	Plug	Pattern 12949/50 Amplifiers and Pattern 32001/2 Panels	1	1	—
972–8225	Plug	Pattern 32002 Panel	1	—	—
972–8227	Plug	Pattern 12653 (refs. a–j) Panels .. Pattern 12597 (refs. a–e and spl.) Panels Patterns 12947 and 32001 Panels Pattern 12948 Panel	2	1	—
	Consumable Stores. FIA/1.				
W2996A	Switch	Pattern 32021 Amplifier	1	1	—
W3669A	Switch	Pattern 32036 Playing Unit ..	1	1	—
W5388A	Switch	Pattern 12949/50 Amplifiers ..	1	1	—
W5964	Switch	Pattern 32000 Panel	2	1	—
W6213	Plug	Patterns 32018 and 32112 Micrograms	1	1	1
W6216	Socket	Pattern 32018 and 32112 Micrograms	1	1	1

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance or "First Outfit" (*see* note).		
1	2	3	4	5	6
	Consumable Stores —continued. *FIA/1*—continued.				
52579 ..	Key	Pattern 32035 Broadcast Unit ..	1	—	—
55571 ..	Plug	Patterns 12649, 12649A, 12651, 12652 Amplifiers	3	1	—
57629 ..	Plug	Pattern 12647/9 Amplifiers .. Pattern 12651 Panel Pattern 12653 (refs. a, b, c, d, e, f, g, h, j) Panels	7	2	1
63441 ..	Switch	Pattern 12947 Panel and .. .. Pattern 12948 Panel	1	1	—
64986 ..	Test Jack ..	Patterns 12647/9 Amplifiers and .. Patterns 12651/2 Panels and Patterns 32031 Loudspeaker	13	2	1
65362 ..	Lamp Cap ..	Pattern 32002 Panel	1	—	—
68551 ..	Lamp Jack ..	Patterns 12947 and 32002 Panels .. Patterns 12949/50 Amplifier Pattern 12948 Panel	1	1	—
	FIC/3				
12604 ..	Loudspeaker Unit	P.A. Loudspeaker	1	—	—
12621 ..	Loudspeaker Unit	Pattern 12608A Loudspeaker ..	30	10	10
12639 ..	Transformer ..	Pattern 12634 Loudspeaker and P.A. Loudspeaker	1	1	—
12659 ..	Transformer ..	Pattern 12647 Amplifier and .. Pattern 12652 Panel	1	1	1
12660 ..	Transformer ..	Pattern 12647 Amplifier and .. Pattern 12649 Amplifier and Pattern 12652 Panel	1	1	1
12661 ..	Transformer ..	Pattern 12647 Amplifier	1	1	1
12662 ..	Choke	Patterns 12647/9 Amplifiers ..	1	1	1
12663 ..	Choke	Pattern 12647 Amplifier	1	1	1
12664 ..	Transformer ..	Pattern 12647 Amplifier and .. Pattern 12651/2 Panels	1	1	1
12665 ..	Transformer ..	Pattern 12647 Amplifier and .. Pattern 12651/2 Panels	3	1	1
12666 ..	Choke	Pattern 12649 Amplifier	1	—	—
12667 ..	Transformer ..	Pattern 12649 Amplifier	1	—	—
12668 ..	Transformer ..	Pattern 12649 Amplifier	1	—	—
12669 ..	Transformer ..	Pattern 12649 Amplifier	1	—	—
12670 ..	Transformer ..	Pattern 12649 Amplifier	1	—	—
12671 ..	Choke	Pattern 12651/2 Panels	1	1	—
12672 ..	Transformer ..	Patterns 12597 (refs. a–e, spl.) and 12653 (refs. a–j) Panels	1	1	—

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance or "First Outfit" (*see* note).		
1	2	3	4	5	6
	Consumable Stores —continued.				
	FIC/3—continued.				
12673 ..	Potentiometer ..	Pattern 12647 Amplifier and .. Pattern 12651/2 Panels	3	1	1
12680 ..	Transformer ..	Pattern 12679, Box	1	3	—
32006 ..	Choke	Pattern 12949/50 Amplifier ..	1	1	—
32007 ..	Transformer ..	Patterns 12949, 32020, 32021 and 32047 Amplifiers and Patterns 32112 and 32018 Micrograms	1	1	1
32008 ..	Transformer ..	Patterns 12949/50 Amplifiers and 32000 Panel	1	1	—
32009 ..	Transformer ..	Pattern 12949/50 Amplifiers ..	1	1	—
32016 ..	Stylus	Patterns 32018 and 32112 Micrograms and Patterns 32036 and 32113 Playing Units	1	1	—
32037 ..	Inset	Patterns 12599, 12681, 32089, 32090, 32096 and 32104 Microphones and Pattern 12949 Amplifiers	20	12	5
32057 ..	Choke	Pattern 32002 Panels and .. .. Pattern 32112 Microgram	1	1	1
32062 ..	Stylus	Patterns 32018 and 32112 Micrograms Patterns 32036 and 32113 Playing Units	1	1	1
32065 ..	Transformer ..	Pattern 32021 Amplifier	1	1	—
32067 ..	Choke	Patterns 32018 and 32112 Micrograms and Pattern 32020 Amplifier	1	1	1
32080 ..	Loudspeaker Unit	Pattern 32041 Loudspeaker ..	7	—	—
32083 ..	Diaphragm ..	Patterns 32031 and 32135 Loudspeakers	27	5	1
32084 ..	Transformer ..	Patterns 32031 and 32135 Loudspeakers	13	3	1
32115 ..	Choke	Pattern 32000 Panel .. .. Pattern 32073 Box	1	1	—
32116 ..	Transformer ..	Pattern 32000 Panel .. .. Pattern 32047 Amplifier	1	1	—
32117 ..	Transformer ..	Pattern 32047 Amplifier	1	1	—
32120 ..	Inset	Patterns 12939/40 and 12654 Headsets Pattern 12941 Handsets	1	3	—
32143 ..	Diaphragm ..	Pattern 12634 Loudspeaker ..	1	1	—

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance or "First Outfit" (*see* note).		
1	2	3	4	5	6
	Consumable Stores —continued.				
	F2B/3				
8803 ..	Lampholder ..	Patterns 32073 and 32123 Control Boxes	—	—	—
	F2B/4				
19349 ..	Fuse Wire ..	Pattern 12653 (Ref. b-j) Panels ..	3 lb.	—	—
	F.4 N.A.T.O. Supply Class. Group 5960				
000-0187	Valve	Pattern 12649 Amplifier	4	—	—
000-0378	Valve	Patterns 32018 and 32112 Micrograms	3	2	1
000-0455	Valve	Patterns 32018 and 32112 Micrograms Patterns 32020/1 Amplifiers	3	2	1
000-0491	Valve	Pattern 32000 Panel .. .. Patterns 12949/50 Amplifiers	1	1	—
000-0492	Valve	Patterns 12949/50 and 32047 Amplifiers	3	1	—
000-0593	Valve	Pattern 32020 Amplifier	3	2	1
000-1053	Valve	Pattern 12652 Panel	1	—	—
000-1056	Valve	Pattern 12647 Amplifier .. .. Pattern 12652 Panel	10	3	1
000-1067	Valve	Pattern 12647 Amplifier and .. Patterns 12651/2 Panels	17	6	1
000-1071	Valve	Patterns 12651/2 Panels and .. Pattern 12647 Amplifier	11	4	1
000-1075	Valve	Patterns 12647/9 Amplifiers ..	26	10	2
000-1076	Valve	Pattern 12649 Amplifier	4	—	—
000-2136	Valve	Pattern 32000 Panel .. .. Pattern 32047 Amplifier	3	1	—
000-2901	Valve	Patterns 32018 and 32112 Micrograms Patterns 32020/1 Amplifiers	5	4	1
011-3583	Valve Retainer ..	Patterns 12647/9 and 32020/1 Amplifiers Pattern 12648 Box	15	6	1
011-3588	Valve Retainer ..	Pattern 12647 Amplifier	4	1	1

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance for "First Outfit" (*see* note).		
1	2	3	4	5	6
	Consumable Stores —continued.				
	F.12 N.A.T.O. Supply Class. Group 5950				
972-9758	Choke 2.6 MH ..	Pattern 7910A Loudspeaker ..	1	—	—
972-9759	Choke 1.5 MH ..	Pattern 7910A Loudspeaker ..	1	—	—
972-9760	Transformer ..	Pattern 32000 Panel	1	—	—
	Transformer (Makers No. WO.170)	Pattern 12608A Loudspeaker ..	10	3	1
	Transformer P.3175	Pattern 7910A Loudspeaker ..	1	—	—
	F.15 N.A.T.O. Supply Class. Group 5910				
19452 ..	Capacitor ..	Pattern 32021 Amplifier	1	—	—
63674 ..	Capacitor ..	Patterns 12647/9 Amplifiers .. Pattern 12651 Panel and Pattern 32123 Control Box	5	1	1
011-1459	Capacitor ..	Pattern 12649 Amplifier	1	—	—
011-2825	Capacitor ..	Patterns 12649/50 Amplifiers ..	1	—	—
011-2880	Capacitor ..	Pattern 7910A Loudspeaker .. Pattern 12948 Panel and Pattern 12950 Amplifier	1	1	—
011-2884	Capacitor ..	Pattern 7910A Loudspeaker and .. Pattern 12649 Amplifier	1	—	—
011-2905	Capacitor ..	Patterns 12651/2 Panels	1	1	—
011-2915	Capacitor ..	Patterns 32018 and 32112 Micrograms and Patterns 32020/1 Amplifiers	1	1	1
011-2916	Capacitor ..	Patterns 12651/2 and 32000 Panels and Patterns 12649 and 32047 Amplifiers	1	1	—
011-2925	Capacitor ..	Patterns 32018 and 32112 Micrograms and Patterns 32020/1 Amplifiers	2	1	1
011-2927	Capacitor ..	Patterns 12647/9 Amplifiers and .. Patterns 12651/2 Panels	6	2	1
011-2929	Capacitor ..	Pattern 12649 Amplifier	1	—	—
011-2934	Capacitor ..	Pattern 32000 Panel and .. .. Patterns 32021/1 Amplifiers	1	1	—

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance or "First Outfit" (*see* note).		
1	2	3	4	5	6
	Consumable Stores —continued.				
	F.15—continued.				
011-2940	Capacitor ..	Patterns 32018 and 32112 Micrograms and Pattern 32047 Amplifier	1	1	1
011-5516	Capacitor ..	Pattern 12950 Amplifier	1	1	—
011-5525	Capacitor ..	Patterns 32020/1 Amplifier ..	1	1	1
011-5554	Capacitor ..	Pattern 32000 Panel	1	—	—
011-5664	Capacitor ..	Patterns 32018 and 32112 Micrograms	1	1	1
011-7820	Capacitor ..	Patterns 12949/50, 32020/1 and 32047 Amplifiers and Patterns 32018 and 32112 Micrograms	3	1	1
011-7822	Capacitor ..	Patterns 12949/50, 32020/1 Amplifiers and Patterns 32018 and 32112 Micrograms	2	1	1
011-7824	Capacitor ..	Pattern 12647 Amplifier and .. Patterns 12651/2 Panels	1	1	1
011-7827	Capacitor ..	Pattern 12950 Amplifier	1	1	—
011-7828	Capacitor ..	Patterns 12647/9 and 32047 Amplifier	3	1	1
011-7829	Capacitor ..	Pattern 12647/9 Amplifier	3	1	1
012-3292	Capacitor ..	Pattern 12950 Amplifier	1	1	—
012-3412	Capacitor ..	Patterns 32018 and 32112 Micrograms	1	1	1
012-3912	Capacitor ..	Pattern 12651 Panel	1	1	—
012-3932	Capacitor ..	Pattern 12651 Panel	1	1	—
012-3944	Capacitor ..	Pattern 12651 Panel	1	1	—
012-4005	Capacitor ..	Pattern 12651 Panel	1	1	—
012-4251	Capacitor ..	Pattern 12651 Panel	1	1	—
012-4288	Capacitor ..	Pattern 12651 Panel	1	1	—
012-4301	Capacitor ..	Patterns 32020/1 Amplifiers ..	1	1	—
012-4372	Capacitor ..	Pattern 12651 Panel	1	1	—
012-4379	Capacitor ..	Patterns 32018 and 32112 Micrograms and Patterns 32020/1 Amplifier	1	1	1
012-4700	Capacitor ..	Pattern 12651 Panel	1	1	—
911-4641	Capacitor ..	Patterns 32018 and 32112 Micrograms	1	1	1
911-4987	Capacitor ..	Patterns 32018 and 32112 Micrograms	1	1	1

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance or "First Outfit" (see note).		
1	2	3	4	5	6
	Consumable Stores —continued. *F.16* N.A.T.O. Supply Class. Group 5905				
12677 ..	Resistor	Patterns 12647/9 Amplifiers ..	2	1	1
50568 ..	Potentiometer ..	Patterns 12590, 32020/1 Amplifiers	2	1	—
61373 ..	Resistor	Pattern 32073 Box	1	—	—
61759 ..	Resistor	Pattern 32047 Amplifier	1	1	—
63217 ..	Resistor	Patterns 32020/1 Amplifier ..	1	2	—
011–1428	Resistor	Patterns 32018 and 32112 Micrograms and Patterns 32020/1 Amplifiers	1	1	1
011–3106	Resistor	Pattern 12653 (refs. d, f and h) Relay Panel	1	—	—
011–3113	Resistor	Pattern 12653 (refs. a and c and d–h) Relay Panel	1	—	—
011–3134	Resistor	Pattern 12653 (ref. h) Relay Panel	—	—	—
011–3154	Resistor	Pattern 12647 Amplifier	1	1	1
011–3207	Resistor	Pattern 7910A Loudspeaker ..	1	—	—
011–3283	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
011–3300	Resistor	Pattern 12653 (ref. h) Relay Panel	—	—	—
011–3379	Resistor	Pattern 12653 (ref. b) Panel and .. Pattern 12597 (ref. a) Panel	1	—	—
011–3382	Resistor	Pattern 12647 Amplifier	2	1	1
011–3383	Resistor	Pattern 12653 (refs. b and d) Relay Panel	1	—	—
011–3421	Resistor	Pattern 12649/A Amplifier .. Pattern 12651 Alarm Panel	1	1	—
011–3432	Resistor	Pattern 12950 Amplifier	1	1	—
011–3443	Resistor	Pattern 7910A Loudspeaker ..	1	—	—
011–3446	Resistor	Pattern 32020/1 Amplifier ..	1	1	—
011–3456	Resistor	Pattern 32020/1 Amplifier	1	1	—
011–3463	Resistor	Patterns 12647, 12649/A Amplifiers	4	1	1
011–3511	Resistor	Pattern 12647 Amplifier .. Pattern 12652 Control Panel	1	1	1
011–3518	Resistor	Pattern 12652 Control Panel ..	1	—	—
011–4684	Resistor	Pattern 12649/A Amplifier ..	1	—	—
021–2255	Resistor	Patterns 12949/50 Amplifiers ...	1	1	—
021–3009	Resistor	Pattern 12652 Panel	1	—	—
021–3308	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
021–3331	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
021–5641	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance or "First Outfit" (see note).		
1	2	3	4	5	6
	Consumable Stores —continued. *F.16*—continued.				
021–5642	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
021–6213	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
021–9135	Resistor	Pattern 32000 Panel	1	—	—
022–1003	Resistor	Patterns 12597 (refs. a, b and Spl.), 12651/2 and 12653 (refs. a, b, e and g) Panels and Pattern 12647 Amplifier	4	1	1
022–1027	Resistor	Pattern 12651 Panel	1	1	—
022–1067	Resistor	Pattern 32000 Panel and .. .. Pattern 32047 Amplifier	1	1	—
022–1069	Resistor	Patterns 12647/9/9A Amplifiers ..	1	1	1
022–1109	Resistor	Pattern 32000 Panel	1	—	—
022–1111	Resistor	Patterns 12647, 12649/A Amplifiers	4	1	1
022–1145	Resistor	Pattern 12948 Panel	1	1	—
022–1214	Resistor	Pattern 12949 Amplifier and .. Pattern 32000 Panel	1	1	—
022–1243	Resistor	Patterns 32018 and 32112 Micrograms and Pattern 32020/1 Amplifiers	1	1	—
022–2004	Resistor	Pattern 12949/50 Amplifier .	1	1	—
022–2006	Resistor	Pattern 12647 Amplifier	1	1	1
022–2025	Resistor	Pattern 32000 Panel and .. .. Pattern 12949 Amplifier	1	1	—
022–2027	Resistor	Pattern 12647 Amplifier	1	2	1
022–2046	Resistor	Pattern 32000 Panel and .. .. Pattern 32047 Amplifier	1	1	—
022–2048	Resistor	Pattern 12653 (refs. a, e, f, g and h) Panels	1	1	1
022–2058	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
022–2067	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
022–2069	Resistor	Patterns 12597 (refs. c and e) Panels	1	1	—
022–2079	Resistor	Pattern 32000 Panel	1	—	—
022–2088	Resistor	Patterns 12950 and 32047 Amplifiers Patterns 32018 and 32112 Micrograms	1	1	1
022–2097	Resistor	Pattern 12647 Amplifier	1	1	1
022–2109	Resistor	Patterns 32018 and 32112 Micrograms and Pattern 32047 Amplifier	1	1	1

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance for "First Outfit" (*see* note).		
1	2	3	4	5	6
	Consumable Stores —continued.				
	F.16—continued.				
022–2121	Resistor	Pattern 32000 Panel	1	—	—
022–2130	Resistor	Patterns 32018 and 32112 Micrograms and Pattern 32020/1 Amplifiers	1	1	1
022–2132	Resistor	Pattern 12647 Amplifier and Pattern 32073 Box	2	1	1
022–2151	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
022–2163	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
022–2172	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
022–2174	Resistor	Pattern 12649 Amplifier	1	—	—
022–2193	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
022–2195	Resistor	Pattern 12652 Panel	1	—	—
022–2214	Resistor	Patterns 12949/50 Amplifiers and.. Patterns 32018 and 32112 Micrograms	1	1	1
022–2222	Resistor	Pattern 12652 Panels .. .. Patterns 32018 and 32112 Micrograms Patterns 32020/1 Amplifiers	2	1	1
022–2229	Resistor	Patterns 32018 and 32112 Micrograms and Patterns 32020/1 and 12649/9A Amplifiers	1	1	1
022–2233	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
022–2235	Resistor	Patterns 32018 and 32112 Micrograms and Patterns 32020/1 Amplifiers	1	1	1
022–2241	Resistor	Patterns 32018 and 32112 Micrograms and Patterns 12647 and 12649/A Amplifiers	5	2	1
022–2243	Resistor	Patterns 32018 and 32112 Micrograms and 32020/1 Amplifiers	1	1	1
022–2247	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
022–3016	Resistor	Patterns 32018 and 32112 Micrograms and Patterns 32020/1 Amplifiers	1	1	1

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance or "First Outfit" (*see* note).		
1	2	3	4	5	6
	Consumable Stores —continued.				
	F.16—continued.				
022–3030	Resistor	Patterns 12647/9 Amplifiers .. Pattern 12651 Panels and Pattern 32112 Micrograms	2	1	1
022–3037	Resistor	Patterns 12949 and 32047 Amplifiers Pattern 32000 Panel and Patterns 32018 and 32112 Micrograms	2	1	1
022–3039	Resistor	Patterns 12597 (refs. a, b, c, e and spl.), 12653 (refs. a, b, c and e–j) and Pattern 12651 Panels and Pattern 12647 Amplifier	3	1	1
022–3058	Resistor	Patterns 12949/50 Amplifiers and Patterns 32018 and 32112 Micrograms	1	1	1
022–3060	Resistor	Pattern 12651 Panel	1	1	—
022–3070	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
022–3079	Resistor	Patterns 12950, 32020/1, 32047 Amplifiers Pattern 32000 Panel	2	1	—
022–3081	Resistor	Pattern 12647 Amplifier	2	1	1
022–3121	Resistor	Patterns 12649 and 32047 Amplifiers and Pattern 32000 Panel Patterns 32018 and 32112 Micrograms	1	1	1
022–3123	Resistor	Pattern 12651 Panel	1	1	—
022–3143	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
022–3144	Resistor	Pattern 12647 Amplifier and .. Pattern 12651 Alarm Panel	1	1	—
022–3163	Resistor	Pattern 32047 Amplifier	1	1	—
022–3164	Resistor	Patterns 12651/2 Panels and 12653 (refs. a, b, c, e and g), Panels	1	1	—
022–3206	Resistor	Patterns 32018 and 32112 Micrograms and Patterns 32020/1 Amplifiers	1	1	1
022–3248	Resistor	Pattern 32047 Amplifier and .. Pattern 32000 Panel	1	1	—

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance of "First Outfit" (see note).		
1	2	3	4	5	6
	Consumable Stores —continued. *F.16*—continued.				
022–3296	Resistor	Patterns 12647/9 Amplifiers .. Patterns 32020/1 Amplifiers Patterns 12651/2 Panels and Patterns 32018 and 32112 Micrograms	4	2	1
022–3306	Resistor	Pattern 12652 Panel	1	—	—
022–3311	Resistor	Patterns 32020/1 Amplifiers and Pattern 12651 Alarm Panel	1	1	—
022–3315	Resistor	Patterns 32018 and 32112 Micrograms and Patterns 32020/1 Amplifiers	1	1	1
024–1146	Resistor	Pattern 7910A Loudspeaker ..	1	—	—
024–1170	Resistor	Pattern 12653 Relay Panel ..	1	—	—
024–2105	Resistor	Pattern 12647 Panel Amplifier ..	1	1	1
024–2108	Resistor	Pattern 12649/A Panel Amplifier ..	1	—	—
024–3462	Resistor	Pattern 12652 Panel	1	—	—
024–5209	Resistor	Patterns 32018 and 32112 Micrograms	1	1	1
026–2178	Resistor	Patterns 12949/50 Amplifier ..	1	1	—
027–1306	Resistor	Pattern 12679 Box	1	1	—
027–1313	Resistor	Pattern 7910A Loudspeaker ..	6	2	1
027–1314	Resistor	Pattern 7910A Loudspeaker ..	6	2	—
027–2142	Resistor	Pattern 12596 Control Box ..	3	1	—
918–9040	Resistor 1K ..	Pattern 12653 (ref. g) Panel ..	1	—	—
918–9041	Resistor 2K ..	Pattern 12653 (ref. g) Panel ..	1	—	—
	F.20 N.A.T.O. Supply Class. Group 5835				
197863..	Cone Unit ..	Pattern 7910A Loudspeaker ..	1	—	—
197867..	Pressure Unit ..	Pattern 7910A Loudspeaker ..	1	1	—
	F.21 N.A.T.O. Supply Class. Group 5920				
059–0100	Fuse	Pattern 32002 Panel and .. .. Pattern 32112 Microgram	1	1	1
059–0108	Fuse	Pattern 32047 Amplifier	2	1	—
059–0109	Fuse	Pattern 12653 (refs. c, e, f, g, h, j) and Pattern 32000 Panels Patterns 12949/50, 32047 Amplifiers and Pattern 32112 Micrograms	5	2	1

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance of "First Outfit" (see note).		
1	2	3	4	5	6
	Consumable Stores —continued. *F.21*—continued.				
059–0110	Fuse	Patterns 12597 (refs. a, b, d) and 32000 Panels Patterns 12949, 12950, 32020 and 32047 Amplifiers Pattern 32018 Micrograms	7	3	1
059–0111	Fuse	Patterns 12651/2, 12653 (refs. e–j) Panels	2	1	—
059–0112	Fuse	Patterns 12647 and 32020 Amplifiers	7	3	1
059–0113	Fuse	Pattern 12649 Amplifier	3	—	—
940–1811	Fuse Unit ..	Pattern 32021 Amplifier	1	—	—
940–2215	Fuse	Pattern 32020 Amplifier	2	2	—
	F.22 N.A.T.O. Supply Class. Group 5945				
053–0046	Relay	Patterns 12597 (refs. c and e) and 12653 (refs. a, b, c, e and g) Panels	1	1	—
053–0058	Relay	Patterns 12597 (refs. a, b, c, e and spl.) and 12653 (refs. a–j) Panels	3	1	—
053–0060	Relay	Patterns 12597 (ref. spl.) and 12653 (refs. d–j) Panels	2	—	—
053–0145	Relay	Patterns 12597 (ref. a) and 12653 (refs. a, b, e and g) Panels	1	1	—
053–0217	Relay	Pattern 32000 Panel	1	—	—
920–1041	Relay	Pattern 12651 Panel	1	1	—
920–1047	Relay	Patterns 12651/2 Panels .. .. Patterns 12647/9 Amplifiers	1	1	—
	F.25 N.A.T.O. Supply Class. Group 6240				
972–9448	Cap, lamp holder, red	Patterns 12947 and 32002 Panels ..	1	1	—
972–9449	Cap, lamp holder, colourless	Patterns 12950 and 32002 Panels ..	1	1	—
995–1230	Lamp	Pattern 32035 Broadcast Unit ..	1	—	—
995–9101	Lamp	Patterns 12647/9 and 32047 Amplifiers Patterns 12651/2 Panels Patterns 32018 and 32112 Micrograms Pattern 32123 Control Box	16	3	1

APPENDIX C—*continued.*

Pattern No.	Description.	Equipment or major item for which intended.	Allowance or "First Outfit" (*see* note).		
1	2	3	4	5	6
	Consumable Stores —continued. *F.25*—continued.				
995–9213	Lamp	Patterns 12949/50, 32020/1 Amplifiers Patterns 12947 and 32000 Panels and Pattern 12948 Panel	6	3	1
995–9220	Lamp	Pattern 32073 Box	1	—	—
	F.26 N.A.T.O. Supply Class. Group 6130				
60516 ..	Rectifier	Pattern 12647/9 Amplifiers .. Pattern 12652 Panel and Pattern 12651 Alarm Panel	1	1	1
204125..	Rectifier	Pattern 12597 Relay Panel and .. Pattern 12653 Relay Panel	1	1	—
204126..	Rectifier	Patterns 12647/9 Amplifiers and 32073 Box	4	1	1
204128..	Rectifier	Patterns 12649/50 Amplifiers ..	2	1	—
204129..	Rectifier	Patterns 12649/50 Amplifiers ..	1	1	—
204130..	Rectifier	Pattern 32000 Panel	1	—	—
204131..	Rectifier	Patterns 32018 and 32112 Micrograms	1	1	1
204132..	Rectifier	Patterns 32018 and 32112 Micrograms	1	1	1
204133..	Rectifier	Pattern 32000 Panel and .. .. Pattern 32047 Amplifier	6	1	—
204134..	Rectifier	Pattern 12652 Panel	1	—	—
	F.30 N.A.T.O. Supply Class. Group 5930				
051–0300	Switch	Pattern 12653 (refs. a, b, c, d, e, f, g, h, j) Panels and Pattern 12597 (refs. a, b, c, e, spl.) Panels	6	1	—
972–8273	Key	Pattern 32002 Panel and .. .. Pattern 12596 Control Box	2	1	—

(D.N.A.S. 517/51/59.)

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C.N.O.'s 915-942/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
3rd November, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

RESTRICTED.

9157/59.

CONTENTS.

CONTENTS—*continued.*

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

915.—Accounting Instructions for H.M.A. Ships Proceeding Overseas from Australia.

The following accounting instructions are promulgated for the guidance of Supply Officers of H.M.A. ships proceeding overseas from Australia.

2. The pay accounts and the ship's cash account are to be continued in Australian currency.

Cash Accounting.

3. Entries in the cash account in respect of foreign currency transactions are to be in Australian currency. The amount in local currency with the rate of exchange applicable should however, be stated in the narration.

Cash Supplies.

4. Ships about to proceed overseas not holding a Bill Book are to obtain one from the Director of Navy Accounts. Those ships proceeding out of touch with R.A.N. sources of supply for reasonably short periods are to draw before departure sufficient cash for the period of absence. During protracted absences cash required is to be obtained from the local representative of the Commonwealth of Australia, from a bank by Bill of Exchange, or as provided in paragraph 6 hereunder. N.A.R. & I. articles 47 and 48 are relevant.

5. Where it is expected that it will be necessary to draw cash from a Commonwealth representative abroad, the Director of Navy Accounts should be advised in advance of the ship's itinerary and requirements in order that any necessary remittances may be arranged. The Commonwealth representative should be given, by the ship, ample advance advice of her requirements in order that he may make necessary arrangements for obtaining the cash.

6. Although R.N. dockyards and H.M. ships are permitted to provide cash for H.M.A. ships only when difficulty occurs in obtaining funds by other means, Admiralty has agreed that H.M.A. ships serving in the Korean Area and with the Strategic Reserve may draw cash requirements from available Royal Navy sources.

7. Form A.S. 5 is to be used for drawings of cash (triplicate to D.N.A.) except when obtained from banks on Bills of Exchange when copies of these are to be sent to D.N.A. D.N.A. should also be advised of any cash returned to Australian representatives or other authorities.

Foreign Currency.

8. Holdings of foreign currency are to be limited to sufficient to meet anticipated payments for stores and services in that currency area and for exchanging Australian or sterling currency on board. To avoid loss on conversion in another currency area endeavour is to be made to dispose of foreign currency before the ship leaves the area in which it circulates. This may be done by transfer to another H.M.A. ship or by lodging it with the local Australian representative, a R.N. ship or dockyard or with a bank for remittance to the Director of Navy Accounts, Melbourne, who should be promptly notified vide N.A.R. & I. article 49.

9. Foreign currency should be obtained in denominations small enought to enable the exchange of money on board to be made as nearly as possible to exact values, vide N.A.R. & I. article 47A (2). (*See also* Navy Order 77 of 1959).

10. Normally foreign currency should not be obtained for non-public purposes (e.g. for messes and canteens) unless requisitioned by them. In such cases the currency should be issued by the Supply Officer immediately on receipt.

11. Losses in respect of exchange on foreign currency will be borne by the holder whether an individual member of the service, mess, canteen, &c. Therefore foreign currency tendered to the Supply Officer is not to be exchanged or credited at a higher rate than it will realize on disposal. This will apply to deposits in the Savings Bank, remittances, returns by messes, &c., or exchange of money for the ship's company.

12. Supplies of foreign currency are to be taken on charge in the cash account in their Australian currency equivalent at the rate of exchange at which they are acquired, the entry showing also the amount in foreign currency, the rate of exchange and from whence obtained. Forms A.S. 5 are also to show this information.

13. Gains or losses arising from fluctuations in the exchange value of foreign currency held are to be accounted for in the cash account by taking on charge the gain or passing a voucher for the loss, *vide* N.A.R. & I. article 47A.

Payment of Accounts.

14. As far as possible, all accounts should be paid prior to departure from overseas ports either in cash or by Bill of Exchange drawn on the Director of Navy Accounts, Melbourne, or the High Commissioner, London, as appropriate. (N.A.R. & I., articles 47 and 47A refer.)

15. When accounts cannot be paid before departure, they should be properly certified and the Australian representative requested to arrange settlement and to adjust through the Department of External Affairs. Failing this, the Royal Navy authority in the port should be requested to arrange settlement and to effect adjustment through the usual Admiralty channels.

Pay and Allowances.

16. The pay accounts of personnel serving in ships which proceed overseas from Australia are to be maintained in Australian currency, i.e., pay and allowances are to be credited at face value in Australian currency. Particulars of allowances payable in respect of service in such areas are contained in I.P.I. instructions 77 to 77/4 inclusive.

Taxation Concession—Strategic Reserve.

17. Personnel serving in the Singapore/Malayan Area in one of H.M.A. ships allotted for service with the Strategic Reserve are, in addition to credit of Strategic Reserve allowance under the provisions of I.P.I. instruction 77/4, entitled to a taxation deduction (zonal allowance) for the period of attachment to the Reserve. The amount of the deduction, at present, is £270 plus one-half of the sum of the deductions, if any, the taxpayer is entitled to claim as concessional deductions for dependants, e.g., a married man with a dependant wife and one child would be entitled to a concessional deduction of £387, i.e., £270 plus half of £234 (£143 for wife and £91 for child). The taxation deduction is calculated on the fortnightly taxable income (including £2 in respect of subsistence) remaining after deduction £10 7s. for the member himself plus £2 15s. for his dependant wife plus £1 15s. for one dependant child under 16 years of age and each student child between 16 and 21 years of age plus £1 5s. for each other dependant child under 16 years of age.

18. To give effect to the credit of Strategic Reserve Allowance and the reduction in taxation deductions the following procedure is to be followed—

(*a*) *Where the period of attachment to the Strategic Reserve is less than four months*—The amounts due in respect of Strategic Reserve Allowance and the reduction in taxation instalments for the period of attachment are to be credited on forms A.S. 9a which are to be rendered in the pay fortnight during which attachment to the strategic Reserve ceases. So that personnel may receive the benefit of the Strategic Reserve Allowance and the reduction in taxation instalments the fortnightly payment to each member may be increased by an element in respect of these items thus causing an increasing debit balance on the pay lists. These debit balances will be adjusted when forms A.S. 9a are posted to the Pay Account Cards.

(*b*) *Where the period of attachment to the Strategic Reserve is for four months or more.*—Variation sheets and forms A.S. 161b are to be raised on attachment to the Strategic Reserve and again when attachment ceases. To obviate the necessity of raising individual forms A.S. 161b when a ship's company becomes, or ceases to be entitled to Strategic Reserve Allowance a single form A.S. 161b may be raised supported by a list of personnel showing the one-time adjustment made in each case.

(D.N.A. 201/53/5.)

(*Navy Order* 77 *of* 1959.)

51 ?

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916.—A.C.N.B.—General Messages.

In accordance with Navy Order 336 of 1959 the present state of A.C.N.B. genera messages as at 1st October, 1959 is shown in the appendix to this order.

APPENDIX.

The following F messages may now be withdrawn—

1958—

148 *see* C.N.O. 676/59	213.
150	230.
165	254 *see* I.P.I.
168 *see* C.N.O. 676/59	257.
195 *see* C.N.O. 800/59	258.
196 *see* C.N.O. 798/59	264 *see* C.N.O. 535/59.
197	
209	

1959—

004 *see* C.N.O. 535/59	111 *see* I.P.I.
016	112 *see* C.N.O. 661/59.
070	128 *see* C.N.O. 711/59.
096 *see* B.R. 16	138 *see* C.N.O. 716/59.
097 *see* C.N.O. 647/59	139 *see* C.N.O. 882/59.

2. As at 0001Z, 1st October, 1959, the following F messages are still in force—

1958—203.

1959—002 036 049 052 099 106 115 116 119 123 127 130 132 133 134 135 141 142 144 148 149 153 154 155 156 157 158 159.

3. As at 0001Z, 1st October, 1959, the following RF messages are still in force—

1959—021 022 023 024 026 027 028 029 030 031 032 033 034 035 036 037 038 039 040 041 042 043.

(H.N.B. 77/5/8.)

(*Navy Order* 336 *of* 1959.)

Restricted 104/1

UNCLASSIFIED.

917.—Diplomatic Bags—Irregular Carriage of Plant Material.

Because of the serious risk of importation of certain destructive diseases and insect pests, from which Australia is so far free, a total prohibition exists in respect of certain plants including fruits and seeds.

2. Having regard to B.R. form U.2.D. (1944) chapter VI., and particularly to articles 89 and 89A, Commanding Officers are to take steps to ensure that no unauthorized articles are included in special bags forwarded from overseas either by air or sea route to authorities in Australia.

3. In the event, however, of these instructions being contravened, shore authorities in Australia should immediately bring to the attention of the local representative of the Department of Health (Division of Plant Quarantine) any such material in order that it may be examined and released after treatment. In all such cases a report should be furnished to Navy Office.

(H.N.B. 1947/2/171.)

UNCLASSIFIED.

918.—Technical Assistance and Advice on Ordnance and Ammunition—Naval Ordnance Inspecting Officers Responsibilities.

(*A.F.O.* 1983/1959.)

Attention is drawn to the following article which will be included in the new edition of B.R. 862—Naval Magazine and Explosives Regulations (H.M. Ships).

2. The Naval Ordnance Inspecting Officer is to be consulted whenever technical assistance or advice on ordnance and ammunition is required. He is to be associated as early as possible with the investigation of accidents involving explosive stores.

3. Although the Naval Ordnance Inspecting Officer is normally available at the nearest armament depot his authority is independent of the Armament Supply Officer. In the event of investigations into failures or accidents involving naval armament stores he would be concerned in conjunction with the Armament Supply Officer, but should not be consulted on questions of supply or on other matters which are purely the concern of the Armament Supply Officer.

(D.O.U.W. 2/1/1.)

What about Deputy Navy Entry Instructions 1541/58 ?

Section 2.
PERSONNEL.

UNCLASSIFIED.

919.—Deserters and Absentees Without Leave—Members of the R.A.N. Arrest, Trial and Publishments by the Royal Navy.

An Order-in-Council has been issued by Her Majesty the Queen under the provisions of section 116 (1) of the Naval Discipline Act, 1957 in respect of the Naval Forces of the Commonwealth of Australia.

2. The effect of the Order-in-Council is that R.A.N. deserters or absentees without leave recovered in (or transferred from other countries to) the United Kingdom, a British Colony, Protectorate, Protected State, Trust Territory or Federated Territory may be arrested, tried and punished for desertion or absence without leave by Royal Navy authorities.

3. Consideration is being given to reciprocal arrangements in respect of the trial by R.A.N. authorities of deserters and absentees from the Royal Navy and the Royal New Zealand Navy recovered in Australia. Decision will be promulgated in due course.

Subject is: Deserters Policy 321/2

(C.N.J.A. 47/201/2.)

Withdrawn

UNCLASSIFIED.

920.—Illnesses, Injuries and Deaths—Notification to Next-of-Kin.

Signals reporting injuries and illnesses are to state the religion of the member concerned. Paragraphs 5 and 8 of Navy Order 556 of 1958 should be noted accordingly.

(H.N.B. 341/1/3.)

(*Navy Order* 556 *of* 1958.)

341/4

UNCLASSIFIED.

921.—Instructional Films and Film Strips—Serial No. A.1104, "Underwater Trials of Martin Baker Ejection Seats"—Distribution.

(*A.F.O.* 1536/1959.)

Copies of the Admiralty instructional film, serial no. A.1104, "Underwater Trials of Martin Baker Ejection Seats" are being obtained and initial distribution will be made without demand by the S.N.S.O., Sydney, on the following scale—

H.M.A. Ships and Establishments.	*No. of Copies.*
H.M.A.S. MELBOURNE	1
R.A.N. Air Station, Nowra	1

2. The film shows the results of trials to determine the feasibility of pilot ejection under water and the preliminary recommendations formulated as a result of these trials.

3. The film, which is in colour, has a running time of 15 minutes and is issued on one spool.

(D.N.A.S. 519/56/11.)

RESTRICTED.

922.—Instructional Films and Filmstrips—Serial No. E.950—The N.A.T.O. Security Film, "Document 449"—Distribution.

Copies of the N.A.T.O. security film, serial no. E.950, "Document 449" are being obtained and the initial distribution will be made, without demand, by the S.N.S.O., Sydney, on the following scale—

H.M.A. Establishments and Authorities.	*No. of Copies.*
Flinders Naval Depot	1
R.A.N. Film Library, Sydney	1
Director of Naval Intelligence, Navy Office ..	1

2. The film shows a day in the life of a Secret N.A.T.O. document which gets into wrong hands, and how carelessness in security at all levels in different member nations of N.A.T.O. can compromise classified documents. The film is suitable for teaching general security, not only in N.A.T.O. circles.

3. The film has a running time of approximately 20 minutes and is issued on one spool.

4. The classification is RESTRICTED.

(D.N.A.S. 519/56/31.)

UNCLASSIFIED.

923.—Instructional Films and Film Strips—Serial No. E.1194, "Rugby Union Football"—Distribution.

(*A.F.O.* 1535/1959.)

A copy of a commercially produced film "Rugby Union Football" (Admiralty serial no. E.1194) is being obtained for the R.A.N. Film Library, Sydney, for re-issue on temporary loan.

2. The film deals mainly with the alterations made this year to the laws of Rugby Union Football and the Harlequins playing at Twickenham give a very clear picture of what the new laws entail. The film opens and ends with excerpts from last year's University match.

3. The film has a running time of 20 minutes and is issued on one spool.

(D.N.A.S. 519/56/8.)

UNCLASSIFIED.

924.—Instructional Films and Film Strips—Serial No. SA. 1141, "Duties of Helmsman", Parts 1 and 2—Distribution.

(*A.F.O.* 1534/1959.)

Copies of the Admiralty film strip, serial no. SA. 1141, "Duties of Helmsman", parts 1 and 2 are being obtained and the initial distribution will be made without demand by the S.N.S.O., Sydney on the following scale—

H.M.A. Establishments.	*No. of Copies.*
Flinders Naval Depot	1
R.A.N. Film Library, Sydney	1

2. Details of the strip are as follows—

Part 1—Conning and Steering	54 frames.
Part 2—Engine Orders	37 frames.

(D.N.A.S. 519/56/10.)

UNCLASSIFIED.

925.—Photography in H.M.A. Ships and Establishments.

Official photographs are those produced by photographer ratings with Service equipment and material in the ordinary course of their duty. The sale of such photographs to officers and men is forbidden.

2. Where, in the opinion of the Captain, an official photograph is of interest to the ship's company, private firms may be authorized by him, or another suitable officer to whom this authority has been delegated, to use the official negative to produce prints for sale.

3. No Service materials other than the negative are to be made available to private firms for the production of these prints but they may be authorized at the discretion of the Captain to use Service equipment.

(D.P.S. 164/2/2.)

UNCLASSIFIED.

926.—Seniority of Officers.

Ex Upper Yardmen, F.A.A. Officers of Supplementary List Granted Permanent Service Commissions or Extensions of Short Service Commissions.

The current instructions concerning the adjustment of seniority as Lieutenant of officers promoted via the Upper Yardman Scheme and Fleet Air Arm officers of the Supplementary List granted Permanent Service Commissions or extensions on the Supplementary List designed to ensure their promotion to the rank of Lieutenant-Commander by the age of 32 years, are not now considered to be in the interest of the service or to the professional advantage of the officers concerned.

2. It has therefore been decided that from the 19th August, 1959, no further adjustments of seniority will be allowed.

Promotion Zone—Lieutenant-Commander (ex Direct Promotion Scheme) for Promotion to Commander.

3. In order to adjust the career prospects of officers who have been promoted to the General List under the Direct Promotion Scheme and whose positions on the seniority lists have consequently been lowered, it has been decided that the zone for promotion to Commander on the General List shall be amended to include Lieutenant-Commander (Ex Direct Promotion) within the seniority zone nil to 8 years provided that a minimum age of 36 years has been reached.

4. Paragraph 23 (*d*) of Navy Order 863 of 1958 and A.C.N.B. message 144F of 19th August, 1959, are hereby cancelled.

(H.P.B. 351/230/8.)

(*Navy Order 863 of 1958.*)

UNCLASSIFIED.

927.—Training—General—Fire Fighting Training.

(*A.F.O.* 2064/1959.)

Attention is drawn to the importance of training ratings in fire fighting. This order sets out some ways in which the standard of fire fighting in the fleet may be improved.

2. Captains of H.M.A. ships can assist by including fire fighting training in ship training when in harbour and during refits. The wearing of breathing apparatus should be practised as part of the training, as it is important that ratings should have confidence in this equipment if called upon to use it in an emergency.

3. The possibility of carrying out practical fire fighting training in remote localities should be investigated. No special buildings, staff or materials are necessary: it is sufficient to find an open space where it is safe to start a good fire with wood and rags or similar materials and for instruction to be given by ships' staffs. The use of dirty lubricating oil for practice oil fires is not recommended: owing to its relatively high flash point (400°F. approximately) it is comparatively easy to extinguish, and therefore might give a false impression of the difficulties of extinguishing fires involving furnace fuel oil (flash point 150°F.) which are most likely to be encountered on board ship. Breathing apparatus should be worn when dealing with fires to accustom ratings to the gear.

4. Recruits should be given as much practice as possible in the following aspects of fire fighting—

(*a*) Rigging and handling hoses and nozzles.

(*b*) Wearing breathing apparatus.

(*c*) Extinguishing small carbonaceous and liquid fuel fires with appropriate ships' fire fighting equipment.

5. Captains of H.M.A. ships are reminded that facilities for shore training in fire fighting exist at Balmoral Naval Depot, Flinders Naval Depot, H.M.A.S. LEEUWIN and H.M.A.S. ALBATROSS.

(D.T.S.R. 311/4/18.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

928.—Carbon Pile Regulators—Type of Insulation for Wiring of.

(*A.F.O.* 1681/1959.)

Recent investigations in the R.N. of defective A.V.R.'s have revealed that, in some instances, unsuitable sleeving or insulated wire has inexpediently been used in renewing internal leads.

2. Owing to the high temperature at which carbon pile auto voltage regulators operate, it is important that all internal wiring should be insulated with varnished glass braided sleeving as used by the manufacturers.

3. Arrangements should be made by ships to defect any A.V.R. in which the insulation of the internal wiring is unsuitable.

4. The sleeving to be used for this service should be selected from the range A.P. 15266–15272 under class F, group 2A, part 2. However, standard commercial tems of local manufacture will be supplied.

(D.N.A.S. 519/53/15.)

UNCLASSIFIED.

929.—Naval Stores (Technical) F1C3—Telephone Head and Breastset, Mk. 23—A.P. 12591 Insulating Ring for Transmitter.

(*A.F.O.* 1894/1959.)

Reports from sea have indicated that earth faults have been occurring in the transmitter of the mk. 23, head and breastset A.P. 12591 due to the rotation of the microphone inset A.P. 9291. Under these conditions contact is possible between the outer terminal of the inset and the bracket securing screws.

2. In ships where such faults are experienced, ships' staff are to manufacture and fit insulating rings in accordance with Navy Order diagram issue 16/59 (D.E.E. A37326). This ring will cover the bracket screws and will locate the inset by housing the outer terminal in a slot.

(D.E.E. 518/55/18.)

UNCLASSIFIED.

930.—Armament Stores—Ammunition (including T.A.S. Stores)—Returns.

It has been decided to modify the existing ammunition returns required from ships and establishments. The new scheme, the details of which are set out below, whilst increasing the frequency of returns will, it is hoped, materially reduce the overall labour involved.

(*a*) *Type of return* .. Estimated annual expenditure.

When due .. .. Prepare as at 1st November; to reach Navy Office by 20th November.

By whom to be rendered H.M.A.S. ALBATROSS, Flinders Naval Depot, H.M.A.S. WATSON and H.M.A.S. PENGUIN.

Details required .. Estimate of expenditure by the establishment and by ships and aircraft associated with the establishment during the ensuring period 1st July to 30th June. Stocks held are to be ignored. Requirements for use by disembarked F.A.E. aircraft are to be excluded.

(*b*) *Type of return* .. Stocks held and expenditure.

When due .. .. At the end of the month as shown in the appendix to this order; to reach Navy Office by 20th of the following month.

By whom to be rendered All H.M.A. ships and commissioned establishments.

Details required .. Stocks held at the end of the month and quantity expended during the preceding six months. Stores landed " on deposit " are to be included in stocks held. Lot numbers (and quantity of each) of V.T. fuses are to be shown.

2. In each case, forms detailing the stores for which the returns are required will be distributed to the ships and establishments concerned within the month prior to the due date. Details may be entered in manuscript if desired.

3. Navy Orders 435 of 1957 and 25 of 1958 are hereby cancelled.

APPENDIX.

Details Required.	*Stock and Expenditure as at*	*Remarks.*
4.7-in. cartridges and shell, 4.5-in. cartridges and shell, 4-in. mk. 16* and 21 gun cartridges, Gun Fuses, Torpedo explosives, and Hispano and misc. A/C power cartridges	31st January and 31st July	
Tubes, tracers and primers, A/S projectiles and fuzes and Small arms ammunition (other than Hispano)	28th February and 31st August	
4-in. mk. 19 gun cartridges, Demolition Stores and A/C pyrotechnics	31st March and 30th September	
40/60 ammunition including blank, Minesweeping explosives, Cox gun stores, and Ship pyrotechnics	30th April and 31st October	
2-in. motor ammunition 2-in. rocket ammunition Depth charge stores and 3-in. A/C rocket ammunition	31st May and 30th November	
Sub calibre ammunition, 6-in. cartridges and shell, Hedgehog Torpedoes, practice heads and gyroscopes and A/C bombs	30th June and 31st December	

(D.O.U.W. 725/51/5.)

(*Navy Orders* 435 *of* 1957 *and* 25 *of* 1958.) Returned to ships concerned

UNCLASSIFIED.

931.—Gun Mountings—4.5-in. Mk. 6*, Mod. 1—Modified Training Cut-off Gear.

(*A.F.O.* 2072/1959.)

When mod. no. 4 to 4.5-in. mk. 6*, mod. 1 mtgs. is carried out the cut-off gear is fitted with a double cam and should commence to operate approximately 37° before final cut-off, and not 23° as quoted for the former cam.

2. Ships, authorities and overseers concerned with gunnery equipment trial Part I. of the above mtgs. should amend their stocks of schedule form A.S. 1136 (*q*), paragraph 6 (*a*), as follows—

Delete 23°.

Insert 37°.

3. Form A.S. 1136 (*q*) will be amended accordingly on reprint.

(D.O.U.W. 736/59/21.)

UNCLASSIFIED.

932.—A.A. Fire Control—Nature of Fire.

The natures of fire given in the appendix to this order are to be adopted where applicable.

2. In action, engagement times are short (rarely more than 20 seconds) and it is essential that the maximum number of effective rounds be fired during this short period, an effective round being taken as one that is correctly aimed and, where applicable, fused. In this context, the effect of mounting "throw-off" has to be considered against overall output.

3. The policy for the fitting of firing control units in battles is under review.

4. Appropriate Drill Books will be amended in due course.

5. Navy Order 200 of 1957 is hereby cancelled.

APPENDIX.

Fire Control System.	*V.T. or T.M.*	*Nature of Fire.*
F.P.S. 2	V.T.	Independent alternate.
	T.M.	Timed broadsides.
F.P.S. 3	V.T.	Timed alternate.
	T.M.	Timed alternate.
M.R.S. 8 (*see* Note 1)	V.T.	Timed alternate.
	T.M. (barrage) ..	Timed alternate.
M.R.S. 3	V.T.	Timed alternate.
	T.M.	Timed alternate.
C.R.B.F.D. and 4-in. mk. 19 ..	V.T.	Independent alternate.
	T.M. (barrage hand set)	Independent alternate.
F.K.C. and 4-in. mk. 19 ..	V.T.	Independent alternate.
	T.M.	Independent alternate.

Notes.—1. M.R.S. 8 systems should fire independent alternate for all forms of A.A. fire until firing sequence units are fitted.

2. Where applicable, the dead time/firing interval ratio should normally be set to 1.0.

(D.O.U.W. 3388/1/15.)

(*Navy Order* 200 *of* 1957.)

UNCLASSIFIED.

933.—Surface Fire Control—Nature of Fire.

(*A.F.O.* 1818/1959.)

The natures of fire given in the appendix to this order are to be adopted where applicable. They are based on experience gained in the Royal Navy and on trials carried out by H.M.S. EXCELLENT.

2. In order to obtain the maximum number of hits, range spreads, the ability to spot fall of shot and the effect of mounting "throw-off" have to be considered against overall output.

3. Policy for surface fire—

(*a*) In radar rate—As set out in the appendix.

(*b*) In clock rate—When using clock rate all systems should use broadside or rapid broadsides as required by the spotting instructions.

4. The policies are based on the fact that well tuned 275 and 903 radars can spot the splash of single rounds of H.E. to the maximum range of the gun; this is not necessarily true of practice shell as it depends on the sea state at the time. Ships therefore, when carrying out a surface firing practice using only one turret, should not do so outside the range at which single practice shell splashes can be observed.

5. Gun systems incorporating a C.R.B.F.D. and 262 radar, or an A.F.C.C. and 285 radar, are to use broadside or rapid broadsides at all times in surface fire.

6. Appropriate Drill Books will be amended in due course.

APPENDIX.

NATURE OF FIRE IN RADAR RATE.

Fire Control System.	*Nature of Fire.*
F.P.S. 2	Independant alternate.
F.P.S. 3	Timed alternate.
M.R.S. 3	Timed alternate.

Notes.—1. These natures of fire should also be used during "fire for effect" in nava gunfire support.

2. If only one gun is required for "ranging" in a N.G.S. firing and if the gun chosen is the right gun of a turret, it is then suggested that the F.C.U. be switched to independant. If this is done, the T.S. Officer must make sure that the F.C.U. is changed to timed alternate before the "fire for effect" is commenced.

(D.O.U.W. 1624/13/5.)

RESTRICTED.

934.—Asdic, Echo Sounding and Instructional Asdic Equipments—Replacement of Governor Resistor of Constant Speed Motor.

(*A.F.O.* 1373/1959.)

The governor resistor for the constant speed motor fitted in various asdic and echo sounding sets is individually selected during manufacture. The resistor chosen may vary between motors of the same pattern number, and it is therefore impracticable to quote a spare resistor for inclusion in the "E" list.

2. If the resistor becomes defective, it may be replaced by one of equivalent value or—where no direct equivalent exists—by one of the next lower resistance value selected from the standard range quoted in B.R. 810 Rate Book of Naval Stores. The rating of the resistor should be 5 watts or greater and its tolerance should be $\pm$ 5 per cent. Any slight change in value which may be necessary will not have any significant effect on the operation of the governor.

3. In order that details of the replacement resistor will be available, if required, the value of the resistor in each constant speed motor fitted is to be measured by ship's staff; this value and the pattern number of a suitable replacement—selected in accordance with paragraph 2 above—are to be marked in paint on the motor casing. Similar action should be taken when fitting a spare motor or spare unit containing a constant speed motor.

4. Constant speed motors affected by this order are fitted in the equipments listed below; the list is to be read as including the basic set and all variants normally denoted by a suffix letter—

(*a*) Range recorders of asdic types 129, 144, 145, 163, 164, 169, 170 and 174.

(*b*) Recorders of asdic types 128, 131, 134, 135, 149 and 162.

(*c*) Depth recorder of asdic type 147.

(*d*) Echo sounding set types 758, 761, 762, 763, 765 and 768.

(*e*) Recorders listed in sub-paragraphs (*a*), (*b*) and (*c*) above which are fitted as components of attack teachers A/S 345 and A/S. 941, type 147 shore trainer, first operator teacher A/S. 668 and range recorder teacher A/S. 669.

5. Admiralty has advised that the relevant handbooks will be amended in due course.

(D.N.A.S. 4518/11/517.)

UNCLASSIFIED.

935.—A/S Mortar Mk. 10—Loading Equipment—Hydraulic Control.

(*A.F.O.* 1374/1959.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted and gunnery equipment depots.
(*b*) *Type of equipment* ..	A/S mortar mk. 10 hydraulic loading equipment.
(*c*) *Part of equipment affected*	Gauges and gauge board. (Valve group plate.)
(*d*) *Purpose of modification* ..	Existing gauges pattern B8B/2005 I., 0–1,000-lbs./sq. in. are liable to fail due to surges in pressure exceeding 1,000-lbs./sq. in. New gauges pattern B8B/942–0548, 0–1,600-lbs./sq. in. together with adaptor pattern B8B/13578 are to be fitted in lieu, but until stocks are exhausted, gauges pattern B8B/5849, 0–1,500-lbs./sq. in. will be supplied for this service.
(*e*) *Nature of modification* ..	Gauges pattern B8B/2005 I., 0–1,000-lbs./sq. in. in 4-in. face and the spare gauge, all situated in the handling rooms, are to be replaced by either gauges pattern B8B/942–0548, 0–1,600-lbs./sq. in. in 6-in. face and adaptors pattern B8B/13578 or gauge pattern B8B/5849, 0–1,500-lbs./sq. in. 7-in. face. Existing gauge boards will require enlarging to accommodate the new gauges. Gauges pattern B8B/2005 I. are to be returned to the nearest (Superintending) Naval Store Officer.
(*f*) *By whom to be done* ..	Ship's staffs and authorities concerned.
(*g*) *When to be done*	At the earliest opportunity.
(*h*) *How to be treated* ..	As a defect.

Note.—This item is to be recorded as " modification 2 to loading equipment and associated ship fitting modifications ", under the revised numbering system to be promulgated shortly.

2. Admiralty has advised that B.R. 227, part 2 will be amended.

(D.O.U.W. 4428/33/87.)

UNCLASSIFIED.

936.—Accumulator—Lead Acid—24-volt Varley Type, Air Stores Ref. 5J/3336—Care in Handling.

A recent survey of unserviceable Varley type accumulators ref. 5J/3336 has revealed evidence of mishandling. All the accumulators examined were deficient in filter plugs, sealing rings and handles, and the cases were damaged beyond repair.

2. To ensure a longer useful life for these items, greater care is to be exercised to avoid damage to the outer case and fittings.

3. When acid is spilled on exposed metal parts it is to be washed off and the parts coated with protective grease PX7 (pattern E8/910—0487).

4. Navy Order 336 of 1959 is hereby cancelled.

(D.N.A.S. 603/55/127.)

(*Navy Order* 336 *of* 1959.)

UNCLASSIFIED.

937.—Alteration and Addition Item—Daring Class Destroyers.

The following alteration and addition item is approved for Daring Class Destroyers.

Class List Item No. 24. *Classification* " *A* ".

Item: To modify the emergency supply system in accordance with Navy Office drawing no. 652/15/32 R.2.

References: (*a*) Navy Office letter 01230 of 11th February, 1959.
(*b*) F.O.I.C.E.A. memorandum N16/3/9 of 24th July, 1959.

(D.C.C. 1215/251/7.)

UNCLASSIFIED.

938.—Naval Stores (General) (Class B, Group 2D)—Studbolts and Nuts High Tensile Steel, Studbolts Chrome Molydbenum and Nuts Carbon Molydbenum—Unified Thread—Introduction.

(*A.F.O.* 2496/1958.)

Further to Navy Order 624 of 1958, the unified thread studbolts and nuts detailed in the appendix are being added to the Rate Book of Naval Stores. These will eventually supersede similar items at present held with B.S.F. and whitworth threads.

2. The accounting classification is consumable.

APPENDIX.

Studbolts, high tensile steel, U.N.C. thread up to and including 1-in. diameter and 8 U.N.S. above 1-in. diameter. (For steam services up to and including 750° F.) (E.-in-C. specification 7FA2.)

APPENDIX—*continued.*

Joint Service Catalogue No.	*Diameter.*	*Length of thread each end.*	*Overall length including rounded end.*
	Inch.	*Inch.*	*Inch.*
943–6016	½	1	3½
–6017	⅝	1¼	3
–6018	⅝	1¼	3½
–6019	⅝	1¼	4
–6020	⅝	1¼	4½
–6021	⅝	1¼	5
–6022	¾	1½	3½
–6023	¾	1½	4
–6024	¾	1½	4½
–6025	¾	1½	5
–6026	¾	1½	5½
–6027	¾	1½	6
–6028	⅞	1¾	4
–6029	⅞	1¾	4½
–6030	⅞	1¾	5
–6031	⅞	1¾	5½
–6032	⅞	1¾	6
–6033	⅞	1¾	7
–6034	⅞	1¾	8
–6035	1	2	5
–6036	1	2	6
–6037	1	2	6½
–6038	1	2	7
–6039	1	2	8
–6040	1	2	9
–6041	1⅛	2¼	6
–6042	1⅛	2¼	7
–6043	1⅛	2¼	8½
–6044	1¼	2½	8½

Nuts code " P " steel E.N. 7, precision (normal series), U.N.C. thread up to and including 1-in. diameter. Above 1-in. diameter threaded 8 U.N.S. hexagonal (E.-in-C. specification 7FA2).

Joint Service Catalogue No.	*For bolts diameter.*
	Inch.
941–8807	¼
–8808	5/16
–8809	⅜
–8810	7/16
–8811	½
–8812	⅝
–8813	¾
–8814	⅞
–8815	1
–8816	1⅛
–8817	1¼

APPENDIX—*continued.*

Studbolts, chrome molybdenum (EN20A/EN20B), U.N.C. thread up to and including 1-in. diameter and 8 U.N.S. above 1-in. diameter. (For Steam services above 750° F. up to 900° F.) (E.-in-C. specification 4FA5).

Joint Service Catalogue No.	*Diameter.*	*Length of thread each end.*	*Overall length including ⅛-in. max. chamfer each end.*
	Inch.	*Inch.*	*Inch.*
943–6045	½	1	3½
–6046	⅝	1¼	4
–6047	⅝	1¼	4¼
–6048	⅝	1¼	4½
–6049	⅝	1¼	4¾
–6050	⅝	1¼	5
–6051	⅝	1¼	5¼
–6052	⅝	1¼	5½
–6053	⅝	1¼	5¾
–6054	⅝	1¼	6¼
–6055	¾	1½	5
–6056	¾	1½	5¼
–6057	⅞	1¾	5½
–6058	⅞	1¾	5¾
–6059	⅞	1¾	6
–6060	1	2	6¾
–6061	1⅛	2¼	7½
–6062	1⅛	2¼	8¼
–6063	1¼	2½	8¼

Nuts, carbon molybdenum, electro plated with copper (normal series), U.N.C. thread up to and including 1-in. diameter and 8 U.N.S. above 1-in. diameter, hexagonal (E.-in-C. specification 4FA5).

Joint Service Catalogue No.	*For bolts diameter.*
	Inch.
943–6064	7/16
–6065	½
–6066	⅝
–6067	¾
–6068	⅞
–6069	1
–6070	1⅛
–6071	1¼

(D.N.A.S. 4505/23/119.)

(*Navy Order* 624 *of* 1958.)

505/64

UNCLASSIFIED.

939.—Naval Stores (General) (Class E, Group 8)—Steering Gear Telemotor and Flight Deck Hydraulic Systems—Glycerine for Arctic or Cold Weather Conditions.

(*A.F.O.* 1270/1959.)

Experience has shown that it is unnecessary for ships, when operating in Artic or cold weather conditions, to carry additional quantities of glycerine as laid down in the appendixes to the relevant Establishments of Sea Stores, for the following equipment systems—

(*a*) Steering gear telemotor system.

(*b*) Arrester gear.

(*c*) Wireless and DF masts.

(*d*) Bomb and rocket lift machinery.

2. Only sufficient emergency stocks of glycerine for one complete recharge of the steering gear telemotor system with 50/50 glycerine and water, and half a complete recharge of the remaining systems in paragraph 1 need be carried.

3. The above decision does not affect the requirements for gunnery purposes, which are as shown below for each mounting carried—

Gun mounting.	*For cold weather conditions.*	*For normal operation.*
4.5-in. mtgs. mks. 2, 3 and 4 series	½ gal.	1½ galls.
4.5-in. mtgs. mk. 5 series	¼ gal.	½ gal.
S.T.A.A.G. mtgs.	24 galls.	—
40-mm. mtgs. mks. 5 and 6 series	12 galls.	30 galls. (mk. 6 only)

4. Stocks held are to be adjusted accordingly and any excess quantities are to be landed.

(D.N.A.S. 512/87/19.)

UNCLASSIFIED.

940.—Naval Stores (General) (Class F, Group 1C, Part 3)—Portable Loud Hailers—Increased Allowances.

The allowances of F1C3/N.P. loud hailer, portable battery operated (Pye) to the undermentioned H.M.A. ships in commission has been reviewed and are now as follows—

Ship.	*Allowance.*
Carriers	5 no.
Destroyers (all classes)	3 no.
Frigates (all classes)	3 no.

2. Supply will be effected on demand by the appropriate (S) N.S.O.

3. Appendix A of Navy Order 651 of 1958 is to be amended accordingly. Spares allowances shown in appendix B are unaffected.

(D.N.A.S. 518/55/12.)

(*Navy Order* 651 *of* 1958.)

UNCLASSIFIED.

941.—Naval Stores (General) (Class F, Group 5)—Pattern 162063 Film, 35-mm. x 200-ft. Fine Grain, Panchromatic for Cameflex Cameras for Director Aim Recording Installations—Introduction and Allowances.

(*A.F.O.* 1754/1959.)

The film described below has been introduced into naval service for use with pattern F5/8927 magazine, allowed for Cameflex camera outfits supplied for director aim recording installations. The film, which is for use for long range photography, is being added to the Rate Book and Authorized List of Naval Stores under class F, group 5 as follows—

Pattern.	*Description.*	*Accounting Classification.*
162063	Film 35-mm. x 200-ft. fine grain panchromatic, F.P. 3 wound emulsion out, for cameras, pattern F5/8840 and F5/8991	C.

2. First outfit quantities of this film are as follows—

	No.
Flag Ship	12
H.M.A.S. KUTTABUL	12
R.A.N.A.S. Nowra	6
F.N.D.	6

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 519/55/14.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

942.—Form A.S. 1246Y—Trade Certificate—Dental Staff—Introduction.

Form A.S. 1246Y—Trade Certificate—Dental Staff has been introduced and is available on demand from the Superintending Naval and Air Store Officer, Sydney.

2. Initially a copy of form A.S. 1246Y is to be enclosed in the Certificate of Service of all members of the Dental Branch. For this purpose the form is to be demanded on the basis of one copy for each Dental rating borne plus 25 per cent. of that number for spares. Thereafter the form will be enclosed in the Certificates of Service of all new entry Dental ratings at Flinders Naval Depot.

3. Preparation of the new form is to be in accordance with Q.R. & A.I. appendix 10, part 2. Navy Order 1120 of 1958 is also relevant.

(H.P.B. 464/54/26.)

(*Navy Order* 1120 *of* 1958.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

FOR OFFICIAL USE ONLY. **C.N.O. 943/59.**

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
4th November, 1959.

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

By direction of the Naval Board.

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

9158/59.

UNCLASSIFIED.

R.A.N. Relief Trust Fund—Financial Statement for 1958-59.

The Statement of Accounts of the R.A.N. Relief Trust Fund for the period 1st July, 1958 to 30th June, 1959, and the balance-sheet as at 30th June, 1959, are promulgated as an appendix to this order.

Remarks on Balance-sheet.

2. The balance-sheet shows an increase in the assets of the Fund as under—

	As at 30th June, 1958.	*As at 30th June, 1959.*
	£	£
Invested capital	3,067	3,067
Working capital, some of which bears Savings Bank interest	34,606	35,202
Money out on loan	109,777	117,942
	147,450	156,217

3. The increase in total assets is due mainly to the annual contribution of £10,000 by the Central Canteens Fund, and donations amounting to £180 11s. 1d.

4. The assets include three years contributions drawn in advance from the Central Canteens Fund, for the purpose of making money available for housing and furniture loans, and reducing the waiting list period.

Development of Loan Business.

5. Since the Fund was established on 1st July, 1947, with a capital of £60,000, the increase in available funds has made possible a development in loan business as shown hereunder—

Year.	*Money Advanced on Loan.*	*Amount Out on Loan at End of Year.*
	£	£
1947–48	4,720 ..	3,201
1948–49	11,199 ..	5,175
1949–50	15,149 ..	5,842
1950–51	14,718 ..	6,069
1951–52	20,066 ..	7,140
1952–53	27,372 ..	9,281
1953–54	48,364 ..	22,223
1954–55	109,418 ..	64,808
1955–56	121,986 ..	86,287
1956–57	137,324 ..	96,618
1957–58	155,127 ..	109,777
1958–59	141,122 ..	177,941

Reasons for Loans.

6. The reasons for which loans have been made during the last two years are indicated broadly hereunder—

Nature.	*Loans made.* 1957–58.	1958–59.	*Percentage of cases.* 1957–58.	1958–59.
Hospital and medical expenses..	442	299	16	16
Housing	522	374	19	20
Furniture	430	366	15	19
Travelling and removals ..	334	162	12	9
Arrears in household bills ..	840	534	30	28
Other reasons	217	143	8	8
	2,785	1,878	100	100

The amounts expended during the same period are as under—

	1957–58.	1958–59.
	£	£
Housing loans	74,696 ..	69,024
Furniture loans	31,035 ..	40,287
Other loans	49,396 ..	31,811
	155,127 ..	141,122

It will be seen that for the year under review the expenditure was for—

	£
Housing and furniture	109,311
Other loans	31,811
	141,122

7. The expenditure on housing and furniture was approximately £3,000 in excess of the amount similarly expended the previous year, and represents approximately 78 per cent. of the total expenditure. This indicates that the amount expended on other loans is being reduced and that the bulk of the money goes to personnel who are establishing their homes and providing equivalent contributions from their own savings.

Repayment of Loans.

8. Repayment of loans is required within the following maximum periods—

Housing loans	3 years.
Furniture combined with housing loans ..	3 years.
Other furniture loans	18 months.
Other loans	12 months.

9. It is emphasized however, that loans should be repaid as quickly as possible, so as to be available for loan to others and assist in keeping down the waiting list period. Recipients of long term loans are therefore expected to allot as much as they reasonably can and should not assume automatically that they have the maximum period in which to repay.

Housing Loans.

10. The Trustees have decided that with the funds available the normal maximum of £300 for a housing loan cannot be increased. They are, however, prepared to consider applications for additional loans up to a further £300, in special cases, subject to repayment within three years, and equivalent contribution by the applicant.

11. As there appears to have been some misunderstanding on the point, the Trustees wish to make it clear that expenditure on housing or furniture can be reckoned as part contribution towards a loan of either description.

12. The waiting list period for a housing loan is at present approximately three months. In practice it is found that in many cases the money is thus available before it is required and payment has to be deferred.

Furniture Loans.

13. The Trustees have considered the possibility of extending the maximum of £150 for furniture loans but have found that with the funds available this is not possible. A further loan is, however, permissible as soon as the previous maximum loan has been repaid in full.

14. It has been the policy not to approve of loans for the purpose of paying off balances of existing hire purchase commitments. The Trustees are now prepared to consider such applications where special circumstances are shown to exist.

Naval Health Benefits Society.

15. Loans are available to assist members in meeting initial medical expenses; but it is expected that any refund paid by the Naval Health Benefits Society or other Society to which the number may belong, will normally be applied at once towards repayment of the loan. Members of the Naval Health Benefits Society on receipt of a loan are required to sign a form for the purpose of authorizing any repayment being made direct to the Fund.

Grants.

16. During the year grants have been made as under—

	£ s. d.	£ s. d.
To widows and dependants or personnel who have died while serving	788 8 0	
To ex-naval men or their dependants who were ineligible for assistance from the Services Canteens Trust Fund, not having served between 3rd July, 1939 and 30th June, 1947	139 7 7	
To the estates of deceased personnel of balance owing on death	180 10 0	
		1,108 5 7

Donations.

17. The following donations have been received during the year—

	£ s. d.
H.M.A.S. KOOKABURRA on paying off	41 6 11
Royal Aero Society (Air Display)	50 0 0
Messrs. W. G. Crosslie & Co.	5 0 0
Miscellaneous	84 4 2
	180 11 1

The thanks of the Trustees have been conveyed to the donors.

18. On the 1st July, 1959, there were 1,372 persons on the Fund's books.

19. This order will be reprinted for posting on Notice Boards.

APPENDIX.

ROYAL AUSTRALIAN NAVY RELIEF TRUST FUND.

(A) STATEMENT OF INCOME AND EXPENDITURE FOR YEAR ENDED 30TH JUNE, 1959.

1957–58.	Expenditure.	£ s. d.	1958–59. £ s. d.	1957–58.	Income.	1958–59. £ s. d.
£				£		
748	*Administrative Expenses*—			588	*Interest on Investments and Bank Balances* ..	595 3 7
	Salaries and Travelling Expenses	739 5 7		10,000	*R.A.N. Central Canteens Fund Contributions*	10,000 0 0
	Postage, &c.	3 6 0		2,447	*Donations*	180 11 1
	Miscellaneous	7 7 0				
415	*Grants*		749 18 7			
702	*Bad Debts*	432 15 9	1,108 5 7			
	Less—					
	Bad debt revived ..	282 0 0	150 15 9			
67	*Loss on sale of investments* ..		..			
11,103	*Excess of Income over Expenditure* ..		8,766 14 9			
13,035			10,775 14 8	13,035		10,775 14 8

APPENDIX—*continued.*

(B) BALANCE-SHEET AS AT 30TH JUNE, 1959.

1957-58.	Liabilities.	1958-59.	1957-58.	Assets.		1958-59.
£		£ s. d.	£			£ s. d.
114,117	*Accumulated Funds*—		34,606	*Cash in hand*—Bank and Agencies—		
	Balance at 1st July, 1958	114,117 9 3		Advances		35,208 2 1
	Add—		3,067	*Investments*		3,067 15 4
	Excess of Income over Expenditure ..	8,766 14 9		*Loans Outstanding*—	£ s. d.	
	Balance at 30th June, 1959	122,884 4 0		Balance outstanding at 1st July, 1958 ..	109,777 1 11	
33,333	R.A.N. Central Canteens Fund contributions received in advance	33,333 6 8		*Add*—New loans 1st July, 1958 to 30th June, 1959	141,122 18 7	
					250,900 0 6	
				Less—Repayments 1st July, 1958 to 30th June, 1959	132,627 1 6	
				Loans converted to grants	180 10 0	
				Bads Debts.. ..	150 15 9	
					132,958 7 3	
			109,777	Balance at 30th June, 1959		117,941 13 3
147,450		156,217 10 8	147,450			156,217 10 8

The above statements have been examined and are in agreement with the books. In my opinion they exhibit a true and fair view of the affairs of the Trustees of the Royal Australian Navy Relief Trust Fund, as at 30th June, 1959

(Sgd.) H. C. NEWMAN,
Auditor-General for the Commonwealth.
23rd September, 1959.

(Sgd.) W. H. Harrington, Rear-Admiral } Trustees R.A.N. Relief Trust
(Sgd.) E. H. Leitch, Captain } Fund.
(Sgd.) Ian Purvis, Captain
(Sgd.) C. A. Parker, Captain (Ret'd.), Secretary.

DPS

(H.P.B. 212/54/3.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

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C.N.O.'s 944-951/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
5th November, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

RESTRICTED.

9159/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

944.—Abbreviations—General and Medical.

The abbreviations listed in the appendix to this order are authorized for use as appropriate in communications.

2. Unauthorized abbreviations are not to be used.

3. Navy Order 1066 of 1958 is hereby cancelled.

APPENDIX.

General Abbreviations.

(Extracted from British Supplement to A.C.P. 175 and Available for Use within Commonwealth Navies.)

PSB	..	Please send boat (for.....).
WSB	..	Will send boat now (or at.....).
ICU	..	Can I come and see you now (or at.....).
RPC	..	Request the pleasure of your company. Occasion, Date, Time, Dress and other details to be added as applicable.
WMP	..	With much pleasure. In replying to Flag Officers and Captains only, the details signalled in the invitation are to be repeated in the reply.
MRU	..	Much regret I am unable to accept your kind invitation (or to comply with your request).
VMT	..	Very many thanks.
RGA	..	Request ground allocation (for sport event, date and time as indicated).
RAG	..	Requested allocation granted.
GNA	..	Regret ground not available.
OSC	..	Open and signal contents of telegram (for.....).
RSC	..	Request despatch or disposal particulars of Service Certificate urgently required for.....
RPD	..	Request despatch or disposal particulars of pay documents for..... In the case of officers the relevant appointment list should be quoted where applicable.
RSP	..	Request despatch or disposal particulars of Service Certificates and pay documents urgently required for.....
UCM	..	Can you come and see me now (or at.....).
		General Abbreviations. (For use within R.A.N. only.)
COMCOR	..	Ratings whose names appear below have completed course and are available for draft from the date given.
		Medical Abbreviations. (For use within R.A.N. only.)
FAMD	..	Forward by air mail or advise disposal M.H.D.'s of.....
HUMD	..	Are you holding M.H.D.'s for..... (Where information only is required.)

APPENDIX—*continued.*

*MDAM	..	M.H.D.'s forwarded by air mail.
*MDBF	..	M.H.D.'s being forwarded. (Where it is wished to reply that M.H.D.'s will be forwarded but are not immediately available.)
*MDFOD	..	M.H.D.'s forwarded as requested by ordinary mail. M.H.D.'s held.
NILMD	..	No record of M.H.D.'s in this ship or establishment.
RMD	..	Request despatch or disposal particulars of medical history documents urgently required for.....
RADEN	..	Request dental appointment.
RAHOS	..	Request admission to hospital.
RICON	..	Request condition.
RIDUR	..	Request estimated duration of illness.
RAPSY	..	Request appointment with psychiatrist.
RAXRAY	..	Request X-ray examination.
RAOPT	..	Request appointment with ophthalmologist. (Stating when for refraction.)
PATHOL	..	Request pathological examination. (Stating nature of examination.)
RASUR	..	Request appointment with surgical specialist.
RAMED	..	Request appointment with medical specialist.
RAENT	..	Request appointment with ear, nose and throat specialist.
RADER	..	Request appointment with dermatologist.
RAGUS	..	Request appointment with genito urinary specialist.
APPAR	..	Appointment arranged for.....
SURIC	..	Surgical cot case.
SURIN	..	Surgical non-cot case.
FECIC	..	Infectious cot case.
FECIN	..	Infectious non-cot case.
MEDIC	..	Medical cot case.
MEDIN	..	Medical non-cot case.
COTIC	..	Venereal cot case.
COTIN	..	Venereal non-cot case.
CCBR	..	Case can be received.
RMDAL	..	Request forward all medical history documents including old system and attending list entries.
RFAME	..	Request forward report of annual medical examination of.....

* These replies are not to be made as a matter of routine but only when acknowledgment is considered necessary.

(D.S.D. 77/201/3.)

(*Navy Order* 1066 *of* 1958.)

RESTRICTED.

945.—Communications—Tape Relay Procedures.

The following information on change of tape relay procedure is promulgated to enable advance instruction to be given to communication operators.

2. " Routeing Line Segregation " will become effective from 010001Z, February, 1960 and will supersede, " Predetermined Routeing " at present in use. It will standardize the combined British Commonwealth and N.A.T.O. tape relay procedure.

3. On introduction of the new procedure the following modifications to the message format laid down in A.C.P. 127 (B), section IV, are expected to become effective—

(*a*) Format line 10 will be cancelled except that the group count will continue in use for encrypted messages. (A.C.P. 127 (B), article 111 (2) (*b*) 3 is to be followed in respect of SVC messages.)

(*b*) Confirmation message format line 14 will be discontinued.

(*c*) The month of filing will no longer be inserted in format line 15.

4. B.R. 1978 will be replaced by the Commonwealth Naval Supplement to A.C.P. 117.

5. Further instructions including the revision of A.C.P. 127 (B) will be promulgated before " Routeing Line Segregation " is introduced.

6. Navy Order 726 of 1959 is hereby cancelled.

(D.S.D. 16/207/7.)

(*Navy Order* 726 *of* 1959.)

UNCLASSIFIED. Cancelled vide CNO 679/61

946.—Helicopter Winching Rescue Instructions.

(*A.F.O.* 2223/1959.)

In the rescue of unconscious or helpless aircrew from the water, the most important thing is to ensure that the survivor has the best chance of breathing as soon as possible, apart from such occasional hazards as fire or sharks, in which case bodily safety obviously comes first.

2. In most cases this can be done by hoisting the survivor out of the water. However, if for any reasons this is not possible, the following procedure should be adopted—

(*a*) The life jacket should be inflated. This will automatically float the subject face upwards unless he is wearing an immersion suit, when a little additional assistance may be necessary to right the subject.

(*b*) The oxygen mask should be removed. If this is not done, the survivor will probably inhale water, as the oxygen hose will be below the surface.

(*c*) Remove the parachute harness. If attempts are made to hoist a survivor with a deployed parachute, the very severe drag may cause serious injuries.

(*d*) Release dinghy if not required.

3. Helicopter aircrew should carry knives as the leg loops on a wet harness tend to stick and it may be necessary to cut parachutes free.

(D.A.W.O.T. 1623/1/2.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

947.—Accommodation for Civilians in Service Messes.

In future, civilians will be accommodated in service messes as set out below—

Clerical and Professional Officers, Inspecting Officers, Assistant Inspecting Officers (central storekeeping), Technical Officers and those of equivalent status	Wardroom Mess.
Foremen and those of equivalent status ..	Chief Petty Officers' Mess.
Storehouse and Skilled Tradesmen and those of equivalent status	Petty Officers' Mess.
Semi-skilled and unskilled personnel	General Mess.

2. This order will be incorporated in Regulations and Instructions for the R.A.N.

(D.C.P. 1461/1/1.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

948.—Machinery—150-kW. Diesel Generators—Collapse of Air Inlet Trunking.

(*A.F.O.* 787/1959.)

Reports have been received from ships of the R.N., of instances of collapse of the air inlet trunking on the 150-kW. diesel generators. It is considered that this is caused by inadvertent closing of the gastight flaps which, if the engine is running, causes a partial vacuum in the inlet trunking.

2. If this occurs an item should be inserted in the Ships' Defect List to undertake the following work, with dockyard assistance, to prevent this occurring and to facilitate efficient cleaning of the filter/silencer—

(*a*) Gastight flaps on the filter housings to be arranged so that the flaps are hinged to open downwards.

(*b*) Both flaps on each intake filter/silencer to be marked as (M) type openings and a notice calling attention to the need to open flaps before attempting to start the engine, to be placed by each diesel generator starting valve.

(*c*) The securing arrangements of the portable W.T. cover plate is to incorporate a number of butterfly securing nuts, to facilitate easy removal of the filter/silencer for cleaning.

(D.M.E. 3764/11/512.)

UNCLASSIFIED.

949.—Firing of Nose Fuses through Rubber Muzzle Covers.

Navy Order 735 of 1959 is to be amended as follows—

Paragraph 3 and reference at end of order,

Amend: Navy Order 737 of 1959.

To read: Navy Order 736 of 1959.

(D.O.U.W. 726/70/6.)

(*Navy Orders* 735, 736 *and* 737 *of* 1959.)

UNCLASSIFIED.

950.—Naval Stores (General) (Class E, Group 9)—Oil OM70—Introduction for Refrigerating Machinery.

(*A.F.O.* 772/1957.)

To assist in improving the serviceability of existing refrigerating machinery and to meet the requirement in new designs for a higher viscosity oil than OM36 at present in use, it has been decided to introduce oil OM70 into the Rate Book and Authorized List of Naval Stores under class E, group 9, as follows—

Joint Services Catalogue No. (*J.S. class prefix* 9150).	*Description.*	*Specification.*
424988	Oil, OM70 in 1-pint tins ..	DEF 2006.
424990	Oil, OM70 in 2-pint tins ..	DEF 2006.

The joint service prefix (i.e. 9150) need not be recorded on demands, accounting vouchers or in Naval Store Ledgers.

2. In future this oil is to be used for the lubrication of all refrigerating machinery except plants operating on carbon dioxide or ammonia which are to continue to use oil OM36.

3. The oil OM70 is of high quality and very low water content to assist in eliminating troubles experienced in the past from moisture in the refrigerating circuit, and will be supplied in one and two pint containers of the food can type.

4. Attention should be paid to the warning notice on the cans and to ensure that the quality of the oil is unimpaired after opening the can the following procedure for its use is to be strictly observed—

(*a*) Only those cans which show no sign of oil seepage are to be used.

(*b*) The can should be opened by piercing two holes in the lid with a clean instrument.

(*c*) When a funnel is used for pouring the oil into the machine it is to be scrupulously clean and dry.

(*d*) The remaining oil in the can is to be discarded unless it is required for use within one hour as it will rapidly absorb an unacceptable amount of water from the atmosphere.

5. The quantities required by the various classes of ships are shown in the appendix to this order. The first charge should be used when compressors are drained of existing oil OM36. Captains of ships in commission concerned should lodge demands with the appropriate (S) Naval Store Officer. Supply to ships under construction should be arranged by storing yards in the normal manner.

APPENDIX.

Ship or Class.	*Spare carried on board. Gals.*	*First charge. Gals.*
Light Fleet Carriers	24	17
Destroyers—		
" Daring " Class	15	10
" Battle " Class	5	3
" Tribal " Class		
Frigates—		
Type 12	14	9
Type 15	6	4
River Class	3	2
H.M.A.S. WARREGO	3	2
H.M.A.S. SWAN		
Ocean Minesweepers	1	1
Tugs—		
H.M.A.S. SPRIGHTLY	1	1
DT'S 931, 932, 933 and WATTLE	1	1
Boom Working Vessels	1	1

(D.N.A.S. 512/91/5.)

UNCLASSIFIED.

951.—Use of Cigarette Lighters on H.M.A. Ships.

It has been decided to vary the instructions governing the use of cigarette lighters in aircraft carriers by permitting the carriage of lighters of the fully shielded type, in certain areas.

2. By fully shielded, in this context, is meant a lighter mechanism which cannot be operated by accidental contact, i.e., by dropping.

3. Fuel for lighters will be made available from the ships' company canteens and wardrooms. No other stowage or source of supply will be permitted.

4. This order will be incorporated in Regulations and Instructions for the R.A.N.

(H.N.B. 1211/4/4.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Registrar Mr

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C.N.O.'s 952-965/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
11th November, 1959.

The enclosed 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.

RESTRICTED.

9450/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

952.—Overseeing and Inspection Authorities—Integration.

The instructions contained in Navy Order 711 of 1959, will not be brought into force insofar as Sydney is concerned until a date to be promulgated by Navy Order.

(D.C.C. 2/4/2.)

(*Navy Order* 711 *of* 1959.)

UNCLASSIFIED.

953.—R.A.N. Central Canteen and Relief Fund—Constitution of Committees.

The following are the representatives of the R.A.N. Central Canteen Committee and the R.A.N. Relief Fund Committee.

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

Navy Office.

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

H.M.A. Fleet.

One representative of F.O.C.A.F. and four representatives from H.M.A. ships, preferably two from H.M.A. carriers and cruisers, one from H.M.A. destroyers and one from H.M.A. frigates.

East Australia Area.

One representative of F.O.I.C.E.A.
One representative from naval establishments in the Sydney Area and one from H.M.A.S. ALBATROSS.

Flinders Naval Depot.

One representative of C.S.T.F.N.D.
One representative from H.M.A.S. CERBERUS.

Secretary.

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

2. The representatives of F.O.C.A.F., F.O.I.C.E.A. and C.S.T.F.N.D. may be officers, but representatives from H.M.A. ships and establishments are to be selected from Chief Petty Officers, Petty Officers and ratings of any Branch.

3. The Director of Personal Services, Director-General of Supply and Secretariat Branch and the Secretary shall be non-voting members.

4. The Committee will make recommendations on policy in the expenditure of R.A.N. Central Canteen Funds and, generally, regarding the interests and welfare of naval personnel in canteen matters.

R.A.N. RELIEF FUND COMMITTEE.

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

6. The R.A.N. Relief Fund Committee will make recommendations on matters of policy in the use of the Fund within the terms of the Services Trust Fund Act, 1947, which established the Fund.

7. It should be understood clearly that neither individual claims for assistance, nor criticism or comment on applications on which decision has been taken, can be discussed by the R.A.N. Relief Fund Committee. All applications for assistance from the R.A.N. Relief Fund are treated as strictly confidential by the Agents and Trustees, and no information whatever on these matters will be given to the Committee. Those deciding to take advantage of the benefits available from the Fund may do so in complete confidence that their trust will always be safeguarded.

8. The Committees will meet twice yearly on dates to be arranged.

9. Proposals for inclusion in the agenda of the meetings should be forwarded by administrative authorities to The Secretary, ~~R.A.N. Central Canteen Fund and The Secretary~~, R.A.N. Relief Fund, Victoria Barracks, Melbourne, ~~half-yearly, to arrive not later than 31st March and 31st August in each year~~. by 30 Nov for the January meeting & 30 May for August meeting

(D.P.S. 8/52/15.)

Dec 11/1960

UNCLASSIFIED.

954.—R.A.N. Central Canteens Committee.

With reference to Navy Order 953 of 1959, a meeting of the R.A.N. Central Canteens Committee was held at Naval Headquarters, Sydney, on Wednesday, 9th September, 1959.

The following were present—

Commander N. H. S. White
Director of Personal Services—Chairman.

Commander D. H. Stevens
Representating F.O.C.A.F.

Lieutenant-Commander A. R. W. Dent
Representing C.S.T.F.N.D.

Lieutenant-Commander R. W. Clark-Smith
Representing F.O.I.C.E.A.

Petty Officer Writer Simpson
Representing H.M.A.S. MELBOURNE.

E.R.A. H. G. Hoskins
Representing H.M.A.S. VOYAGER.

Chief Petty Officer C. A. French
Representing Sydney Establishments.

Chief Petty Officer J. L. Hunt
Representing Flinders Naval Depot.

Commander A. L. Freer
Secretary.

D.P.S. in the chair opened the meeting at 1030.

Minutes.

2. The minutes of the last meeting were confirmed. The meeting was informed of the Canteens Board's decision regarding the Committee's recommendations.

Financial Statement.

3. The Committee received a financial statement showing the financial position at 9th September, 1959 to be—

	£	£
Bonds (at cost)		2,130
Cash at bank	16,740	
Less amount committed for provision of married quarters—		
Royal Navy House	8,000	
Effective cash balance	8,740	

4. It was estimated that after meeting normal grants during the next twelve months and lodging an amount of £20,000 with the Australian Services Canteens Organization, there would be approximately £3,740 available for long term projects up to September, 1960.

Meetings of Committee.

5. It was recommended that future meetings of the Committee be held late in January and in August each year, and that items for the agenda be in the hands of the Secretary by 30th November for the January meeting and 30th May for the August meeting.

Navy News.

6. The Chairman reported that Tasman Empire Press had handed "Navy News" to the Editorial Committee which functioned under the Chief Staff Officer, Sydney, and explained in detail the arrangements made for the continued publication of the paper. The Editorial Committee was anxious to receive news items, stories, cartoons, &c., and asks that all members of the Service be urged to forward material for publication.

H.M.A.S. HARMAN Cinema.

7. It was reported that the cinema equipment at H.M.A.S. HARMAN was now out of date and reaching a stage where economical repair was no longer possible.

8. In view of the small range of 16-mm. film available it was considered that new 35-mm. equipment should be installed and it was recommended that the Welfare Committee H.M.A.S. HARMAN be given an interest free loan of £3,000 repayable over a maximum period of twelve years.

Royal Naval House—Married Quarters.

9. It was not known whether the council of Royal Naval House was prepared to provide a separate entrance to the married quarters now being constructed, but it was recommended that if a separate entrance was a practicable proposition, a grant of up to £4,000 be made from the Central Canteens Fund for the purpose.

H.M.A.S. ALBATROSS—Gun Club.

10. It was recommended that a grant of £50 be made for the provision of two shot guns for the H.M.A.S. ALBATROSS Gun Club.

H.M.A.S. ALBATROSS—Boat Club.

11. The request for £50 to purchase rowing shell and oars was not recommended.

12. This order will be reprinted for posting on Notice Boards.

(D.P.S. 8/52/15.)

(*Navy Order* 953 *of* 1959.)

Section 2.

PERSONNEL.

UNCLASSIFIED. Cancelled C N O 526/62

955. Women's Royal Australian Naval Service—Made-to-Measure Uniforms for Officers—Melbourne and Sydney—1959-60.

Made-to-measure uniforms for officers of the Women's Royal Australian Naval Service may be obtained from the Commonwealth Government Clothing Factory, Miles Street, South Melbourne, and Evers & Cohen Pty. Ltd., 16 Wentworth Avenue, Sydney.

2. Details of the Commonwealth Government Clothing Factory prices and the 1959-60 contract at Sydney are listed in the appendix. The price of greatcoats included in appendix D of Navy Order 817 of 1959 is to be amended accordingly.

3. Navy Order 727 of 1958 is hereby cancelled.

APPENDIX.

—	Superfine Cloth.		Cloth for Officers Uniforms.		Lightweight Serge.		Greatcoat with plain Shoulder Straps.	Shoulder Straps per pair.
	Jacket.	Skirt.	Jacket.	Skirt.	Jacket.	Skirt.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Commonwealth Government Clothing Factory All Ranks	16 5 0	5 0 6	13 9 6	3 13 0	11 19 0	2 18 0	13 11 6	0 13 6
(Braiding 17s. 6d. extra for all ranks—prices quoted nett and f.o.r./f.o.b. Melbourne)								
Evers & Cohen Pty. Ltd., 16 Wentworth Avenue, Sydney— All Ranks	15 3 6	7 7 5	—	—	—	—	13 4 3 including shoulder straps	—

(D.V. 917/80/7.)

(*Navy Orders* 727 *of* 1958 *and* 817 *of* 1959.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

956.—Gun Mountings, 4.5-in. mks. 6 and 6* mtgs.—Mod. No. 80 (Revolving Structure) and Mod. No. 28 (Fixed Structure). 4.5-in. mk. 6* Mod. 1 mtgs.—Mod. No. 24 (Revolving Structure) and Mod. No. 1 (Fixed Structure). Reports—Modifications to Shell and Cartridge Hoists to Prevent " Double Stroking ".

(*A.F.O.* 425/1959.)

(*a*) *Ships, establishments and authorities concerned.* Battle and Daring class destroyers. Type 12 frigates, gunnery schools and authorities in charge of spare mountings.

(*b*) *Type and mark of equipment.* 4.5-in. mks. 6, 6* and 6* mod. 1 mtgs.

(*c*) *Part of equipment affected.* Shell and cartridge hoists on revolving and fixed structures.

(*d*) *Purpose of modification* .. To prevent hoists " double stroking " due to contaminated oil causing valves to seize and stick

(*e*) *Nature of modification* ..
(i) To fit a filter in the main pressure supply line to the pilot valve.
(ii) To fit a filter in the supply line to the starting valve.
(iii) To modify the pilot valve body, including spare valves, to take a steel sleeve and new pilot valve piston.

(*f*) *Drawing nos.* .. .. *Modifications (i) and (ii)*—

Revolving structure hoists.
N42492—Mks. 6 and 6* mtgs.
N42493—Mks. 6, 6* and 6* mod. 1 mtgs.
N51143—Mk. 6* mod. 1 mtgs.
N55396—Items 1, 2, 5–12 inclusive, all equipments.

Fixed structure hoists.
N38908—Battles
N38906—Battles
N38907—Battles
N38924—Darings
N38925—Darings
N38926—Darings
N46115—Darings
N38920—Darings
N44845—Type 12 frigates
N55396—Items 1, 2, 5–12 inclusive, all equipments.

Modification (iii)—

Revolving structure.
Part 2 N36479 revised
mks. 6, 6* and 6* mod. 1 mtgs.

Fixed structure hoists.
Part drg. N42708 revised—
Battles and Darings
Part drg. N46711—
type 12 frigates.

(*g*) *By whom to be done* .. Dockyards.

(*h*) *When to be done* .. .. At first available opportunity.

(*i*) *Notes* .. .. ..
(i) Drawings will be issued to all authorities (except ships) without demand.
(ii) Sets of modification parts for items (i) and (ii) will be available from G.E.S.O., Sydney.
(iii) Modification (iii) valves to be modified by dockyard.
(iv) Authorities to report on completion.

(D.O.U.W. 4429/23/404.)

UNCLASSIFIED.

957.—Gun Mountings, 4.5-in. R.P. 41 mks. 6 and 6*—Water-tight Doors in Gunhouse Floor. To be Recorded as Mod. A.N. 97.

(*a*) *Ships, establishments and authorities concerned* Ships and establishments so fitted. Gunnery equipment depots.

(*b*) *Type and mark of equipment* 4.5-in. Mks. 6 and 6*.

(*c*) *Part of equipment affected* .. Axis pins for water-tight doors.

(*d*) *Purpose of modification* .. To provide lubrication.

(*e*) *Nature of modification* .. To drill and tap the axis pins to take A.P. 4986 lubricators connected by ⅛-in. diameter passages to outlets.

(*f*) *Drawings* .. .. Navy Order diagram issue 17/59 N52419 rev./5, 13 and 19.

(*g*) *By whom to be done* .. Ships' staff.

(*h*) *When to be done* .. .. At the earliest opportunity.

(D.O.U.W. 736/259/14.)

UNCLASSIFIED.

958.—Gun Mountings, 4.5-in R.P. 41 mtgs. mks. 6 and 6*—Modification to S.A. Cam Gear to be Recorded as Mod. A.N. 94.

(*a*) *Ships, establishments and authorities concerned* Ships and establishments so fitted. Gunnery equipment depots.

(*b*) *Type of equipment* .. 4.5-in R.P. 41 mtgs. Mks. 6 and 6*.

(*c*) *Part of equipment affected* .. S.A. cam and plug for spring plunger.

(*d*) *Purpose of modification* .. To prevent the plug from unscrewing from the cam.

(*e*) *Nature of modification* .. To drill and tap the cam and plug to accept a 2BA grub screw.

(*f*) *Drawings* N.44918
N.44919
N.44920.

(*g*) *By whom to be done* .. Dockyards.

(*h*) *When to be done* .. At the earliest opportunity.

(*i*) *How to be treated* .. As a defect.

2. Navy Order 391 of 1958 refers.

(D.O.U.W. 736/259/14.)

(*Navy Order* 391 *of* 1958.)

UNCLASSIFIED.

959.—Naval Stores (Air) R.A.F. Vocabulary Sections 28D, 28F, 28M and 28R—Replacement and Introduction of Joint Service Reference Numbers.

(*A.F.O.* 2136/1959.)

The undermentioned reference numbers under sections 28D, 28F, 28M and 28R are changed as shown. No changes of vocabulary section, part number or description are involved.

2. H.M.A. ships and establishments are to adjust their ledgers in accordance with A.B.R. 4, article 1812 (*g*).

3. The relevant publications will be amended.

Old Stores Ref. No.	*New Stores Ref. No.*
Section 28D	Section 28D
13182	1200120
12532	1200119
Section 28F	Section 28F
10110	9439104
11096	9439105
9493	9439106
11581	9428455
14882	9439113
12087	9439111
11538	9439107
12047	9428452
12048	9428453
10517	9439011
9718	9439012
11699	9439017
14735	9439018
10568	9439102
8870	9439103
Section 28M	Section 28M
12291	9418919
661	16507
Section 28R	Section 28R
13506	13507

(D.N.A.S. 603/78/57.)

UNCLASSIFIED.

960.—Naval Stores (General) (Class B, Group 8, Part B)—" Hercules " Pumps, Pattern 3134—Allowances.

(*A.F.O.* 1687/1959.)

One " Hercules " pump, pattern B8B/3134 is to be allowed to all H.M.A. ships in commission for use in clearing soil and scupper stoppages.

2. Ships not already holding this pump should forward demands in the normal manner to the appropriate (S) N.S.O. Supply to ships under construction or re-storing is to be arranged by the appropriate storing yard.

3. Admiralty have advised that no official amendments to the establishments concerned will be issued. The relevant Sea Store Establishment lists should therefore be noted accordingly.

(D.N.A.S. 505/87/20.)

UNCLASSIFIED.

961.—Naval Stores (General) (Class E, Group 3)—Pulling and Sailing Boats and Balsa Rafts—Allocation of Pattern Numbers.

(*A.F.O.* 1562/1959.)

The pattern numbers for pulling and sailing boats and balsa rafts have now been standardized and details of the new pattern numbers are as follows—

Description.	*Old Pattern.*	*New Pattern.*
Balsa Raft, 13½-ft.	N 10504	7516
Balsa Raft, 10-ft.	N 10505	7517
Boom Boat, 17¼-ft.	N 10508	7518
Cutter, 32-ft.	N 10501	7519
Dinghy, pulling, 10-ft.	N 10502	7520
Dinghy, sailing, 14-ft.	N 10503	7521
Drifter Boat, 14½-ft.	N 10510	7522
Surf Boat, 27-ft.	—	7523
Surf Boat, 14¼-ft.	—	7524
Whaler, 27-ft.	N 10506	7525

2. Records are to be adjusted accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with Article 1812 (*g*) of A.B.R.4 (Naval Storekeeping Manual).

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 1275/53/5.)

UNCLASSIFIED.

962.—Naval Stores (Technical) (Class F, Group 1A/1)—Radar—Obsolete Stores.

(*A.F.O.* 1635/1959.)

It has been reported that plugs, pattern 100087 (Class F, group 1A/1) introduced for use with radar outfit type 974 and aerial outfit AKL are stamped Z561101. These plugs conform to A.S.W.E. specification no. 12793R2 against which pattern 5935-99-054-0151 is now provisioned under class F, Group 31.

2. Arrangements are therefore to be made to delete Z561101 from all existing holdings (including associated packaging if so referenced) and to re-identify items as pattern F31/5935-99-054-0151.

3. Plug pattern F1A/1/100087 will accordingly be declared obsolete.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 518/51/25.)

UNCLASSIFIED.

963.—Naval Stores (Technical) (Class F, Group 1A/1)—Radar—Obsolete Stores—Disposal.

(*A.F.O.* 1096/1959.)

The stores detailed in the appendix to this order are now obsolete. Any stocks held by H.M.A. ships and establishments are to be returned to the nearest (Superintending) Naval Store Officer, who is to dispose of them and any stocks already held, as surplus to requirements, in accordance with existing instructions. No items referred to herein require mutilation for security reasons before disposal.

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

3. Strict adherence to the pattern numbers quoted is essential, e.g., No " A " pattern is to be considered surplus where a plain pattern only is shown.

4. The relevant publications will be amended.

APPENDIX.

Pattern No.	*Description.*
W.1688	Board.
W.6725	Plug.
54378/9	Rod, steel.
61676	Transformer.
62017	Waveguide air compressor.
62026	Air drying unit.
64339	Delay unit.
67112	Transformer des. 99.
67117	Transformer des. 1004.
67536	Waveguide tubing size " C "
67537	Waveguide size " C ".
68073	Waveguide air compressor.

(D.N.A.S. 518/51/114.)

964.—Valves—Steam and Water, Reducing—Replacement of Spindles.

(*A.F.O.* 1910/1959.)

It has been decided that replacement spindles for " Standard " and " Quitetite " types of steam and water reducing valves produced by Messrs. David Auld and Sons Ltd. will not in future be stocked at the R.A.N. Machinery and Spares Depot. When renewal is required an item covering this should be inserted in the ship's defect list.

2. Replacement spindles are to be manufactured locally from the following materials—

Steam valves	B.S. 970 EN 57
Water valves	Aluminium bronze DNC/C3 or E in C/Fa50 or phosphor bronze B.S.S. 369.

3. Spindles of the type with a securing button at one end are to be made in one piece from solid material.

4. Admiralty has advised that B.R. 1988—Engineering Maintenance Instructions—will be amended accordingly.

(D.N.A.S. 1101/51/5.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

965.—Fixed Issuing Prices for Provisions and Victualling Allowance as from 1st October, 1959.

The supplementary list of issuing prices for fresh fruit and vegetables which has operated since 1st July, 1959, has been amended as from 1st October, 1959, and revised price lists have been distributed to all H.M.A. ships and establishments.

2. The revision of these prices necessitates no change in the Victualling Allowances which have operated since 1st July, 1959. The rates promulgated in para. 2 of Navy Order 661 of 1959 will therefore continue to apply until further notice.

(D.V. 903/51/1.)

(*Navy Order* 661 *of* 1959.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Registrar Mr

FOR OFFICIAL USE ONLY. C.N.O. 966/59.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
16th November, 1959.

The enclosed order is 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.

9451/59.

UNCLASSIFIED.

Books—Distribution of Non-accountable Publications during September, 1959.

The non-accountable publications, amendments to A.P.'s, B.R.'s, miscellaneous publications, &c., and A.F.O. "S.C." Series, contained in the appendix to this order, have been distributed to ships and services during September, 1959. Navy Order 983 of 1957 is relevant.

2. Copies of A.F.O. "P" Series amendments and A.P. amendments referred to in the appendix to this order, are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Navy Order 1063 of 1958.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date or Amendment No.*
Aircraft	Volume 38, No. 12, September, 1959.
Australian Joint Service Catalogue of Telecommunication Components and Valves—	
Serial No. 33, Section 77	Amendment No. 1, Issue No. 1, May 1959.
Serial No. 34, Section 11	Amendment No. 4, Issue No. 11, June 1959.
Serial No. 35, Section 21	Issue No. 2, July, 1959.
Serial No. 36, Section 12	Issue No. 3, July, 1959.
Serial No. 37, Section 98	Amendment No. 2, July, 1959.
Serial No. 38, Section 1	Amendment No. 3, July, 1959.
Joint Services Recognition Journal	Volume 14, No. 6, June, 1959.
List of Propellant Lots approved for Naval Service	Amendment No. 4.
Manual of the Audit Act and Treasury Regulations—	Issues 5–9 Combined.
N.A.M.A.N.	N1970–N1982 August, 1959.
Regulations and Instructions (Provisional) for the R.A.N.R.	Amendment No. 1
Services List of Preferred Valves	S.L.P.V. Issue No. 49.
United Nations Review	Volume 6, No. 1, July, 1959.
United States Naval Institute Proceedings	Volume 85, No. 8, August, 1959.

AMENDMENTS TO B.R.'S, ETC.

B.R. No.	*Amendment No.*
B.R. 1	Amendments 24 and 25.
B.R. 1 (Addendum No. 1)	5.
A.B.R. 19	5.
B.R. 70/58	May Supplement 1959
B.R. 70/58	June Supplement 1959.
B.R. 226B (22)	Erratum to Australian Amendment No. A.N. 1.
B.R. 323 (1)	Amendment No. 8.
B.R. 323 (2)	7.
B.R. 323 (3)	7.
B.R. 358 (1)	6.
B.R. 358 (2)	6.
B.R. 358 (3)	6.
B.R. 373 (1)	5.
B.R. 373 (2)	5.
B.R. 664	Amendment No. 29.
B.R. 677	3.
B.R. 683 (1)	4, 5, 6, 7.
B.R. 683 (2)	4, 5.
B.R. 1152/1958	3.
B.R. 1358	2.
B.R. 1664 (2)	4.
B.R. 1672 (2)	1.
B.R. 1709 (1)	20.
B.R. 1837 (8) Division M, Section MP	12.
B.R. 1837 (8) Division M, Section MV	10.
B.R. 1861/1957	1.
B.R. 1871 (1)	1.
B.R. 1871 (2)	1.
B.R. 1871 (3)	1.
B.R. 1921/49	55.
B.R. 1943/1958	1.
B.R. 1981	12.
B.R. 1986	17.
B.R. 2050 (399A)	Australian Amendment No. A.N. 1.
B.R. 2050 (641)	Australian Amendment No. A.N. 1.
B.R. 2110 (2)	9.
B.R. 2125 (2)	7.
B.R. 2125 (3)	5.
A.C.P. 114H	Change No. 8.
A.C.P. 121C	Change No. 1.
A.C.P. 122B	Change No. 1.
A.C.P. 126	Change No. 3.
A.C.P. 126	U.S.N. Errata to Change No. 3.
A.C.P. 127B	Change No. 2.
A.C.P. 127B	U.S.N. Errata to Change No. 2.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
113	A.L. 151.
830, Vol. 2 (2nd Edition)	A.L. 61.
1086, Book 1 (2nd Edition)	A.L. 27.
1086, Book 6 (2nd Edition)	A.L. 97 and 98.
1086, Book 7 (2nd Edition)	A.L. 98 and 99.
1086, Book 10 (2nd Edition)	A.L. 86.
1086, Book 11 (2nd Edition)	A.L. 142.
1086, Book 13 (2nd Edition)	A.L. 126, 127 and 128.
1181, Vol. 2	(A.L. 79)–B.68 (A.L. 85)–B.70 (Alt. 1) (A.L. 84)–B.72 (A.L. 86)–B.73.
1182 (N), Vol. 1.	A.L. 16.
1182 (N), Vol. 2	(A.L. 70)–E.14 (A.L. 71)–E.15.
1182A (N), Vol. 1	A.L. 14.
1182C, Vol. 1	A.L. 136 and 137.
1182C, Vol. 2	(A.L. 74)–F.13.
1182C, Vol. 4, Parts 2 and 6	A.L. 19.
1182C (N), Vol. 6	A.L. 5.
1182D, Vol. 1 and Vol. 6	A.L. 76.
1182E, Vol. 1	A.L. 74.
1182E (N), Vol. 1	A.L. 10.
1182E, Vol. 2	(A.L. 73)–D.22.
1234B, Vol. 2	A.L. 6.
1275A, Vol. 1, Section 17	A.L. 23.
1275A, Vol. 1, Section 20	A.L. 45.
1275A, Vol. 1, Section 24	A.L. 38 and 39.
1275A, Vol. 1, Section 27	A.L. 19.
1275A, Vol. 2	C.8 (A.L. 1 inc.)
1275A, Vol. 6, Section 20	A.L. 3 and 4.
1275B, Vol. 1, Section 11	A.L. 21.
1275B, Vol. 1, Section 16	A.L. 20.
1275E, Vol. 2, Part 1	(A.L. 185)–H.53 (A.L. 189)–H.54 (A.L. 188)–H.55 (A.L. 187)–H.56 (A.L. 190)–H.57 (A.L. 186)–H.58 (A.L. 191)–H.59.
1355, Vol. 2, Part 1	(A.L. 124)–C.149 (A.L. 126)–C.150 (A.L. 125)–D.132.
1355A, Vol. 1	A.L. 68.
1355D, Vol. 1	A.L. 30.
1374B, Vol. 2, Part 1	(A.L. 67)–A.9.
1374E, Vol. 2, Part 1	(A.L. 21)–Z.13.
1374G, Vol. 2, Part 1	(A.L. 22)–Z.7.
1464D, Vol. 1	A.L. 196.
1641P, Vol. 1, Parts 1 and 3 (2nd Edition)	A.L. 13.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1641P, Vol. 1, Part 2 and Vol. 5	A.L. 44.
1661B, Vol. 1 (2nd Edition)	A.L. 91.
1661E, Vol. 1 (2nd Edition)	A.L. 82 and 83.
1664A (2nd Edition), Vol. 2, Part 3, Book 1	A.L. 8.
1664A, Vol. 2, Part 1	A.109 A.111 E.8.
1664D, Vol. 1, Parts 1 and 3 (2nd Edition)	A.L. 43.
1664E, Vol. 1 and Vol. 5	A.L. 10 and 11.
1803 (N), Vol. 1, Book 2	A.I.L. 1/59.
1803, Vol. 2, Part 1	E.120 T.7.
1803B, Vol. 1	A.L. 192.
1803D, Vol. 1, Book 1	A.L. 54.
1803D, Vol. 1, Book 2	A.L. 54.
1803D, Vol. 1, Book 3A	A.L. 16 and 17.
1803D, Vol. 1, Book 4	A.L. 29, 80, 81 and 82.
1803E, Vol. 2, Part 2	A.L. 75.
1803P, Vol. 1	A.L. 91.
1803P, Vol. 2, Part 2	A.L. 25.
1803S, Vol. 1, Book 2	A.L. 14 and 15.
1803T, Vol. 1	A.L. 66, 69, 70, 71, 72 and 73.
2234E, Vol. 2, Part 1	(A.L. 43)–B.1.
2276F, Vol. 1	A.L. 80 and 81.
2306M, Vol. 1 and Vol. 6	A.L. 23.
2337, Vol. 1, Book 1	A.L. 44.
2337, Vol. 1, Book 2	A.I.L. 1/59 A.L. 34 and 37.
2337, Vol. 2	(A.L. 165)–A.30 (Alt. 1) (A.L. 166)–A.31.
2534G, Vol. 1	A.L. 15.
2534N, Vol. 3.	A.L. 10 and 11.
2536C, Vol. 1, Part 2	A.L. 12 and 13.
2538HA, Vol. 2, Part 1	(A.L. 118)–B.44 (Alt. 4 inc.) (A.L. 119)–B.74.
2552L, Vol. 2	(A.L. 22)–B.15 (Alt. 1 inc.).
2850A, Vol. 1 and Vol. 6, Part 1	A.L. 125 and 126.
2888H, Vol. 1	A.L. 21.
2892F, Vol. 2	(A.L. 77)–B.67 (A.L. 78)–B.68.
2892F, Vol. 3, Part 1 (2nd Edition)	A.L. 4, 5 and 6.
2892F, Vol. 6	A.L. 4, 5, 6, 7, 8, 9, 10, 11, 12 13 and 14.
3158, Vol. 1 (2nd Edition)	A.L. 11.
3158, Vol. 2	(A.L. 441)–B.11 (Alt. 17 inc.). (A.L. 444)–C.2 (Alt. 20). (A.L. 440)–E.4 (Alt. 12 inc.). (A.L. 445)–F.4 (Alt. 8). (A.L. 442)–H.5 (Alt. 2).
3192A	Correction No. 31A (4/8/59).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
3192B	Correction No. 31B (4/8/59)
	Correction No. 33B (18/8/59)
	Correction 34B (25/8/59)
	Correction No. 35B (1/9/59).
3192C	Correction No. C.29 (24/7/59)
	Correction No. C.31 (7/8/59).
3207, Vol. 1 (2nd Edition)	A.L. 7 and 8.
3280A	A.L. 13 and 14.
3280B	A.L. 10 and 11.
4089D	D.443 (A.L. 1).
4099J, Vol. 1	A.L. 73, 74 and 75.
4117B, Vol. 1 and Vol. 6	A.L. 17, 18 and 19.
4282A, Vol. 1	A.L. 65.
4288, Vol. 1, Part 1	A.L. 46.
4288, Vol. 1, Part 2 and Vol. 5	A.L. 70 and 71.
4288 (N), Vol. 1, Parts 1 and 2	A.L. 33 and 34.
4288, Vol. 2	(A.L. 291)-B.214.
4303B, Vol. 1, Book 1	A.L. 28 and 29.
4306A	A.L. 39.
4320A, B, C, Vol. 6, Part 4	A.L. 66.
4328, Vol. 6	A.L. 32.
4340, Vol. 1, Book 1	A.L. 18.
4340, Vol. 1, Book 2	A.L. 34.
4340, Vol. 2	(A.L. 22)-B.10
	(A.L. 23)-B.11.
4340, Vol. 4, Part 6, Book 1 (2nd Edition)	A.L. 1.
4340, Vol. 6	A.L. 43.
4343, Vol. 1	A.L. 157
4343A, Vol. 1	A.L. 78 and 79.
4343A, Vol. 2	(A.L. 56)-D.5 (Alt. 1).
4343B, Vol. 1, Book 1	A.L. 9, 10 and 11.
4343B, Vol. 1, Book 2	A.L. 15 and 16.
4343B, Vol. 1, Book 3, Sections 14 to 20	A.L. 11, 13, 14, 15 and 16.
4343B, Vol. 2	(A.L. 101)-I.2.
4343B, Vol. 4, Part 6	A.L. 47 and 48.
4343C, Vol. 1, Book 2, Sections 3 and 4	A.L. 16, 17, 18, 19, 20, 21, 22, 23 and 24.
4343C, Vol. 1, Book 3, Sections 5 to 11	A.L. 9.
4343D, Vol. 1, Book 4, Sections 20 to 22	A.L. 10.
4343D, Vol. 2	(A.L. 47)-G.3.
4343D, Vol. 4, Part 6	A.L. 36 and 41.
4343D, Vol. 6	A.L. 67.
4343E, Vol. 1	A.L. 129.
4343F, Vol. 2	(A.L. 10)-H.1.
4343S, Vol. 1	A.L. 73.
4343S, Vol. 2	(A.L. 8)-Z.4.
4360B, Vol. 1	A.L. 69 and 70.
4360C, Vol. 2	A.12 (A.L. 2)
	A.32
	A.33
	A.35

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
4360C, Vol. 2—*continued.*	C.6
	C.8
	D.11
	D.12
	D.14
	F.22
	F.23
	G.3
	H.12 (A.L. 1)
	H.19
	J.24
	J.25
	J.27
	J.28
	K.8
	V.7
	V.8
	V.9
	V.10.
4360C, Vol. 5, Part 2 (N), Issue 3	A.L. (RAN) 4.
	A.L. (RAN) 6.
4361G, Vol. 1	A.L. 37.
4389A, Vol. 6, Part 1	A.L. 38.
4401, Vol. 2	B.21 (A.L. 1).
4444, Vol. 1, Part 1	A.L. 11.
4471A, Vol. 1	A.L. 123.
4483A, Vol. 1, Part 1	A.I.L. 1/59
	A.L. 42, 43 and 44.
4483A, Vol. 1, Part 2 and Vol. 5	A.L. 27.
4487A, Vol. 2	Mod. (RAN) 5
	Mod. (RAN) 43.
4487A and D, Vol. 3, Part 1, Books 1 and 2	A.L. 17.
4487B, Vol. 2	Mod. (RAN) 5
	Mod. (RAN) 43.
4511, Vol. 1 and Vol. 6	A.L. 55.
4515C, Vol. 3, Part 1, Section 2, Chapter 5	A.L. 6.
4515C, Vol. 3, Part 1, Section 2, Chapter 52	A.L. 4.
4515R, Vol. 3, Part 1	A.L. 4.
4601A, Vol. 1	A.I.L. 1/59.
4602A, Vol. 1	A.L. 31.
4677A, Vol. 1 and 6	A.L. 19 and 20.
A.P. (N) 76	A.L. 2 and 3.
A.P. (N) 377	A.L. 121.
A.P. (N) 378	A.L. 120 and 121.
A.P. (N) 383	A.L. 110.
A.P. (N) 1025	A.L. 29.
A.P. (RAN) 4, Vol. 5	A.L. 3.
A.P. (RAN) 6, Vol. 5, Parts 2, 3 and 4	A.L. 8.
A.P. (RAN) 7, Vol. 2	Mod. V.722 Vampire (June, 1959).
A.P. (RAN) 101	A.L. 18.
A.P. (RAN) 140 (2nd Edition)	A.L. 5.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
N.A.M.O. Engines	E(A)6 (12/6/59).
N.A.M.O. Gannet	STI/57A (25/6/59).
N.A.M.O. General	A.L. 69
	A.75 (19/6/59)
	O.89 (23/4/59)
	Q.84 (16/6/59)
	Q.84 Diagram
	Q.85 (19/6/59)
	R.75 (25/6/59)
	STI/Instruments/78B (17/4/59)
	STI/RAA/Index Pages 9–10 (No Date)
	STI/RAA/Index Pages 11–12 (15/4/59)
	STI/RAA/Electrical/Index Pages 11–12 (15/4/59)
N.A.M.O. Miscellaneous	SI/Dragonfly/11F (12/6/59).
N.A.M.O. Sea Vampire	A.L. 19
	SI/60 (25/6/59).
N.A.M.O. Sea Venom	A.L. 20.
N.A.M.O. Westland Whirlwind	STI/51 (23/4/59)
	STI/51 Diagram.
R.A.N.A.M.O. Dakota	F.1 (July, 1959).
R.A.N.A.M.O. Double Mamba	STI/RAN/5 (Issue 3) (July, 1959).
R.A.N.A.M.O. Ejection Seat	STI/RAN/8 (May, 1959)
R.A.N.A.M.O. Engines General ..	E.20 (August, 1959).
R.A.N.A.M.O. Gannet	A.L. 6
	A.17 (August, 1959)
	R.4 (May, 1959)
	STI/RAN/67 (May, 1959)
	STI/RAN/68 (July, 1959)
	STI/RAN/69 (July, 1959).
R.A.N.A.M.O. General	A.L. 11
	A.33 (July, 1959)
	G.24 (Issue 2) (August, 1959)
	I.46 (July, 1959)
	I.47 (July, 1959)
	I.48 (July, 1959)
	R.63 (July, 1959)
	R.64 (July, 1959)
	R.65 (July, 1959)
	W.20 (May, 1959)
	STI/RAA/RAN.32 (June, 1959)
	STI/Safety Equipment/RAN.12 (May, 1959).
R.A.N.A.M.O. Goblin	No. 2 (August, 1959).
R.A.N.A.M.O. Leonides	STI/RAN.3 (August, 1959)
	STI/RAN.4 (August, 1959).
R.A.N.A.M.O. Sea Venom	A.L. 5
	R.6 (August, 1959)
	R.7 (August, 1959)
	STI/RAN.59 (May, 1959)
	STI/RAN.64 (June, 1959)

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
R.A.N.A.M.O Sea Venom—*continued.*	STI/RAN.65 (June, 1959)
	SI/RAN.6 (Issue 3) (August, 1959)
	SI/RAN.10 (Issue 3) (June, 1959)
	SI/RAN.19 (Issue 2) (May, 1959)
	SI/RAN.19 (Issue 3) (August, 1959).
R.A.N.A.M.O. Sycamore	A.2 (Issue 2) (July, 1959)
	STI/RAN.36 (May, 1959).
R.A.N.A.M.O. Vampire Trainer ..	A.14 (August, 1959).
Air Clues	May, 1959.
Air Pictorial	May, 1959
	July, 1959.
D.C.A. Air Navigation Act and Regulations	Instruction Sheet No. 2 (Issue 2).
D.C.A. Air Navigation Orders, Part 20, Section 20–16	A.L. 27.
D.C.A. Aeronautical Information Publications	C.O.M. (A.L. 23).
D.C.A. Notams	No. 6/1959 (25/8/59).
R.A.F. Flight Information Publication—Terminal Approach Procedure Charts Far East Area—High and Low Altitudes	A.L. 11, 12 and 13.

Title.	*Date.*
Lloyds Shipping Index	7th September, 1959.
Lloyds Shipping Index	14th September, 1959.
Lloyds Shipping Index	21st September, 1959.
Lloyds Shipping Index	28th September, 1959.

(D.N.A.S. 465/57/98.)

(*Navy Orders* 983 *of* 1957 *and* 1063 *of* 1958.)

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C.N.O.'s 967-985/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
18th November, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

Ross 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.

9452/59.

CONTENTS.

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

967.—Accidents—Aircraft—Assistance by A.R.L. Accident Investigation Panel.

The attention of authorities operating aircraft is drawn to the services provided by the Accident Investigation Panel sponsored by the Aeronautical Research Laboratories of the Department of Supply.

2. The panel represents a specialist service available at a moment's notice, 24 hours a day, ready to proceed by the fastest means to the scene of an aircraft accident or incident and there to act as an ancillary body of expert knowledge working under the direction of the Captain in his investigation of the accident. All reports are made to the Captain and the panel in no way operates independently.

3. The fields in which the panel can be of assistance may be summarized as follows—

(*a*) examination of wreckage (by experts of the Materials Division and Structures Division);

(*b*) strength estimation by analysis and calculation (Structures Division);

(*c*) estimation of actual loads (Aerodynamics Division, Mechanical Engineering Division, Flight Goods Group);

(*d*) laboratory tests arising from power plant troubles (Mechanical Engineering Division); and

(*e*) estimation of flight path of wreckage (Aerodynamics Division).

4. In many accidents the most important step in the investigation is the examination of the wreckage, and in these cases it is most desirable that the relevant experts examine the wreckage before it is moved.

5. In determining whether the assistance of members of the panel should be called for at such an early stage, the Captain should be guided by the principle that if the services of the A.R.L. are likely to be required later, they should be called in immediately, so that they may examine the wreckage to select sufficient material, &c., to carry out any subsequent analyses, &c., required.

6. As in these cases speed is essential the services of the panel should be requested by the Captain, informing the administrative authority and the Naval Board of the action taken and the arrangements made. The panel may be contacted as follows—

(*a*) During working hours—

O.I.C. Accident Investigation Panel—Aeronautical Research Laboratories. Melbourne telephone 64-3251. (Cables and telegrams " Aeroresearch Melbourne ").

(*b*) After working hours and during weekends—

O.I.C. Accident Investigation Panel—Melbourne telephone LF 5822.

7. The services of the panel are available at no cost to the Navy.

8. I.F.A.A. article 625 will be amended in due course.

(D.A.W.O.T. 1353/2/1.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

968.—Annual Examination in Foreign Languages, December, 1959.

The Admiralty Annual Examination in Foreign Languages will take place on Tuesday, 1st December, 1959.

2. The regulations for the competition are contained in Q.R. & A.I., appendix I, part 5, section V, and the examination is open to officers of the R.A.N. and W.R.A.N.S. for the award of Certificates of Merit.

3. Candidates who wish to be examined should forward their names through Commanding Officers to the Director, Naval Education Service, Victoria Barracks, Melbourne, S.C.1, from whom copies of past question papers can be obtained.

4. Candidates should name the language in which they desire to be examined.

(D.N.E.S. 38/6/5.) ?

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UNCLASSIFIED.

969.—Engagements and Re-engagements in the Permanent Naval Forces.

Navy Order 500 of 1959 is to be amended as follows—

Paragraph 18 is to be re-numbered 18 (*a*) and the following paragraph 18 (*b*) is to be inserted.

18 (*b*). The actual period of re-engagement is to be calculated as follows—

To basic date (i.e. date of signal forwarding application to re-engage) add the number of years of the desired re-engagement period *vide* paragraphs 4 or 9, then add the number of years and/or days, in that order, of the unexpired portion of the engagement e.g.

Basic date—30th September, 1959.
Current engagement—9 years from 6.3.1951.
Re-engagement period—3 years to complete 12 years.
30.9.59 and 3 years = 30.9.62.
E.E. after 12 years = 5.3.63.
Unexpired portion 30.9.62 to 5.3.63 = 157 days.
Re-engagement period = 3 years 157 days from 30th September, 1959.

(H.P.B. 307/4/6.)

(*Navy Order* 500 *of* 1959.)

UNCLASSIFIED.

970.—"Flight Deck" Quarterly Magazine—Contributions to Winter Issue.

Contributions to the winter issue of "Flight Deck" magazine should be forwarded to reach Navy Office by the 30th November.

2. H.M.A.S. MELBOURNE, R.A.N.A.S. Nowra and other authorities concerned with aviation are to forward photographs and newsletters covering matters of interest.

(D.A.W.O.T. 465/1/19.)

UNCLASSIFIED.

971.—Herbert Lott Naval Trust Fund—Awards.

The following awards to individual Naval personnel from the Herbert Lott Naval Trust Fund have been approved for inventions and modifications which have contributed to the improvement of naval appliances—

Seal, K., O/N R31212, A.B., R.A.N. £20
M.L. 4 Jockeying Gear.
(C.P. Patents 10150/58).

Teale, T. L., O/N R36048, P.O. El., R.A.N. £7
Aid to setting up Cathode Follower Units mark 1 C.F. and mark 2 C.F.
(C.P. Patents 10184/58)

Engineer Sub-Lieutenant J. A. Fahey, R.A.N. £8
Holdback Adaptor.
(C.P. Patents 10219/58)

2. Finance authority covering approval to payment of the awards to the members concerned will be issued by the Director of Navy Accounts on receipt of the requisite Admiralty authority.

(D.N.A. 211/51/9.)

52 not opened

UNCLASSIFIED.

972.—Naval History Prize, 1959.

The subject for the 1959 Admiralty Naval History Prize is—

"The British Navy and Army relations during the Revolutionary and Napoleonic Wars.

(Not only at Admiralty and War Office levels nor even at Command level but all the way down)."

2. This competition is open to officers of the R.A.N. and W.R.A.N.S. for the award of Certificates of Merit. Rules of the competition, particulars of books recommended for study and copies of "Hints to Competitors" can be obtained from the Director, Naval Education Service, Victoria Barracks, Melbourne, S.C.1.

3. Navy Order 120 of 1958 is hereby cancelled.

(D.N.E.S. 38/6/5.)

(*Navy Order* 120 *of* 1958.)

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Section 3.
HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

973.—Electrical Defects and Failures in H.M.A. Ships—Recording and Reporting Procedure.

The procedure for recording and reporting defects as promulgated by Navy Order 677 of 1959 has been revised in the light of experience gained, and the following instructions are applicable to all ships.

2. Except as specially provided in paragraphs 9 and 10, a defect record, form A.S. 2061Z is to be prepared whenever—

(*a*) defects occur, including those found during maintenance routines, drills, or whenever the equipment is otherwise operated;

(*b*) periodical dockyard planned maintenance routines become due.

3. Defects will continue to be classified as either ship's staff or dockyard in accordance with present practice. They should be serially numbered in two different series, one for dockyard defects and the other for ship's staff defects. Dockyard defect serial numbers are to be prefixed by the letters " DL " and ship's staff defects by the letters " SL ".

Ship's Staff Defects.

4. (*a*) When a defect which will be made good by ship's staff arises, form A.S. 2061Z is to be raised in duplicate. The original copy is to be filed in the ship's record of outstanding ship's staff defects. The duplicate is to be passed to the appropriate repair section for action, or, if the situation permits, is to be placed in the appropriate electrical planned maintenance routine envelope for repair action concurrently with the next maintenance routine.

(*b*) When repair action has been carried out both forms are to be completed, the originals are to be filed in the ship's record of electrical defects made good, and duplicate copies forwarded in weekly bundles direct to the Director of Electrical Engineering, Department of the Navy, Victoria Barracks, Melbourne.

Dockyard Defects.

5. (*a*) When a defect which will be made good by Dockyard arises, form A.S. 2061Z is to be raised in triplicate. The original is to be filed in the ship's record of outstanding dockyard defects pending preparation of Defect List. The duplicate is to be placed in the weekly bundle for despatch to refitting authority and the triplicate placed in the weekly bundle for despatch to administrative authority.

(*b*) After completion of the defect repair by dockyard, the duplicate is to be returned to the ship, the original and duplicate forms completed with details of repair with any appropriate remarks and date of completion. If manhours are available they should be inserted in the space provided. The original copy is then to be filed in the ship's record of electrical dockyard defects made good. The duplicate copy is then to be forwarded to the administrative authority so that his record of outstanding dockyard electrical defects for the ship concerned may be brought up to date. The administrative authority is then to forward the duplicate to Secretary, Department of the Navy.

6. Binders S.155 are to be used for filing forms A.S. 2061Z. They will contain four separate records respectively " Outstanding Ship's Staff Electrical Defects ", " Outstanding Dockyard Electrical Defects ", " Ship's Staff Electrical Defects Made Good " and " Dockyard Electrical Defects Made Good ".

7. Books A.S. 342 " Record of Defects ", will not be required when the above system is fully in operation.

8. The reporting of defective electrical equipment and components, using form A.S. 2022Z is not affected by this order, and when a form A.S. 2022Z is prepared there will normally be a corresponding form A.S. 2061Z.

9. In addition to the requirements of paragraphs 2 and 8, defect records, forms A.S. 2061Z, are also to be prepared for information, whenever a gunnery firing takes place. If the shoot or recording arrangements are affected by electrical breakdown or failure, including cases involving mishandling or wrong assembly the nature of each fault and the action taken to remedy it is to be clearly stated on individual forms A.S. 2061Z. If the shoot is free of these faults a form A.S. 2061Z is to be endorsed accordingly. These forms will be additional to any required to meet the cases described in paragraphs 2 and 8.

10. Forms prepared in accordance with paragraph 9 are to be given to the Gunnery officer for inclusion in the analysis of firing. One copy of each form being required with each copy of the analysis.

11. Administrative authorities should add their remarks and recommendations to the back of forms A.S. 2061Z attached to the analysis of firing forwarded to Navy Office.

12. Navy Order 678 of 1959 is relevant.

13. Navy Order 677 of 1959 is hereby cancelled.

(D.E.E. 1209/51/17.)

(*Navy Orders* 677 *of* 1959 *and* 678 *of* 1959.)

UNCLASSIFIED.

974.—Machinery—Bridge Gauges.

(*A.F.O.* 1813/1959.)

Attention is drawn to the fact that bridge gauges supplied with main or auxiliary turbines are not replaceable by spares without calibration, as the gauges are calibrated for a particular machine during manufacture. The use of uncalibrated gauges can be dangerous.

2. When a bridge gauge is replaced, arrangements should be made for recalibration by the refitting authority.

(D.M.E. 1102/51/3.)

UNCLASSIFIED.

975.—Machinery—Diesel Engines—Paxman R.P.H. Series—Modified Governor Weight Spindles.

(*A.F.O.* 977/1957.)

With reference to Navy Order 669 of 1957 the modifications necessary to fit the spindle in the governor rotor of the Paxman R.P.H. series engines are as follows—

(*a*) to accommodate the increased diameter of the spindle the governor weight bushes must be reamed out to .3158-in./.3154-in. to give a working clearance of .001-in./.0002-in.

(*b*) the governor rotor faces are to be examined for irregularities that may be adjacent to the spindle holes and any present should be removed so as not to foul the bolt head or nut. A dimension of $1\frac{3}{8}$-in. must exist between the rotor faces to give the clearance referred to in (*c*) and the rotor faces should be spot faced $\frac{9}{16}$-in. diameter or filed to obtain this dimension.

(*c*) with the weight and spindle assembled in the rotor and the nut pulled up tight to the shoulder of the spindle check that a total clearance of $\frac{1}{32}$-in. exists between the undersides of the nut and bolt head and the rotor faces.

(*d*) the tightened nut should be secured with a "clinching" tool or by centre punching the end of the spindle and nut at 3 points 120° apart.

2. The modification is to be incorporated at the next engine overhaul, the new assembly, under part no. R.P.H. 3811A, being demanded from S.N.S.O., Sydney.

3. Parts and allowance lists should be amended accordingly.

4. Navy Order 669 of 1957 is hereby cancelled.

(D.M.E. 1104/51/29.)

(*Navy Order 669 of* 1957.)

UNCLASSIFIED.

976.—Gun Mountings—Pump Capacity Tests.

(*A.F.O.* 2071/1959.)

From information received from Admiralty, it has become apparent that pump capacity tests serve very little useful purpose in modern gunnery equipments. This is attributed to the following facts—

(*a*) no parameters exist against which the performance of a pump may be measured at all accurately while installed in a particular equipment.

(*b*) there are too many variables in the conditions affecting the results of a test, and no means are available of measuring many of these variables.

(*c*) in all auto controlled equipments, adequate measures are taken to ensure early diagnosis of faults in the pumps, i.e., frequent G.E.Ts. 1 and 2, O.G.C.Ts., &c.

(*d*) in non-auto equipment frequent G.E.Ts. 1, combined with normal observation of equipment while running, should give results as good as those obtained from a pump capacity test.

2. All existing instructions for the conduct of pump capacity tests, and the regulation that such tests must be carried out at six monthly intervals are, therefore, cancelled. Admiralty has advised that Maintenance Schedules and B.R. 292 will be amended accordingly.

3. In cases where pumps are suspect, a capacity test may be carried out, but it must be realized the results of such tests are dependent upon random variables, and are consequently to be regarded as an indication of wear rather than an accurate measure of the pump's condition. B.R. 292 includes details of such a test for the 6-in. mk. 23 mtg. Similar details for the 4.5-in. mk. 4 mtg. will be included at an early date.

(*D.O.U.W.* 736/53/7.)

UNCLASSIFIED.

977.—Alteration and Addition Item—Aircraft Carrier—H.M.A.S. MELBOURNE.

The following alteration and addition item is approved for H.M.A.S. MELBOURNE.

Class List Item No. 103. *Classification* "A"

Item: To fit automatic telephone patt. no. 12687 in S1 metadyne room. To be wired from J.B. 5. 2F starboard, 59 station. Approximate length of run, 50-ft. patt. no. of cable 6108 (A—B).

References: H.M.A.S. MELBOURNE's proposed alteration and addition item T.D.L. "BU".

Navy Office letter no. 68405 dated 20th July, 1959.

F.O.I.C.E.A. memorandum N20/14/53 dated 20th August, 1959.

(D.C.C. 1213/52/30.)

UNCLASSIFIED.

978.—Losses, Deficiencies and Damage to Stores and Equipment (All Categories) in H.M.A. Ships and Commissioned Establishments.

The procedure for writing off charge lost, deficient or damaged stores has been revised.

2. The principal variation from existing procedure is that the obtaining of audit views prior to submission of reports of losses, &c. to competent authority for approval to adjust store accounts will be arranged from Navy Office.

3. Detailed procedures are shown in the following appendixes to this Navy Order viz.—

Appendix A—Losses, by Theft, Robbery or Fraud.

Appendix B—Losses, Deficiencies or Damage other than Stocktaking Discrepancies.

Appendix C—Deficiencies Disclosed at Stocktaking.

Appendix D—Valuation of Stores for Write Off Purposes.

Appendix A.

LOSSES BY THEFT, ROBBERY OR FRAUD.

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.

2. Action to be taken is—

(*a*) *Notify Police.* All instances of theft or suspected theft are to be reported as soon as they are discovered to the Naval Dockyard Police or, if none is stationed at the place, to the local civil police. In the case of theft or suspected theft the time factor is important. A preliminary notification should therefore be made to the police (dockyard or local) as early as possible.

APPENDIX A—*continued.*

(*b*) *Advise Navy Office.* Advice is to be forwarded to Navy Office of all losses by theft, robbery or fraud, as soon as they are discovered. If the theft, &c. has been committed or is suspected to have been committed by Government officers or employees, it is necessary to notify the local Commonwealth Audit Inspector. This notification is to be arranged as follows—

(i) H.M.A. ships in commission will be arranged at Navy Office.

(ii) Commissioned establishments, ships attached thereto, ships in reserve and in the course of paying off into reserve—to be arranged locally.

Note 1.—It is important that the local Audit Inspector be notified as soon as possible and this preliminary notification is not to be delayed pending full investigation.

Note 2.—Where the stores are recovered (i.e., stores taken into unlawful possession, removed from the usual place of custody and later recovered either with or without apprehension of the person responsible) action at (*b*) is to be taken but though the local Audit Inspector need not be advised of attempted theft (i.e., an unsuccessful attempt to obtain unlawfully, physical possession of stores, &c.) Navy Office is to be advised.

(*c*) *Head of Department concerned to investigate and report result to the Captain.* Form A.S. 126 is to be used.

(*d*) *Forward detailed report to administrative authority for forwarding to Navy Office with their remarks and recommendations.* The report is to deal with the following aspects—

(i) What is the amount of the loss or deficiency and how, where and when did it occur?

(ii) In whose custody the articles were at the time of the actual or supposed theft?

(iii) Whether any inquiry was held and with what result?

(iv) Has all practicable action been taken to recover the resultant financial loss?

(v) If there is evidence of theft, robbery or fraud is prosecution proposed, or, if not, why not?

(vi) What steps were taken to inform the police and with what result? Copies of police statements should be forwarded.

(vii) Full particulars of any disciplinary action taken or proposed.

(viii) Does the investigation show any defect of the existing system of control and if so what remedy is proposed?

Copy No. 1 of the form A.S. 126 is to be attached to the above report.

(*e*) *Provisionally adjust the store account.* Copy no. 2 of form A.S. 126 is to be used and then filed with vouchers supporting the account.

(*f*) *Provisionally adjust the loan, custody list, &c.* If stores concerned are on a loan, custody list &c. copy no. 3 of form A.S. 126 is to be used and retained by the custodian of the stores to support the list.

(*g*) *Endorse copies nos. 2 and 3 of form A.S.* 126 with particulars of formal approval after receipt from Navy Office.

APPENDIX B.

LOSSES, DEFICIENCIES OR DAMAGE OTHER THAN STOCKTAKING DISCREPANCIES.

Action to be taken is—

(*a*) *Head of Department concerned to investigate and report result to the Captain.* Form A.S. 126 is to be used.

(*b*) *If loss or damage may be due to neglect* the Captain is to make formal investigation and may take disciplinary action.

(*c*) *In the case of important stores, forward detailed report to administrative authority for forwarding to Navy Office with their remarks and recommendations.*

(i) For this purpose important stores are to be regarded as including—

(A) Ships anchors, boats, binoculars, cameras microscopes, telescopes, watches, electrical instruments, portable radio and A/S, &c., equipment, electric motors, starter motors, generators, fuel pumps, carburettors, dangerous drugs, classified material and all small arms, their major components and ammunition.

(B) Any single item of a value exceeding £10.

(C) Groups of items of a total value exceeding £10 which are lost at the same time or in the same set of circumstances.

(ii) The reports are to deal with the following aspects—

(A) What is the amount of the loss, deficiency or damage and how, where and when did it occur?

(B) Whether an inquiry was held and with what result?

(C) Was the loss deficiency or damage caused or necessitated through fraud, mistake, default neglect or error of any person? If so the names of the persons concerned.

(D) Has all practicable action been taken to recover the resultant financial loss?

(E) Full particulars of any disciplinary action taken or proposed.

(F) Does the investigation show any defect of the existing system of control and, if so, what remedy is proposed?

Copy no. 1 of form A.S. 126 is to be attached to the above report.

(iii) Losses, &c., of important stores essential to the seagoing or fighting efficiency of the ship, dangerous drugs, classified material, and small arms, their major components and ammunition are to be recorded in the Ship's Log.

(*d*) *If not important stores.* Forward copy no. 1 of form A.S. 126 to Navy Office for covering approval. To be forwarded quarterly under cover of forms A.S. 558, except for losses of victualling stores which are to be forwarded monthly.

(*e*) *Provisionally adjust the store account.* Copy no. 2 of form A.S. 126 is to be used and then filed with vouchers supporting the account.

APPENDIX B—*continued.*

(*f*) *Provisionally adjust the loan list custody list, &c.* If stores concerned are on a loan list, custody list, &c., copy no. 3 of form A.S. 126 is to be used and retained by the custodian of the stores to support the list.

(*g*) *Endorse copies nos. 2 and 3 of form A.S. 126 with particulars of formal approval,* after receipt from Navy Office.

APPENDIX C.

DEFICIENCIES DISCLOSED AT STOCKTAKING.

Current instructions are to be followed in effecting adjustments to store accounts in respect of deficiencies disclosed at stocktaking. If it is considered that any deficiencies disclosed at stocktaking would fall under the categories of losses due to accident, neglect or theft, they are to be dealt with in accordance with appendixes A or B as appropriate.

2. If the value of deficiencies on any individual report of stocktaking exceeds £250 a copy of the report is to be forwarded to Navy Office as soon as practicable. It is also necessary to forward a copy of this report to the local Commonwealth Audit Inspector but in the case of H.M.A. ships in commission the advice to the Audit Department will be arranged at Navy Office. This report to the Audit Department is merely an interim measure for the purpose of advising that substantial discrepancies have occurred and is not for the purpose of obtaining the approval of competent authority to the adjustment of the discrepancies.

APPENDIX D.

VALUATION OF STORES FOR WRITE OFF PURPOSES.

In all cases the value used must ignore the condition at the time of loss or damage.

2. *Naval stores.* To be valued in accordance with article 1403 of A.B.R. 4—Naval Storekeeping Manual.

3. *Machinery and spare gear.* The value of lost, deficient or damaged items recorded in the list of equipment, &c., is to be the original cost or, if such is not available, an assessed original cost.

4. *Naval armament, gunnery equipment and underwater weapon stores.* The value of the lost or damaged stores is to be the original cost or, if such is not available, an assessed original cost. Costs are to be obtained from the appropriate stores depot if available otherwise from the Director of Ordnance and Underwater Weapons, Department of the Navy, Victoria Barracks, Melbourne.

5. *Victualling stores.* The value of losses, deficient or damaged stores is to be calculated in accordance with the prices shown in Fixed Issuing Price Lists or, if an item does not appear therein, at the assessed original cost.

6. *Medical and dental stores.* The value of the lost, deficient or damaged stores is to be the original cost or if such is not available, an assessed original cost. Costs are to be obtained from the Medical and Dental Store Officer, Sydney or the Medical Director General, Department of the Navy, Victoria Barracks, Melbourne.

(D.N.A.S. 4476/30/65.)

UNCLASSIFIED.

979.—Naval Stores (Fuel)—Lubricating Oil for I.C. Engines Introduction of OMD–109 to Replace OMD–110.

(*A.F.O.* 2248/1958.)

Oil OMD–109 pattern 943–4360 has been introduced to replace oil OMD–110 for use in internal combustion engines in the R.A.N. Existing stocks of OMD–110 should however be used up before supplies of the new oil are issued.

2. The two oils are compatible and storage tanks and engines need not be specially drained and cleaned before the new oil is used.

3. Current supplies of OMD–109 are also approved to meet any special requirements which may arise for supply for oil OMD–112 to E. in C. specification no. 0. 5.

(D.M.E. 4512/90/255.)

UNCLASSIFIED.

980.—Naval Stores (General) (Class B, Groups 7 and 9G (Formerly 9D))—Aluminium Bronze Bars and Fastenings—Introduction.

(*A.F.O.* 300/1959.)

The following aluminium bronze bars and fastenings are being added to the Rate Book and Authorized List of Naval Stores (B.R. 810). The accounting classification of all items is consumable.

Class B, Group 7.

Aluminium bronze bars to specification DNC/C6 in 6–10-ft. lengths.

Pattern.	*Diameter, inches.*	*Superseded pattern.*
12804	½	—
12805	⅝	—
12806	¾	—
12807	⅞	—
12808	1	12761
12809	1⅛	—
12810	1¼	—
12811	1⅜	—
12812	1½	12762
12813	1¾	—
12814	2	12763
12815	2¼	—
12816	2½	12764
12817	2¾	—
12818	3	12765
12819	3½	12766
12820	4	12767
12821	4½	12768
12822	5	12769
12823	6	12770

Class B, Group 9G (formerly 9D).

Aluminium bronze bolts to specification DNC/C3 with hexagonal heads and unified coarse threads class 2A–BS 1768.

Pattern.	*Diameter inches.*	*Length including heads inches.*	*Length of thread inches.*
14765	$\frac{1}{4}$	1	$\frac{3}{4}$
14766	$\frac{5}{16}$	$1\frac{1}{4}$	$\frac{7}{8}$
14767	$\frac{3}{8}$	$1\frac{1}{2}$	1
14768	$\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{4}$
14769	$\frac{1}{2}$	2	$1\frac{1}{4}$
14770	$\frac{1}{2}$	$2\frac{1}{2}$	$1\frac{1}{4}$
14771	$\frac{5}{8}$	2	$1\frac{1}{2}$
14772	$\frac{5}{8}$	$2\frac{1}{2}$	$1\frac{1}{2}$
14773	$\frac{5}{8}$	3	$1\frac{1}{2}$
14774	$\frac{5}{8}$	$3\frac{1}{2}$	$1\frac{1}{2}$
14775	$\frac{3}{4}$	$2\frac{1}{2}$	$1\frac{3}{4}$
14776	$\frac{3}{4}$	3	$1\frac{3}{4}$
14777	$\frac{3}{4}$	$3\frac{1}{2}$	$1\frac{3}{4}$
14778	$\frac{7}{8}$	3	2
14779	$\frac{7}{8}$	4	2
14780	1	3	$2\frac{1}{4}$
14781	1	4	$2\frac{1}{4}$

Aluminium bronze nuts to specification D.N.C./C3 with unified coarse threads class 2B–B.S. 1768.

Pattern.	*For bolts of diameter. inches.*
14782	$\frac{1}{4}$
14783	$\frac{5}{16}$
14784	$\frac{3}{8}$
14785	$\frac{1}{2}$
14786	$\frac{5}{8}$
14787	$\frac{3}{4}$
14788	$\frac{7}{8}$
14789	1

2. High tensile brass bars patterns B7/12555–12577 inclusive and high tensile brass nuts and bolts patterns B9G/411341–411380 and B9G/411494–411501, both inclusive, are being deleted from the Rate Book. Aluminium bronze bars to B.S. 2033, patterns B7/12761–12770, inclusive are being marked "O". Bars, nuts and bolts of high tensile brass are not to be used under any circumstances and stocks held by H.M.A. ships and establishments are to be returned to the nearest (S) N.S.O. for disposal in accordance with current instructions.

(D.N.A.S. 4505/70/222.)

UNCLASSIFIED.

981.—Naval Stores (General) (Class B, Group 11, Parts D and E)—Nippers, Diagonal Cutting and Pliers, Long Snipe Nose, $4\frac{1}{2}$-in. Watchmaker's—Introduction and Allowances.

(*A.F.O.* 1756/1959.)

The following items have been added to B.R. 810, the Rate Book and Authorized List of Naval Stores, to facilitate the general servicing of modern airborne miniaturised radio and instrument equipment by electrical branch ratings on carriers and air stations and for use in instrument repair shops on miniaturised instruments.

Pattern No.	*Description.*	*Ships Accounting Classification.*
B.11.D/14836	Nippers, diagonal cutting, $4\frac{1}{2}$-in. box joint, polished	Consumable.
B.11.E/910–5535	Pliers, long snipe nose, $4\frac{1}{2}$-in. watchmaker's, box joint, polished.	Consumable.

2. Both items will be allowed as ground equipment as follows—

	No.
H.M.A.S. MELBOURNE	3 (2 For E.M.R.—Air) (1 For I.R.S.)
R.A.N.A.S. Nowra	4
G.M., G.I.D. for Dockyard Radio Centre	5

3. Supply will be effected without demand by Superintending Naval Store Officer, Sydney.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 506/71/14.)

UNCLASSIFIED.

982.—Naval Stores (General) (Class F, Group 3)—Allocation of new Pattern Numbers.

(*A.F.O.* 2306/1959.)

New pattern numbers, as detailed in the appendix to this order, have been assigned to certain items in class F, group 3 (NATO group 6605), of the Rate Book and Authorized List of Naval Stores. This action will facilitate accounting by eliminating a series of pattern numbers formerly duplicated under this class/group.

2. Records should be amended accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with article 1812 (*g*) of A.B.R. 4 (Naval Storekeeping Manual).

3. Admiralty has advised that the relevant publications will be amended.

APPENDIX.

Old Pattern Number.	*Description.*	*New Pattern Number.*
1420 ..	Rubber buffer	160102
1265 ..	Screw, suspension, clamp	160103
1266 ..	Nut, adjusting, suspension	160104
1303 ..	Packing, rubber, for casing ..	160105
1402 ..	Screw attachment, azimuth motor ..	160106
1500 ..	Screw attachment, transmitter ..	160107

(D.N.A.S. 519/53/49.)

UNCLASSIFIED.

983.—Naval Stores—Joint Service Cataloguing—Electronic Components.

(*A.F.O.* 2576/1958.)

Consequent upon the decision promulgated in Navy Order 586 of 1959 (*Stores-Joint Service Cataloguing*), existing electronic components bearing joint service catalogue numbers prefixed " Z " are to be converted to seven-digit numbers by the replacement of the " Z " prefix by the figure " 0 " and the insertion of a hyphen between the third and fourth digit. The following are examples—

	Existing number.	*Converted number.*
Resistor	Z 215236 ..	021-5236
Capacitor	Z 123947 ..	012-3947
Relay	Z 530453 ..	053-0453

No further electronic components will be introduced under a " Z " reference number.

2. Six-digit joint service catalogue numbers bearing no prefix, are to be converted to seven-digit numbers by the addition of " 9 " in front of the six-digit number, and the insertion of a hyphen between the third and fourth digit, e.g. capacitor, numbered 114578 is to be renumbered 911-4578. Those joint service catalogue numbers concerned, which are in current naval use, are shown in the appendix to this order. No further electronic components will be introduced bearing six-digit joint service catalogue numbers.

3. Similarly, existing valves, electronic, which are at present stored and accounted for under their CV type number, will now be converted to a seven-digit number. This will be obtained by omitting the prefix " CV ", and adding sufficient figures " 0 " in front of the existing CV type number to bring the number of digits up to seven, and inserting a hyphen between the third and fourth digits.

The following are examples—

	Existing number.	*Converted number.*
Valve, electronic ..	CV 5 ..	000-0005
Valve, electronic ..	CV 18 ..	000-0018
Valve, electronic ..	CV 262 ..	000-0262
Valve, electronic ..	CV 2384 ..	000-2384

The CV type number will be shown in the Rate Book, Establishment Lists, &c., as part of the description of the valve, but it will not be necessary to quote this in ship's replenishment, &c., demands.

4. It is important to note that the inclusion of the CV number as part of the new joint service catalogue number is purely an expedient to facilitate retrospective amendment of existing CV numbers. Valves, electronic, introduced into naval service in the future will, from their introduction, be assigned joint service catalogue numbers which may bear no relationship to the CV type number.

5. Re-numbering of stocks held at dockyards and depots is to be effected as opportunity offers, but in any event should be applied to items on the occasion of issue. Deliveries of items from manufacturers which are numbered in the new series, should until re-numbering is completed, be stowed with existing stocks and accounted for on the same ledger cards as stocks bearing the old series of numbers. In these instances, the number in the new series should be noted on the relevant existing ledger and bin cards.

6. Ships and establishments should amend their accounts and records on receipt of supplies bearing the new numbers, if it has not been convenient to do so previously. Items numbered in the old and new series should be stowed together and the ledger page dealt with as necessary in accordance with A.B.R. 4, article 1812 (*g*), but care should be taken to use stocks of the old items first.

7. The revised system of numbering the above joint service catalogue items is to be introduced from the date of this order.

8. Existing publications and documents will be amended on the next occasion of reprint of amendment.

APPENDIX.

List of six-digit joint service electronic components to be converted to seven-digit numbers.

Inclusive Ranges of J.S.C. nos.	*Description.*	*Inclusive Ranges of J.S.C. nos.*	*Description.*
114578 ..	Capacitor	115711–22	Capacitor
114580–4	Capacitor	115723–4	Resistor
114585–96	Resistor	115725–8	Capacitor
114597–99	Capacitor	115729..	Resistor
114600 ..	Resistor	115730..	Adaptor
114601 ..	Adaptor	115731..	Holder, valve
114602–4	Capacitor	115732..	Cap, valve
114605 ..	Socket	115733..	Jack, telephone
114606–7	Capacitor	115734–8	Resistor
114608 ..	Adaptor	115739..	Holder, valve
114609 ..	Capacitor	115740–44	Resistor
114610–17	Resistor	115745..	Capacitor
114620 ..	Resistor	115746..	Resistor
114621–4	Capacitor	115747..	Holder, valve
114625 ..	Plug	115748..	Capacitor
114626 ..	Capacitor	115749–58	Resistor
114627 ..	Resistor	115759–60	Capacitor
114628–31	Capacitor	115761–66	Resistor

APPENDIX—*continued.*

Inclusive Ranges of J.S.C. nos.	*Description.*	*Inclusive Ranges of J.S.C. nos.*	*Description.*
114632–6	Resistor	115767	Capacitor
114637–8	Capacitor	115768–73	Resistor
114639–40	Resistor	115774	Capacitor
114641–44	Capacitor	115775–82	Resistor
114646–62	Capacitor	115783–88	Capacitor
114664–69	Capacitor	115789–90	Resistor
114672–75	Capacitor	115791–94	Capacitor
114676	Resistor	115795–99	Resistor
114677	Capacitor	115831–34	Resistor
115650–68	Capacitor	115835	Valveholder
115673–76	Capacitor	115836–44	Resistor
115677–82	Boards	115845–52	Capacitor
115683–705	Resistor	115853–64	Resistor
115706	Capacitor	115865	Capacitor
115707–8	Resistor	115866–67	Resistor
115709	Plug	115868	Capacitor
115870–71	Resistor	115701–4	Resistor
115872–75	Capacitor	115735–36	Resistor
115876–78	Resistor	116364	Switch
115879–83	Retainer	116365	Thermocouple
115884	Pot	116366	Resistor
115885–93	Resistor	116367	Capacitor
115895–910	Resistor	116368	Resistor
115911–13	Capacitor	116369	Jacks, telephone
115914–33	Resistor	116370	Resistor
115934	Capacitor	116371	Key
115939–41	Capacitor	116372	Relay
115942–44	Resistor	116373	Socket
115945–46	Capacitor	116374	Adaptor
115947–86	Resistor	116375	Capacitor
115987	Capacitor	116376	Cable
115988–9	Resistor	400053	Ferrule
115990–3	Voltmeter	325301	Filter—air
115994–5	Milliameter	325303	Relay, retainer
115996–98	Voltmeter	429509	Lens
115999	Milliameter	325404	Insulators
116276	Meter	401074	Capacitor
116277	Ammeter	401499	Capacitor
116278	Voltmeter	424925	Capacitor
116279	Ammeter	325302	Relay
116280	Caps, valve	115685	Resistor
116281	Capacitor	115692	Resistor
116282–4	Resistor	115700	Resistor
116332–56	Resistor	115691	Resistor
116357–63	Capacitor	115699	Resistor
115741–2	Resistor	115781	Resistor
115683–4	Resistor	115831	Resistor

(D.N.A.S. 4518/1/1412.)

(*Navy Order* 586 *of* 1959.)

UNCLASSIFIED.

984.—Fires in H.M.A. Ships—Spontaneous Ignition of Linseed Oil.

(*A.F.O.* 2302/1959.)

A fire which occurred recently in one of H.M. ships was found to have been caused by spontaneous ignition of waste material soaked in boiled linseed oil. In the course of the investigation it became apparent that the particular hazard from textile materials soaked in linseed oil or boiled linseed oil was not generally appreciated by naval personnel although a reference to it is included in chapter 10.25 of B.R. 1257, Ship Fire Fighting Manual.

2. Attention is, therefore, drawn to the fact that rags, canvas or other materials soaked in a drying oil of vegetable origin, of which linseed oil is the most common example in H.M.A. ships, is particularly liable to spontaneous ignition. When rags, canvas or other material have been used to apply or wipe up linseed oil, boiled or otherwise, or any other drying oil, they are to be kept in a metal receptacle partially filled with water to prevent spontaneous ignition until they can be thrown overboard or burnt.

(D.T.S.R. 1446/1/4.)

Section 6.
ESTABLISHMENTS.

UNCLASSIFIED.

985.—Losses, Deficiencies and Damage to Stores and Equipment—(All Categories)—In Civil Establishments.

The attention of all concerned is drawn to the provisions of the revised section 30 of the Treasury Manual. It should be noted that as far as the Department of the Navy is concerned the amount of £50 referred to in section 30, para. 3 (B) (*a*) and (*b*) of the Treasury Manual should read £250.

2. The obtaining of audit views prior to submission of reports of losses, &c. to competent authority for approval to adjust store accounts will be arranged from Navy Office, except that when a local delegation of authority to approve the writing off charge of stores is utilized, reports to the Chief Auditor of the State concerned are to be forwarded through the local Audit Inspector by the local authority concerned.

3. All reports to Treasury in accordance with these instructions will be dealt with at Navy Office. So that action can be taken in regard to para. 5 of section 30, any cases which fall under this category and are written off under local delegated authority are to be reported to Navy Office.

(D.N.A.S. 4476/30/65.

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C.N.O.'s 986-1017/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
24th November, 1959.

The enclosed 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.

RESTRICTED.

9688/59.

CONTENTS.

CONTENTS—*continued.*

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

986.—Aircraft—Reconditioning Policy—Introduction of Modernization.

The appendix to Navy Order 770 of 1958 is to be amended as follows—

Delete paragraph (*g*).

Insert—

(*g*) Embody the following modifications additional to those embodied at (*c*) above—

(i) All B/class modifications for which parts are available when the aircraft is taken in hand.

(ii) All C/class modifications for which parts are available when the aircraft is taken in hand, subject to there being no unacceptable delay in completion date of aircraft.

(iii) All B/class modifications added to the Retrospective Modifications Booklet by amendment whilst aircraft is undergoing modernization. Should these amendments be promulgated after the final functional check before ground-run has been completed, concession for the non-embodiment of these modifications may be sought if the work would involve further stripping of the aircraft or delay the planned completion date of the aircraft to an unacceptable degree.

(D.A.M.R. 3053/21/56.)

(*Navy Order* 770 *of* 1958.)

old number

UNCLASSIFIED.

987.—Distribution of Navigational Messages.

It has been decided that mail copies of navigational messages concerning areas adjacent to the Australia Station are no longer necessary and their distribution to H.M.A. ships will cease accordingly.

2. The messages will however, continue to be printed in Australian Notices to Mariners, enabling ships to keep a record of messages in force and their text. Ships leaving the station will therefore be required to draw from files at M.S.O.'s at Sydney, Fremantle or Darwin only those messages promulgated subsequent to the last Weekly Notice to Mariners received.

(H.N.B. 77/5/14.)

RESTRICTED.

988.—Operation, Administration and Role of Ships of the R.A.N.

Navy Order 855 of 1959 is to be amended as follows—

Paragraph 7—*amend* Navy Order 76 to read 75. Also amend reference at end of order.

(H.N.B. 1606/201/1.)

(*Navy Order* 855 *of* 1959.)

UNCLASSIFIED.

989.—Provision of an Assistant to the A.B.C.D. Officer in H.M.A. Ships.

(*A.F.O.* 1424/1959.)

Commanding Officers of H.M.A. Aircraft Carriers, Destroyers and Frigates, "Q" class and later, are to select a senior rating of any branch to undertake the duty of assistant to the A.B.C.D. Officer.

2. The selected rating should undergo the Staff A.B.C.D. Instructors Course at H.M.A.S. PENGUIN. Names of selected ratings are to be reported to Navy Office.

3. The provision of an assistant to the A.B.C.D. Officer will not entail any net addition to schemes of complement.

(D.M.T. 333/8/1.)

not drafting

Section 2.
PERSONNEL.

UNCLASSIFIED. → Cancelled by NO 523/62.

990.—Made-to-measure Uniforms for Ratings—Commonwealth Government Clothing Factory Prices—1959-1960.

Navy Order 820 of 1959 is to be amended as follows—

	£	s.	d.
Delete:			
Trousers, seamen's serge, fly, class II.	2	1	0
Insert:			
Trousers, white drill, fly, class II.	2	1	0

(D.V. 917/80/5.)

(*Navy Order* 820 *of* 1959.)

UNCLASSIFIED.

991.—Magazine News Reel "Naval Occasions".

Two 16-mm. copies of all new issues of the magazine news reel entitled "Naval Occasions" produced by the R.N. Film Corporation will be obtained under standing arrangements and allocated as follows—

1 copy to R.A.N. Film Library, Sydney (for circulation through H.M.A. fleet, and H.M.A. establishments in the Sydney area).

1 copy to Flinders Naval Depot (for circulation through reserve training establishments and for later retention at Flinders Naval Depot).

2. Issue will be made without demand as new editions become available.

3. These magazine news reels cover naval events of general value for recruiting, publicity, reserve forces background interest, and generally for showing the Navy to the Navy. A new edition of these films is published approximately once each quarter.

(D.N.A.S. 4518/62/13.)

see Reprint

UNCLASSIFIED.

992.—Ratings—Re-engagement—Ratings with Welfare Histories.

(*A.F.O.* 2063/1959.)

The following procedure is intended to assist Captains to decide whether a rating who applies to re-engage has a history of domestic trouble which would warrant reference of the case to the Welfare Service.

2. In future, whenever a rating is given special treatment on welfare grounds in respect of leave or a draft, ~~this fact is to be recorded at the bottom of page 2 of his Service Certificate~~, together with brief reasons for such action. Compassionate leave, seasonal leave in advance, "loans" to other ships or establishments, temporary deferment of draft, leave without pay, &c., should all be included.

See CNO 384/1960

(H.P.B. 307/4/7.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

993.—Ammunition—Propellant—Landing—Destruction—Report.

(*A.F.O.* 2181/1959.)

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing them 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 to Navy Office for instructions—

Propellant lot or sub-lot No.	*Propellant nature and size.*	*Nature of gun ammunition, &c., which may be involved.*
RNC 805 ..	SC 150 ..	B.L. 6-in.; Impulse torpedo.
RNC 881XA	SC 140 ..	B.L. 6-in.; Q.F. 5.25-in.; Impulse torpedo.
RNC 814 .. / RNC 883XA	SC 109 ..	B.L. 6-in.; Q.F. 4.7-in.
RNC 1126XC	SC 103 ..	B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4-in.
RNC 1006XB	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.).
RNC 5134XH / RNP 957XH / RNP 970XH	HSCK/T 134–055	Q.F. 3-pdr.; Q.F. 2-pdr.; D.C.T.; Squid, A/S mortar.
RC 1862 .. / RC 1878 .. / RC 1880 .. / RC 1881 .. / MA 3315 .. / MA 3316 ..	NH 025 ..	Q.F. 40/60.
RC 1755R ..	FNHP 022 ..	Q.F. 40/60.

2. Attention is drawn to article 211 of Naval Magazine and Explosives Regulations 1956, B.R. 862 and 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.

(D.O.U.W. 729/57/25.)

UNCLASSIFIED.

994.—Ammunition—.22-in. Rim Fire and Shot Gun Cartridges—Procurement and Supply.

Bulk stocks of .22-in. rim fire and shot gun cartridges are replenished at six monthly intervals.

2. To accord with these arrangements establishments are to limit demands for these stores to a maximum of six months requirement so far as possible, taking into account the geographical location of the establishment and normal freight opportunities for safety class ammunition.

(D.O.U.W. 726/69/28.)

UNCLASSIFIED.

995.—Gun Mountings—4-in. R.P. 52 Mtgs. Mk. 19 Rocket Flare Launchers—Modifications.

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted.
(*b*) *Type of equipment* ..	4-in. R.P. 52 mtgs. mk. 19.
(*c*) *Part of equipment affected*	Rocket flare launchers.
(*d*) *Purpose of modification* ..	To prevent distortion of the launcher blast screen and fittings.
(*e*) *Nature of modification* ..	Manufacture and fit an additional bracket to support the blast screen.
(*f*) *Drawing*	W.D.O. 188.
(*g*) *By whom to be done* ..	Dockyards.
(*h*) *When to be done* ..	At the earliest opportunity.
(*i*) *How to be treated* ..	As a defect.

2. Navy Order 839 of 1957 is relevant.

(D.O.U.W. 736/252/13.)

(*Navy Order* 839 *of* 1957.)

UNCLASSIFIED.

996.—Gun Mountings—40-mm. Mks. 5 and 5* Mtgs.—Hand Elevating and Training Lower Bevel Boxes—Arrangements for Waterproofing—Mod. No. 30.

(*A.F.O.* 1559/1959.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments fitted with or holding these mountings.
(*b*) *Type and mark of equipment*	40-mm. mks. 5 and 5* mtgs.
(*c*) *Part of equipment affected*	Hand elevating and training lower bevel boxes and their respective shafts.
(*d*) *Purpose of modification* ..	To prevent the ingress of water into the hand elevating and training lower bevel boxes.

(*e*) *Nature of modification* .. (i) The elevating main gear box, item 1/G.R. 6551, should be sufficiently drained of oil so that the hand elevating lower bevel box, item 1/G.R. 6556 and its associated shaft, item 9/G.R. 6558, can be dismantled and the ball bearings, item 3/G.R. 6595 examined for signs of corrosion and renewed if necessary, the bearings being well packed with grease before reinsertion. The oil seal, item 4/G.R. 6596 should be inverted. To avoid damaging this seal, a special sleeve to drawing no. D.W.S. 142 should be used. This sleeve should be placed over the coupling shaft, item 9/G.R. 6558, the inverted oil seal fed over it and fitted into the gear box cap, item 5/G.R. 6558, and the sleeve withdrawn.

(ii) The lower bevel box should then be completely re-assembled and the main gear box refilled with oil to the appropriate level.

(iii) The protective shroud, to drawing no. D.N.O. 10266, should be placed over the top of the coupling shaft, item 9/G.R. 6558, and pressed into position. The coupling shaft should then be reconnected.

(iv) Similar action should be taken with respect to the hand training gear. The same drawing numbers apply for the items quoted.

(v) The following items are to be demanded from the Gunnery Equipment Stores Officer—

- Protective shrouds, to drawing no. D.N.O. 10266, two in number per mounting.
- Sleeves, to drawing no. D.W.S. 142, one in number for each multiple of four or less mountings.

(*f*) *Drawing no. or Navy Order diagram* Navy Order diagram issue 18/59.
Drawing no. G.R. 6578.

(*g*) *By whom to be done* .. Ship's staff, establishments, dockyards, repair establishments and gunnery equipment depots.

(*h*) *When to be done* .. At the earliest opportunity.

(*i*) *How to be treated* .. As a defect.

2. Navy Order 454 of 1958 is hereby cancelled.

(D.O.U.W. 736/64/7.)

(*Navy Order* 454 *of* 1958.)

UNCLASSIFIED.

997.—Gunnery Equipment Stores—Ball and Roller Bearings.

Navy Order 650 of 1959 is to be amended by deleting the following sentence from paragraph 3—

" Such bearings are to be marked ' G ' in ships lists of equipment, and form A.D. 526 raised, quoting this order as the authority."

(D.O.U.W. 736/52/3.)

(*Navy Order* 650 *of* 1959.)

UNCLASSIFIED.

998.—Diving—Self-contained Breathing Apparatus—Compressed Air (C.A.B.A.).

An accident occurred recently in which an unconscious diver was recovered by his life-line from 10 fathoms, with his air supply completely exhausted and the emergency valve turned " on ".

2. Evidence shows that the diver, who was working under strenuous conditions, had exhausted his air supply, including the emergency supply, before leaving the bottom, and on surfacing, failure to jettison his weights and equipment resulted in him sinking again to the bottom.

3. Although instruction in the correct use of the emergency air supply valve, together with ditching drill, is given to all divers when qualifying, Diving Supervising Officers are to ensure that when diving is being undertaken with Self Contained Compressed Air Breathing Apparatus (C.A.B.A.), that—

(*a*) The emergency air supply valve is checked to the " off " position before the diver enters the water.

(*b*) The diver is to commence his ascent immediately the emergency air supply is brought into operation.

4. Diving Supervising Officers are to further ensure that all diving personnel are exercised in " ditching drill " at least once every three months.

(D.O.U.W. 3384/150/7.)

UNCLASSIFIED.

999.—Alteration and Addition Item—Aircraft Carrier, H.M.A.S. MELBOURNE.

The following alteration and addition item is approved for H.M.A.S. MELBOURNE.

Class List Item No. 104. *Classification* " *A* ".

Item: 3D Sickbay No. 1 Surgeon's Examination Room to be sound-proofed.

References:

H.M.A.S. MELBOURNE's proposed alteration and addition item T.D.L. " BG ".

Navy Office letter 67524 dated 9th July, 1959.

F.O.I.C.E.A. memorandum N20/14/71 dated 17th August, 1959.

(D.C.C. 1213/52/17.)

UNCLASSIFIED.

1000.—Alteration and Addition Item—Boom Defence Vessels.

The following altertion and addition item is approved for H.M.A.S. KIMBLA.

Class List Item No. 129. *Classification* " *A* ".

Item: To fit a voice pipe call-up bell from wheelhouse to engine room, and engine room to wheelhouse.

References: (*a*) H.M.A.S. KIMBLA's proposed alteration and addition item T.D.L. " B ".

(*b*) F.O.I.C.E.A. memoranda N20/12/16 of 3rd June and 17th August, 1959.

Note.—This item is not applicable to H.M.A. ships KANGAROO, KOALA, KARANGI and KOOKABURRA.

(D.C.C. 1232/57/4.)

UNCLASSIFIED.

1001.—Alteration and Addition Item—Daring Class Destroyers.

The following alteration and addition item is approved for Daring Class Destroyers—

Class List Item No. 25. *Classification* " *A* ".

Item: To fit a lockable polarity changing switch in the excitation circuit of each diesel and turbo alternator as shown on Garden Island drawing No. 532/198 " Daring Class. Proposed field reversing switch positions for 350 kW and 200 kW alternators."

Remarks: The added weight is to be reported to Navy Office.

References: (*a*) F.O.I.C.E.A. memorandum N20/23/30 of 5th January, 1959.

(*b*) Navy Office letter 4280/12/332 (57342) of 25th March, 1959.

(D.C.C. 1215/51/29).

UNCLASSIFIED.

1002.—Alteration and Addition Item Daring Class Destroyers.

The following alteration and addition item is approved for Daring Class Destroyers—

Class List Item No. 26. *Classification* " *A* ".

Item: (*a*) Remove the toaster-griller from the crew's galley and fit a deep fryer in lieu, also crop the legs of the 20-gallon stockpots.

(*b*) Remove the toaster-griller from the aft galley and fit a deep fryer in lieu, also remove the mixing and mincing machine and fit a dough mixing machine. The legs of the 20-gallon stockpot are to be cropped.

(*c*) Fit a power operated combined meat and bread slicing machine in lieu of the hand operated meat and bacon slicing machine.

References: (*a*) Navy Office letter 61744 of 14th May, 1959.

(*b*) G.M.W.D. memorandum 238/63/29 (1476) of 16th June, 1959.

(D.C.C. 4280/13/68.)

UNCLASSIFIED.

1003.—Naval Stores (General)—Transcription Motor, Pattern F1C/32114—Introduction of Additional Pulley.

(*A.F.O.* 1944/1958.)

Microgram pattern F1C/32112, and record playing table pattern F1C/32113 which is a component of types A.F. 152, A.F. 153 and A.F. 154 S.R.E. consoles, are fitted with transcription motors, pattern F1C/32114, which should be equipped with alternative pulleys to enable the instrument to operate satisfactorily from both 50 and 60 c.p.s. supplies.

2. It has recently come to light that some transcription motors issued to date have only the pulley suitable for 50 c.p.s. supply and, in consequence, record reproduction is unsatisfactory in ships using 60 c.p.s. supply.

3. Transcription motors pattern F1C/32114 purchased in future will be fitted with a 50 c.p.s. pulley and supplied with a 60 c.p.s. pulley as a spare, suitably tallied to explain its purpose.

4. Both pulleys are included in the allowances of spares for audio frequency equipment shortly to be promulgated and have been assigned pattern numbers as follows—

F.20/197868 pulley for 50 c.p.s. supply .. Garrard drawing A.51863.
F.20/197869 pulley for 60 c.p.s. supply .. Garrard drawing A.51864.

5. Ships with 60 c.p.s. supply whose playing table does not appear to be operating at the correct speeds should demand pulley, pattern F.20/197869 from the nearest (Superintending) Naval Store Officer.

(D.N.A.S. 4518/15/533.)

UNCLASSIFIED.

1004.—Naval Stores (General) (Class B, Group 11, Part C) Tools for Adjustment of Carpenter Relays—Introduction and Allowances.

(*A.F.O.* 1229/1959.)

The following item has been added to B.R. 810, the Rate Book and Authorized List of Naval Stores, for the maintenance of carpenter relays in the R.A.N.—

Pattern No.	*Description.*	*Ships Accounting Classification.*
B.11.C/14565 ..	Carpenter relay adjustment tools (in sets)	Permanent.
comprising—		
B.11.C/14566 ..	Box stowage, for carpenter relay adjustment tools	Permanent.
B.11.F/14567 ..	Tommy bar, non-ferrous (T.M.C. drg. X.8580)	Consumable.
B.11.F/14568 ..	Screw driver, ring (T.M.C. drg. X.7569)..	Consumable.
B.11.F/14569 ..	Screw, steel, 6BA. x ¼-in., cheese head (T.M.C. drg. S.849)	Consumable.
B.11.D/14570 ..	Gauge, feeler, 0.005-in. (T.M.C. drg. X.8715)	Consumable.

Pattern No.	Description.	Ships Accounting Classification.
B.11.D/14571	Key, common, cam locking (T.M.C. drg. X.7485)	Consumable.
B.11.D/14572	Gauge, spacing (T.M.C. drg. X.8387)	Consumable.
B.11.D/14573	Gauge, spacing (T.M.C. drg. X.8388)	Consumable.
B.11.D/14574	Tong spacer, non-ferrous, 0.008-in. (T.M.C. drg. X.6622)	Consumable.
B.11.F/14575	Spacer, non-ferrous, 0.030-in. (T.M.C. drg. X.7412)	Consumable.
B.11.F/14576	Screwdriver, ring (T.M.C. drg. X.7516)	Consumable.
B.11.D/14577	Gauge, tension 4-24-grammes	Permanent.

2. One set of tools, pattern B11C/14565 and one each of gauges, tension, patterns B11D/9436, 9437 and 9439 will be allowed as follows—

H.M.A.S. MELBOURNE.
H.M.A.S. KUTTABUL.
H.M.A.S. HARMAN.
H.M.A.S. ALBATROSS.
H.M.A.S. CERBERUS (" L " School).
H.M.A.S. MELVILLE (COONAWARRA W/T Stations).
Williamstown Dockyard.
Garden Island Dockyard.

3. Stocks are to be adjusted to conform to the above allowances, demands being placed on the appropriate (S) N.S.O. Initial supply should be demanded under pattern B11C/14565 carpenter relay adjustment tools. Replacement tools being demanded individually under their appropriate pattern number.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4506/18/90.)

UNCLASSIFIED.

1005.—Naval Stores (General) (Class B, Group 12)—Composite Sprayer Caps and Plugs—Introduction.

(*A.F.O.* 489/1959.)

Sprayer caps and plugs now in use in H.M.A. ships for furnace fuel oil combustion require to be completely replaced when the orifice is worn or damaged, although the rest of the fitting may still be serviceable. In the interests of economy and efficiency, composite sprayers caps and plugs have been developed for the Royal Navy and added to the Rate Book and Authorized List of Naval Stores under class/group B12, and will supersede sprayer caps and plugs patterns B12/6310 and 14 to 24 which are obsolescent.

2. The composite sprayer cap and plug has three components, namely (*a*) a sprayer cap, (*b*) a plug and (*c*) atomizer plates which correspond to the current twelve sizes of sprayer caps and plugs; a drawing of the items is shown in Navy Order diagram issue 18/59. Normally only atomizer plates will need replacement. Details of the old and corresponding new types are as follows—

Old Type.		New Type.	
Pattern.	Description.	Pattern.	Description.
—	—	32908	Sprayer cap.
—	—	32909	Plug.
22	Sprayer cap and plug.	32922	Atomizer plate, size 00
19	Sprayer cap and plug.	32919	Atomizer plate, size 0.
14	Sprayer cap and plug.	32914	Atomizer plate, size 1.
15	Sprayer cap and plug	32915	Atomizer plate, size 2.
23	Sprayer cap and plug.	32923	Atomizer plate, size 2A.
16	Sprayer cap and plug.	32916	Atomizer plate, size 3.
24	Sprayer cap and plug	32924	Atomizer plate, size 3A.
17	Sprayer cap and plug.	32917	Atomizer plate, size 4.
6310	Sprayer cap and plug.	32910	Atomizer plate, size 4A.
18	Sprayer cap and plug.	32918	Atomizer plate, size 5.
20	Sprayer cap and plug.	32920	Atomizer plate, size 6.
21	Sprayer cap and plug.	32921	Atomizer plate, size 7.

3. Quantities of the new items patterns 32920 and 32923 only are being obtained at present as sufficient stocks of old patterns, corresponding to the new items, are held.

4. The change-over will be effected gradually as stocks of the old types are expended. Ships requiring replacement of old type caps and plugs patterns 20 and 23 are therefore to demand the three components of the corresponding new types (viz., cap, plug and equivalent atomizer plate) but (S)N.S.O.'s are to supply the old types in satisfaction if stocks are available.

5. Once, however, the quantity of the new type caps and plugs fitted or held as spare on board reaches

$xy + 2x$ (where x is the number of boilers and y the number of registers per boiler),

only the equivalent atomizer plate (i.e., without cap and plug) is to be demanded in lieu of an old type cap and plug.

6. A further Navy Order will be issued at a later date to give details of authorized allowances.

(D.N.A.S. 4506/22/81.)

UNCLASSIFIED.

1006.—Naval Stores (General) (Class E, Group 5)—Outfit Repair, Cure-C-Cure, Pattern 8579—Introduction.

(*A.F.O.* 35/1959.)

Outfit repair, Cure-C-Cure, pattern E5/8579 has been introduced for the repair of underwater swimsuits and has been added to the Rate Book and Authorized List of Naval Stores in lieu of repair outfit, pattern E5/3398 which has been marked " O ".

2. The new outfit is supplied in a tin container and comprises twenty-four patches of varying sizes, rubber solution (non-inflammable), prepared tape, wire brush and instruction chart. Although primarily intended for the repair of swimsuits it is equally suitable for the repair of mine recovery suits and admiralty shallow-water diving dresses. Its usage will facilitate repair work and obviate the use of a Stenor patching machine. The obsolescent repair outfit, pattern E5/3398 and the Stenor patching machine must not be used for repairs to dress, underwater swimmers, patterns E5/8561–6 which are made from nylon fabric.

3. Outfit repair, pattern E5/8579 will be accounted for as a consumable item and first outfit quantities will be on the same scale as those for repair outfit, pattern E5/3398.

4. Those services allowed dress, underwater swimmers, patterns E5/8581–6 and pattern 3380 are to forward demands for outfit repair, Cure-C-Cure, pattern E5/8579 for requirements in accordance with paragraph 3, above, to S.N.S.O., Sydney. Where possible, repair outfit, pattern E5/3398 should continue to be used for the repair of swimsuits, &c., except for dress, underwater swimmers, pattern E5/8581–6 (*see* paragraph 2 above), but component parts should not be demanded as replacements. When replacement of the complete outfit is essential, outfit repair, Cure-C-Cure, pattern E5/8579 should be demanded in lieu.

5. When repair outfit, pattern E5/3398 can no longer be used owing to depletion of components, any unused items are to be returned to the nearest (Suptg.) Naval Store Officer, for disposal except the non-pattern roller, which is to be taken on charge in the Naval Store Account (Consumable) as roller, hand, like pattern E5/8578, and retained for use with the new outfit. Stenor patching machine, pattern F2B/24901/2 should be returned outright when no longer required for repair work.

6. Separate arrangements are being made for the supply of roller, hand, pattern E5/8578 to meet the requirements of new services and as replacements.

7. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4512/50/573.)

UNCLASSIFIED.

1007.—Naval Stores (Class F, Group 5)—Spools, Film, Empty—Return to Store.

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 S.N.S.O. Sydney, accompanied by forms A.S. 331.

2. The packages should be marked—"Empty film spools."

3. The spools particularly concerned are as follows—

Pattern No. or R.A.F. Reference No.	*Description.*
F5/2412	Spools for films, patterns F5/2375 and F5/2376 for dial recording cameras.
F5/8996	Spools for film, pattern F5/8995 for pattern F5/8960 camera.
14B/452	Spools for F24 films.
14B/551	Spools for F24 films.

(D.N.A.S. 4518/50/329.)

UNCLASSIFIED.

1008.—Naval Stores—Radar—Box of Parts, Patterns F1A/1/100283 and 100284—Redundancy—Pattern 100305 Connection R.F.—Obsolete.

(*A.F.O.* 1761/1958.)

Box of Parts, patterns 100283 and 100284 are no longer required to carry out Type 974 Modification, No. 5 in B.R. 1917 (1), as amended by leaflet No. 5, and in consequence have become redundant. Any stocks on board H.M.A. ships and in establishments are to be returned to the nearest (Superintending) Naval Store Officer, who is to arrange for them and any stocks already held to be broken down and the components taken on charge as separate items or disposed of as shown below—

Pattern.	*Description.*	*Remarks.*
100280	Echo Box (complete with pattern 100305, Connection R.F.)	Contained in pattern 100283.
100282	Echo Box (complete with pattern 100305, Connection R.F.)	Contained in pattern 100284.
100305	Connection R.F.	To be removed from Echo Boxes patterns 100280/2 for disposal.
100285	W/G Unit	Contained in patterns 100283/4 —to be absorbed into stock.
100286	Prove Support Assembly	
—	Drilling Templates	To be disposed of
—	A.S.R.E. Drawings	

2. Echo Boxes, patterns 100280 and 100282 will require conversion to present standards (i.e., adapted to take R.F. Connection, Flexible, and to have alterations to the motor box) after which the description becomes Echo Box (complete with pattern 103554 probe insert), the pattern numbers remaining unchanged.

3. As a consequence of the foregoing, pattern 100305, Connection R.F. is declared obsolete and any stocks on board H.M.A. ships or in establishments are to be returned to the nearest (Superintending) Naval Store Officer, who is to dispose of them and any stocks already held, as surplus to requirements, in accordance with existing instructions.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4519/31/1137.)

UNCLASSIFIED.

1009.—Naval Stores (Technical) (Class F, Group 20)—Panel Amplifier, 50-watts—Pattern 12647A—Introduction.

(*A.F.O.* 966/1958.)

A 50-watt amplifier, pattern 12647A, incorporating the latest preferred components and an improved H.T. switching circuit has been developed as a replacement for amplifiers, pattern 12647. The amplifier has been included in the Rate Book and Authorized List of Naval Stores under class F, group 20 (N.A.T.O. Supply Classification group no. 5830), together with the superseded pattern which has been marked " O " and transferred from class F, group 1C, part III.

2. The new amplifier is interchangeable with pattern 12647, except for the external pilot lamp connections. Where amplifier, pattern 12647A, is fitted, the external lamp is to be connected across terminals JC4 and JC7 instead of JC4 and JC3 as in amplifier, pattern 12647.

3. Where pattern 12647A replaces an existing amplifier, pattern 12647, using an external pilot lamp, an extra wire will need to be run from the new terminal JC7 connection to a spare terminal in the rack, pattern F1C/12643 or F1C/12644, or bulkhead mounting, pattern F1C/12646.

4. Admiralty has advised that B.R. 575(2)A will be amended.

(D.N.A.S. 4518/88/1.)

UNCLASSIFIED.

1010.—Photographic Materials—Kodak 16-mm. Cine Film—Processing.

The cost of Kodak 16-mm. black and white, reversal cine films purchased under the period contract for supply of photographic materials includes a charge for the processing of the films in Kodak processing laboratories. In cases where, for special reasons, it is necessary for such films to be processed within the service and not by Kodak, an agreement has been reached with the company whereby the processing charges paid on films so processed are refunded. Claims for such refunds are raised at Navy Office.

2. For this purpose, therefore, reports are required to be furnished to the Director of Naval and Air Stores, Department of the Navy, Victoria Barracks, Melbourne, by H.M.A. ships and establishments showing the total number of the undermentioned films processed within the service during the preceding quarter, and the date and source of supply—

Kodak 16-mm. black and white, reversal film in—

(*a*) 50-ft. rolls,

(*b*) 100-ft. rolls, and

(*c*) 50-ft daylight loading magazines.

3. The reports should be forwarded by the 15th day of the month following the close of each quarter. Nil returns are not required.

4. The foregoing applies to Kodak film only and not to Ilford or any other make which may be supplied.

(D.N.A.S. 4518/50/425.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

1011.—Ice Cream.

Captains of all ships and establishments in which ice cream is distributed are to ensure that the following requirements are observed in the manufacture, storage and issue of ice cream—

(*a*) Where ice cream machines are fitted, the ice cream is to be made only from a complete dry mix which will be supplied from service sources on demand. Nothing is to be added other than the water, colouring or flavouring materials, fruits, nuts, chocolate or other similar substances, and the reconstituted product is to be converted into ice cream within one hour of reconstitution.

(*b*) Where ready-made ice cream is procured for re-sale in the canteen, the Captain is to ensure that it is obtained only from a reputable manufacturer approved by the Department of the Navy, prior local advice in this regard being sought whenever necessary.

2. Ice cream is not to be supplied for consumption unless it has been adequately protected from dirt, dust and other contamination and stored in accordance with the following instructions—

(*a*) In those ships and establishments in which suitable refrigeration is available, ice cream obtained direct from manufacturers may be held for a period not exceeding 14 days from receipt on board, provided it is stored immediately after receipt at an even temperature not exceeding 10° F. Every care is to be taken to ensure that supplies purchased under these conditions are not allowed to liquefy prior to receipt on board. Care will need to be exercised to avoid similar deterioration when opening the storage chamber for the removal of stock.

(*b*) In other ships and establishments, ice cream is to be kept at a temperature not exceeding 28° F. after being frozen or received on board, and even though it is maintained in a fully frozen condition, it is not to be distributed after a greater period than two days from its manufacture or receipt on board.

(*c*) Care is to be taken to ensure that ice cream packed in dry ice is not stored in ships' cold rooms or other confined spaces owing to the risk of carbon-dioxide poisoning due to the vaporizing of dry ice in which ice cream was packed.

(*d*) In no circumstances is ice cream, which has once liquefied or partially liquefied, to be issued for consumption either in a liquefied or frozen form as such ice cream is potentially dangerous to health.

3. It has been emphasized by manufacturers that marked fluctuations in storage temperature, even though not sufficient to cause liquefaction of the ice cream, will cause ice cream to deteriorate in quality.

(D.V. 912/75/17.)

UNCLASSIFIED.

1012.—Plastic Sandals.

Plastic sandals have been adopted for issue on repayment to R.A.N. personnel as an alternative to leather sandals.

2. Supplies, which are available from H.M.A. victualling yards, are to be accounted for in clothing group II. as sandals, plastic in sizes 5 to 10 inclusive, the latter being the largest size obtainable.

3. The issuing price will be 16s. 6d. per pair, and the Official Memorandum, Prices of Clothing, &c., Maintained for Issue to Ships' Companies dated 1st August, 1959, is to be endorsed accordingly.

(D.V. 917/65/27.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

1013.—Books—B.R. 122 and B.R. 129 Series.

Navy Office, Canberra (D.S.D.), O.I.C., Canberra Naval Radio, O.I.C. Darwin Naval Radio and H.M.A.S. MELBOURNE, are the only authorities which will be issued with the following books—

(*a*) B.R. 122—Alphabetical List of Call Signs and supplements.
(*b*) B.R. 129 (1)—List of Coast and Ship Stations.
(*c*) B.R. 129 (2)—List of Aeronautical and Aircraft Stations.
(*d*) B.R. 129 (3) (1)—List of Special Service Station and Supplements.
(*e*) B.R. 129 (3) (2)—List of Radio Location Stations and Supplements.
(*f*) B.R. 129 (4)—List of Fixed Stations and Supplements.

2. All other holders of the publications and supplements are to return their copies to the Superintending Naval and Air Store Officer, Sydney, for re-allocation.

3. Superseded editions and supplements will be supplied to the following—

(*a*) Navy Office, Canberra (S.O. (T)).
(*b*) H.M.A. Signal Schools.
(*c*) Signal Training Centre, Sydney (H.M.A.S. KUTTABUL).

(D.N.A.S. 465/58/70.)

UNCLASSIFIED.

1014.—Books—B.R. 268 Series—Obsolete.

Navy Order 302 of 1959 is to be amended as follows—

Delete paragraph 2 and insert in its stead—

2. Holders of B.R. 268 (40) 20 *inch and* 24 *inch Mark IV. Searchlight Lamps* are to return copies of the publication to S.N.S.O. Sydney who will retain 6 copies for emergencies, the balance being disposed of in accordance with paragraph 17 of Navy Order 787 of 1957.

(D.N.A.S. 465/52/150.)

(*Navy Orders* 787 *of* 1957 *and* 302 *of* 1959.)

UNCLASSIFIED.

1015.—Form S.304A—Electrical Log and Progress Book—Continued Use of, in H.M.A. Ships and Establishments.

It is intended to continue the use of the Electrical Log and Progress Book as part of the departmental record.

2. All ships are to continue to use section I (*a*), (*b*) and (*c*) and section II (*b*) of form S.304A.

3. Ships that have not been provided with the Electrical Planned Maintenance System are also to continue to use section II (*c*) and (*d*) and section III (*a*), (*b*) and (*c*) of form 304A.

4. Ships that have been provided with the Electrical Planned Maintenance System are to record modifications and alterations and additions as they are implemented on the equipment cards (form AS.3007) in the master index.

(D.E.E. 464/54/132.)

RESTRICTED.

1016.—Form S.1148 Series—Report of Failures of Gun Armament and Underwater Weapon Material and Explosives.

Navy Order 592 of 1959 is to be amended as follows—

Delete paragraph 4 (*d*) and insert in its stead—

"(*d*) The above forms S.1148 series are no longer required to accompany a practice analysis. However where an analysis is directly affected by a failure which necessitated the raising of a form S.1148, a cross-reference should be included on the analysis form. B.R. 1036 and Navy Order 723 of 1957 will be amended in due course."

(D.O.U.W. 18/251/1.)

(*Navy Orders* 723 *of* 1957 *and* 592 *of* 1959.)

UNCLASSIFIED.

1017.—Modifications—New Procedure regarding the Distribution of Royal Navy Airframe Modification Leaflets.

(*A.F.O.* 168/1959.)

A revised procedure has been instituted in the Royal Navy concerning the issue of Vol. II leaflets. This procedure, as detailed hereunder, will affect all holders of United Kingdom Air Publications but only in relation to R.N. modifications. Full leaflets for R.A.N. modifications will continue to be published in accordance with the existing procedure.

2. The issue of full Vol. II leaflets for R.N. modifications will be restricted to modifications which can normally be embodied at routine inspections, &c. Information Only leaflets will be issued for all other modifications where, previously, full leaflets were issued i.e. B/2 modifications considered beyond unit capacity and C/3 modifications which will only be embodied on modernization. Full leaflets will, however, continue to be published for modifications classified C/3 on replacement, C/3 on removal and C/3 W.O.T.S.A.C.

3. The issue of an Information Only leaflet is not intended to preclude any user unit from embodying a modification if time permits and to meet these requirements, a small stock of D.T.L.'s will be held by D.A.M.R. for issue on demand.

(D.A.M.R. 4405/1/47.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar MW

RESTRICTED

FOR OFFICIAL USE ONLY.

C.N.O.'s 1018-1032/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
2nd December, 1959.

The enclosed 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.

RESTRICTED.

9978/59.

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Section 2.
PERSONNEL.

UNCLASSIFIED.

1018.—Advancement—Half-yearly Extracts of Advancement Rosters on Completion of Advancements Effective 14th August, 1959.

A supplementary list of ratings advanced on 14th August, 1959, who were not included in Navy Order 894 of 1959, is attached as the appendix to this order.

APPENDIX.

Name.	*O.N.*
Chief Petty Officer	
Utting, R. F.	R39526
Chief Electrical Artificer	
Phillips, G. J.	R49371
Chief Electrical Artificer (Air)	
Barrett, K. G.	R45546
Stores Petty Officer (V)	
Turner, A. D.	R44352
Petty Officer Steward	
Douglas, M. C.	R40326
Petty Officer Radio Electrician	
Sly, H. G.	R46516
Leading Writer	
Kenshole, L. F.	R37867
Leading Airman (A.H.)	
Pascoe, N. R.	R45865
Beutel, T. J.	R49952
Leading Radio Electrical Mechanic	
Stevenson, R.	R52643
Leading Seaman	
Brown, C. W.	R50775
Leading Engineering Mechanic	
Loveday, F. J.	R51353
Macartney, D. R.	R51005
Mason, D. R.	R51084
Young, R. H.	R41685
Leading Cook(S)	
Graham, M. R.	R51404
Leading Airman Mechanic (E)	
Delaney, T. J.	R50606

(D.D.M. 316/4/7.)

(*Navy Order* 894 *of* 1959.)

UNCLASSIFIED.

1019.—Expectant Mothers—Travel by Sea or Air.

(*A.F.O.* 2059/1959.)

The following rules imposed by shipping lines and airlines relating to the carriage of expectant mothers in merchant ships and civil aircraft are promulgated for information.

Passage by Sea.

Expectant mothers will not normally be allowed to travel if they are within 12 weeks of approaching confinement.

2. In exceptional circumstances some relaxation of this rule may be allowed by the shipping line.

3. When family passages have been approved at departmental expense and the wife of a member is an expectant mother, the expected date of confinement is to be reported to the naval authority responsible for arranging the passage. This report is to be accompanied by a medical certificate from the expectant mother's doctor stating expected date of confinement and certifying her fit to travel and that the pregnancy is normal. A further certificate, confirming fitness to travel, is to be lodged with the shipping company 14 days prior to embarkation.

Passage by Air.

4. *Overseas.*—Expectant mothers may be accepted for carriage by air up to 4 weeks from expected date of confinement. When family passages have been approved at departmental expense and the wife of a member is an expectant mother, the expected date of confinement is to be reported to the naval authorities responsible for arranging the passage. This report is to be accompanied by a medical certificate from the expectant mother's doctor stating expected date of confinement and certifying her fit to travel and that the pregnancy is normal.

5. A further certificate confirming fitness to travel is to be lodged with the airline within 48 hours of date of travel.

6. *Within Australia.*—Expectant mothers may be accepted for carriage by air by internal airlines up to 4 weeks from expected date of confinement without a medical certificate. In special circumstances, an expectant mother may be accepted for carriage by air, at a more advanced stage of pregnancy on production of a medical certificate stating she is fit to travel.

(D.M.D. 187/51/9.)

RESTRICTED.

1020.—Instructional Films and Filmstrips—Serial No. A.1057, "Maintaining Aircraft—The Right Way"—Distribution.

(*A.F.O.* 2218/1959.)

Copies of the Admiralty instructional film serial No. A.1057, "Maintaining Aircraft—The Right Way" are being obtained and the initial distribution will be made by the S.N.S.O., Sydney, without demand on the following scale—

Ships and Establishments.	*No. of Copies.*
H.M.A.S. MELBOURNE	1
R.A.N. Air Station, Nowra	1

2. The film highlights everyday service tasks on aircraft, illustrating in turn the correct servicing methods and the likely results of doing the job incorrectly. Particular attention has been paid to maintenance tasks which though adequately taught during initial training, are of such a nature that they are likely to become abused with time.

3. The film has a running time of 28 minutes and is issued on one spool.

4. The classification is Restricted.

(D.N.A.S. 519/56/34.)

UNCLASSIFIED.

1021.—Instructional Films and Filmstrips—Serial No. A.1064, "Fleet Work Study", Part 1—"Time, Money and Men"—Distribution.

(*A.F.O.* 1421/1959.)

Copies of part 1 of the Admiralty instructional film serial No. A.1064, "Fleet Work Study", entitled "Time, Money and Men" are being obtained and the initial distribution will be made by the S.N.S.O., Sydney, without demand on the following scale—

Head of Fleet Work Study, Navy Office, Canberra ..	1 copy.
R.A.N. Film Library, Sydney	1 copy.

2. The film shows work study from a naval aspect and gives a short and elementary explanation of some work study techniques. It demonstrates that systematic analysis of work can make daily tasks more rewarding for everyone, even the most junior rating, as well as increasing efficiency.

3. The film has a running time of 17 minutes and is issued on one spool.

(D.N.A.S. 519/56/5.)

UNCLASSIFIED.

1022.—Junior Recruits Training.

It is intended to establish junior recruits training at H.M.A.S. LEEUWIN during 1960.

2. Entry will be effected twice a year in January and July, in groups of 150 boys between the ages of 15½ and 16½ years. Initial engagement will be for 12 years. The first entry will take place in July, 1960.

3. Candidates for entry will apply to recruiting offices and be processed in the normal manner. Records of recommended candidates will be forwarded to Navy Office where final selection will be made.

4. Boys will enter as junior recruits and will not be allocated to particular branches until completion of twelve months training at H.M.A.S. LEEUWIN. Junior recruits will be allowed to choose their branch subject to their ability and the requirements of the Service.

5. A large proportion of the instructional hours will be devoted to school subjects. The remainder of the instruction will consist of basic naval training and disciplinary training, so that ratings on leaving the junior recruits training establishment are ready to undergo technical and specialist courses.

(H.P.B. 307/201/2.)

Training 3/11/4

?

Section 3.
HULL, MACHINERY, EQUIPMENT AND STORES.
1023.—Asdic Type 170 Series—High Voltage Hazard.

(*A.F.O.* 2301/1959.)

Modification 15 to type 170 series in B.R. 1653 introduced discharge resistor boards fitted across the terminals of the reservoir capacitors for the power amplifier power pack. The discharge resistor boards are additional to the discharge resistors R7 and R8 (B.R. 2125 (2), fig. 20 and A/S H232, Part 2, fig. 15A) in the power amplifier power pack.

2. The reservoir capacitors will discharge in ½ minute through the normal discharge resistors of the power amplifier power pack, and in 3 minutes through the resistors of the discharge resistor boards if the normal discharge circuit is inoperative. Owing to the small scale and the closeness of the graduations at the lower end of the voltmeter in the power amplifier power pack, discharge of the capacitors as judged by the meter reading will appear to take place in shorter times than those quoted above.

3. To ensure optimum safety when gaining access to the power amplifier, power amplifier power pack, or capacitor unit the following drill must be observed—

(*a*) Switch off A.C. supplies to the electronic cabinets.
(*b*) Wait 3 minutes.
(*c*) Pull out the drawer containing the power amplifier power pack.
(*d*) Lift the upper (stabilised) power pack clear.
(*e*) Remove the cover of the power amplifier power pack, keeping clear of possibly live components. (This operation is not applicable to type 170 AAO, BAO, CAO, ADO, CDO and DAO.)
(*f*) Keeping clear of the power amplifier power pack, switch on A.C. supplies. (When carrying out this operation in type 170 AAO, BAO, CAO, ADO, CDO and DAO, it is also necessary to hold closed the power supply interlock switch which is opened on withdrawing the power amplifier power pack.)
(*g*) When the meter of the power amplifier power pack reaches full voltage, switch off and observe the meter.
  (i) If the meter needle falls exponentially to zero in approximately 10 seconds, discharge of the capacitors is taking place through the normal discharge resistors of the power amplifier power pack.
  (ii) Behaviour of the meter needle other than as in (i) above does not necessarily indicate that the capacitors have remained charged. In the interests of safety it must be assumed, however, that failure of one or both capacitors to discharge has occurred.
(*h*) In the case of (*g*) (i), the high voltage circuits may be considered safe 3 minutes after the meter needle has reached zero.
(*j*) In the case of (*g*) (ii), extreme care must be taken in subsequent action which is to discharge the capacitors *at their terminals* through a heavily insulated lead, and preferably wearing rubber gloves. (Access to the capacitors is gained by taking off the side panel of cabinet No. 5 and withdrawing the capacitors to the full extent of the slide).

4. Modification action is in hand to fit a perspex window to the cover of the power amplifier power pack in type 170 ACO, BCO, CCO, CEO, AEO and DCO to permit viewing of the meter without removing the cover; this modification when carried out will allow simplification of the drill laid down in paragraph 3 above. A similar cover with a perspex window will be introduced for type 170 AAO, BAO, CAO, ADO, CDO and DAO together with a cover for the power amplifier.

5. While the drill laid down in paragraph 3 above is lengthy, it is the only way of ensuring optimum safety. Certain tests on the power amplifier require working with power on, but here the maintainer is fully aware of the danger and can take appropriate precautions. The drill is intended to prevent a false sense of security arising as a result of the limited information which can be obtained from the meter in the power amplifier power pack.

6. When fitting the discharge resistor boards in type 170 AAO, BAO, CAO, ADO, CDO and DAO, it is necessary to remove and discard the S.R.B.P. box into which the capacitor terminals fit; no replacement for this box is required. B.R. 1653 will be amended.

7. Admiralty has advised that B.R. 1653, page S.87 will also be *amended* as follows—

(*a*) in the heading, *delete* all after " 170 " and *insert* " series " in lieu;
(*b*) in paragraph 1 after CA add AD, CD, DA and after " CC " *add* " CE, AE and DC ".

(D.E.E. 519/67/3.)

RESTRICTED.

1024.—Introduction of Asdic Initial Detection and Classification (I.D.C.T.), A/S 1069 (Series) and Associated Tape Recordings.

(*A.F.O.* 1260A/1959.)

PART A.—DESCRIPTION AND USE.

Introduction and Description. Asdic Teacher I.D.C.T. A/S 1069 Series is being introduced for fitting in selected ships in association with Asdic types (and series) 144, 164, 170 and 174.

2. The teacher consists principally of two units, a magnetic tape playback unit and a board control I.D.C.T., both of which are fitted in the Asdic control room.

3. Tape recordings made at sea (with and without Unifoxer Streamed) of controlled attacks on submarines and of other sounds and effects which the operator must classify, are played back into the ships Asdic sets realistically marking the range recorders and being heard in the operators' head sets.

4. *Limited use of I.D.C.T.* The I.D.C.T. playback unit and tapes can also be used for operator training without being installed in association with other Asdic equipment, but in this case there is loss of realism without the classification tapes. For this form of training, either the playback unit loudspeaker can be used or the telephone output fed up to six head sets. In order to cut out the initiation pulse in classification tapes, which is otherwise heard as a distraction at each transmission, the output from the playback unit can be fed to the head sets via the I.D.C.T. board control. (*See* paragraph 9.)

5. *Particulars of Tapes.* The tape recordings which will be available are listed in Appendix A. Briefly they comprise tapes of the limited detection series (Type 164–10 in No.) and of the classification series (Type 164–27 in No., Type 127–20 in No.). Each series includes instructional and test tapes with suitable commentaries; not all of these are issued to ships. Type 170 tapes of the initial detection series are not yet available. The preparation of tapes recorded using helicopter dipping Asdics is under consideration; for the present tapes of the Type 164 series should be used instead.

6. *Stowage of Tapes.* Tapes, which are classified " Restricted ", are to be stowed in the wooden boxes provided. These should, as far as practicable, be sited out of the way of stowage magnetic fields to prevent loss of the high fidelity of the recordings. Tapes should not be stowed in metal containers.

7. *Instructional Use.* The I.D.C.T's have already been proven to be of great value. Captains are recommended to ensure that every possible use is made of the facilities they can provide. A short daily training period should be arranged when feasible and the number of occasions per month when practice has been carried out should be recorded in the T.A.S. Log and Progress Book. Pamphlets in a C.B. (R) series will be issued to serve as Instructors Guides to the tapes and use of the equipment.

PART B.—INSTALLATION AND MODIFICATIONS.

8. The fitting of the teachers in association with Asdic sets already fitted involves minor modifications to the latter, and local wiring alterations in the A.C.R's. Details of the work involved are given in Instructions for Installing A/S 7825 (ship-borne versions) and such work will be authorized by A's and A's., Classification " A ". This publication and " E " List A/S 257 also provides details of the variants in the I.D.C.T. series denoted by single suffix letters added to the A/S 1069 number.

9. Appendix C lists the variants of Teacher A/S 1069 which are to be fitted to R.A.N. ships and establishments, to whom the necessary equipment will be supplied without demand as it becomes available. Ships receiving this equipment and awaiting the A and A action to be carried out should arrange provision of a suitable safe stowage for the playback unit and the fixing of the tape stowage box and board control. A suggested stowage for the playback unit and dimensions of the units concerned are shown in Navy Order Diagram Issue 19/59 (Fig. 1) for guidance of those not in possession of the I for I A/S 7825. With reference to paragraph 4 the board control should be wired into the output circuit of the playback unit as shown in Navy Order Diagram Issue 19/59 (Fig. 2). In carrying out this work ships should, where possible, select positions for units which will later facilitate the completion of the A and A.

10. *B.R.* 1653. For the sake of completeness and future reference the Asdic modifications associated with the installation of I.D.C.T.'s will be summarized in B.R. 1653.

11. *Repatternization of Range Recorders, &c.* B.R. 1653 and other relevant handbooks will also be amended in due course to incorporate details of new pattern numbers made necessary by the introduction of I.D.C.T.'s. Meanwhile, details of repatternization are summarized in Appendix B to this order.

PART C.—DEMAND, SUPPLY AND ACCOUNTING.

12. As stated in paragraph 9, equipment will be supplied to ships concerned without demand, as it becomes available.

13. On receipt of the I.D.C.T. A/S 1069 A–M ships setting up the I.D.C.T. for interim use, vide paragraph 4 pending A and A action, will require the following items as indicated in Navy Order Diagram Issue 19/59 (Fig. 2)—

F.I.A./2—Pattern A.731—Jack Telephone—Up to 3–No.

F.I.A./2—Pattern A.1781—Volume Control—1–No.

If not already held on board, demands for these items should be forwarded to S.N.S.O., Sydney, quoting this order as authority. When the A and A item to fit the I.D.C.T. is undertaken these items are to be returned to S.N.S.O., Sydney. The headsets required for the limited use should be made available from stocks already held on board.

14. *Accounting.* The I.D.C.T. equipment is to be accounted for as follows—

(*a*) *Fitting Stores*—To be recorded as a complete set in the list of Portable fittings and in the ship's T.A.S. Log and Progress Book.

(*b*) *Spares*—To be taken on charge individually in the ship's Naval Store Account.

The equipment is not to be transferred from ship to ship and when no longer required, the portable items are to be returned to S.N.S.O., Sydney.

APPENDIX A.

PARTICULARS OF I.D.C.T. TAPE RECORDINGS.

A. Type 164, *Initial Detection Series*—

Class Group.	*Patt. No.*	*Serial No.*	*Description.*	*Whether N.M. Streamed.*
F1A/2	*A.5529	1	Demonstration	No
	*A.5530	2	Instructional	No
	*A.5531	3	Easy tests	No
	A.5532	4		
	A.5533	5	Mod. difficult test	No
	A.5534	6	Difficult tests	No
	A.5535	7		
	A.5536	8	Easy test	Yes
	A.5537	9	Mod. difficult test	Yes
	A.5538	10	Difficult test	Yes

B. Type 164, *Classification Series*—

F1A/2	*A.5502	1	Introduction	No
	*A.5503	2	Bow Submarine	No
	*A.5504	3	Quarter and Beam Submarine	No
	*A.5505	4	Head and Stern Submarine	No
	*A.5506	5	Water disturbances and surface ships	No
	*A.5507	6	Sea bed echoes	No
	A.5508–09	7–8	Long sequence tests	No
	A.5510–15	9–14	Medium sequence tests	Yes (10, 12, 14 only)
	A.5516–28	15–27	Short sequence tests	Yes (17, 19, 21, 23, 25, 27 only)

APPENDIX A—*continued.*

C. Type 170, Classification Series—

Class Group.	*Patt. No.*	*Serial No.*	*Demonstrations.*	*Whether N.M. Streamed.*
F1A/2	*A.5715–16	1, 2	Introduction	No
	*A.5717 ..	3	Beam/Bow/Slow Submarine	No
	*A.5718 ..	4	Quarter/head-on and stern-on slow submarine	No
	*A.5719 ..	5	Slow submarine—all aspects	No
	*A.5720 ..	6	Wrecks	No
	*A.5721 ..	7	Other non-submarine targets	No
	*A.5722 ..	8	Fast submarine	No
	*A.5723 ..	9	Overstation of bottomed submarine	No
			"20-*Sheet*" *Sequence Tests.*	
	A.5724/5/6	10, 11, 12	Stepping examples, Scale 30	Yes (11 only)
	A.5727/8/9	13, 14, 15	Centred examples, Scale 30	Yes (13 and 15 only)
	A.5730/31	16, 17	Centred examples, Scale 15	Yes (17 only)
	A.5732/33	18, 19	Centred examples, Scale S.T.U.	Yes (19 only)
	A.5734 ...	20	Mixed	No

Notes—

(i) * Not issued to ships.

(ii) Running times of tapes vary but are mostly between 25 and 35 minutes.

APPENDIX B.

Repatternization of Range Recorders, &c.

As a result of the introduction of I.D.C.T's, the following items are to be repatternized as indicated, when modified by sets of conversion parts—

Existing Pattern No.	*Range Recorders Conversion by Set of Parts.*	*New Pattern No.*
F1A/2 A.1079B	F1A/2 A.5470	F17 A.5463
F1A/2 A.1080B	F1A/2 A.5470	F17 A.5464
F1A/2 A.3240B	F1A/2 A.5470	F17 A.5464
F1A/2 A.3154B	F17 A.6012	F17 A.6013
F1A/2 A.3864	F17 A.6012	F17 A.6015
F1A/2 A.4688	F17 A.6012	F17 A.6016
	Boards Interconnecting.	
F1A/2 A.3297	F17 A.6012	F17 A.6014
F1A/2 A.3409	F17 A.6012	F17 A.6017

APPENDIX B—*continued.*

2. New production range recorders incorporating these modifications and later refinements will either be repatternized or identified by a modification label, and will later be issued, when necessary in replacement, as shown below—

Pattern No.	*Replacement Pattern No.*
F1A/2/A.1079B or F17/A.5463	F17/A.6077
F1A/2/A.1080B, F1A/2/A.3240B or F17/A.5464	F17/A.6078
F1A/2/A.3154B or F17/A.6013	F17/A.6013 with Modification Stage 1 incorporated.
F1A/2/A.3864 or F17/A.6015	F17/A.6015 with Modification Stage 1 incorporated.
F1A/2/A.4688 or F17/A.6016	F17/A.6016 with Modification Stage 1 incorporated.

APPENDIX C.

NOMENCLATURE OF A/S 1069 I.D.C.T's AND R.A.N. ALLOCATIONS.

Nomenclature.	*Power Supply.*	*A/S Sets.*	*Allocations.*
A/S 1069A	230V 50C/S	144 Series	TOBRUK, ANZAC, SWAN—144 WATSON, LONSDALE, LEEUWIN —144 A.T.H.
A/S 1069E	230V 50C/S	170/174	QUIBERON, QUEENBOROUGH, QUICKMATCH, WATSON
A/S 1069F	115V 60C/S	170/174	VOYAGER, VAMPIRE, VENDETTA
A/S 1069H	115V 60C/S	170 (with 176 and 177)	YARRA, PARRAMATTA—02, 05
A/S 1069J	230V 50C/S	144 Series (Range Recorder Teacher)	WATSON

old

(D.O.U.W. 4518/11/515.)

UNCLASSIFIED.

1025.—Alteration and Addition Item—A/S Frigates Type 15—Converted Fleet.

Class List Item No. 565. *Classification* "*A*".

The following alteration and addition item is approved for A/S Frigates Type 15—

Item: (*a*) To replace S.D.N.R. valves with S.D.N.R. and Flood valves in six tanks (Nos. 3–8 inclusive) thus connecting all F.F.O. tanks to the ballasting system.

(*b*) No separate connection is necessary between the forward and after tanks, as facilities for transfer already exist, utilizing the 3-in. main suction.

(*c*) Fit the forward diesel tank as a contaminated oil tank as in H.M.A.S. QUIBERON. Navy Office "As Fitted" Drawings Nos. 199A/74 (four sheets) (G.I. Drgs. 74/160) refer.

(*d*) This item is applicable to H.M.A.S. QUEENBOROUGH and QUICKMATCH. Separate action will be taken for H.M.A.S. QUADRANT when required.

References: Navy Office Letter No. 64994 dated 10th June, 1959.
F.O.I.C.E.A. Memorandum S.100/32/84 dated 31st July, 1959.
G.M.W.D. Memorandum 238/41/413 (2419) dated 18th September, 1959.

(D.C.C. 1211/51/45.)

UNCLASSIFIED.

1026.—Naval Stores (Air)—R.A.F. Vocabulary Section 28F—Introduction of Joint Service Catalogue Numbers.

(*A.F.O.* 1827/1959.)

The undermentioned reference numbers under Section 28F of the R.A.F. Vocabulary have been replaced by the joint service catalogue numbers shown.

2. Stocks and records are to be adjusted accordingly. H.M.A. ships and establishments are to adjust their ledgers in accordance with Article 1812 (*g*) of A.B.R. 4 (Naval Storekeeping Manual).

Old Stores Reference Section 28F.	*New Stores Reference Section 28F.*
11191	9439164
14102	9439165
10465	1000158
11195	9439166
12377	9439157
11178	9439158
11672	9439159
8737	9439160
11764	9439161
10503	9439162
12425	9439163

(D.N.A.S. 603/78/66.)

UNCLASSIFIED.

1027.—Naval Stores (General) (Class B, Group 7)—Welding Rods.

(*A.F.O.* 853/1959.)

It has been decided to delete the following welding rods from B.R. 810, the Rate Book and Authorized List of Naval Stores—

Pattern Nos.	*Pattern Nos.*	*Pattern Nos.*
12005	12016	12046
12006	12020	12047
12013	12021	12078
12014	12022	12079
12015	12045	12080

Existing stocks of these patterns may be retained for use until exhausted provided a use is foreseen for them. Otherwise they should be disposed of.

2. Descriptions or specifications of the following welding rods have been altered to read as shown and future supplies should be purchased to the applicable Australian specification and accounted for under the relevant pattern numbers.

Pattern Nos.	*Description.*	*Nearest Specification.*	*Australian Specification.*
	Aluminium pure—		
12001	¼-in.	B.S. 1453–G.I.B.	A.S. B29–I.S.
12002	3/16-in.		
12003	⅛-in.		
12004	1/16-in.		
	Aluminium alloy (5 per cent. silicon)—		
12007	¼-in.	B.S. 1453–N.G.21	A.S. B29–33S
12008	⅛-in.		
12009	1/16-in.		
	Aluminium alloy (10 per cent. silicon)—		
12010	¼-in.	B.S. 1453–N.G.2	A.S. B29–35S
12011	⅛-in.		
12012	1/16-in.		
	Monel Metal (cupro nickel)—		
12032	5/16-in.	B.S. 2901–C.18	No Australian equivalent
12033	⅛-in.		
12034	3/32-in.		
	Phosphor bronze—		
12037	¼-in.	B.S. 2901–C.10	No Australian equivalent
12038	5/16-in.		
12039	⅛-in.		
12040	1/16-in.		
	Phosphor copper—		
12041	¼-in.	B.S. 1453–C.1	A.S. B29–C1
12042	3/16-in.		
12043	⅛-in.		
12044	1/16-in.		
	Standard brass—		
12059	5/16-in.	B.S. 1453–C.2	A.S. B29–C2
12060	¼-in.		
12061	3/16-in.		
12062	⅛-in.		
12063	1/16-in.		
	Aluminium alloy (5 per cent. magnesium)—		
12081	3/16-in.	B.S. 1453–N.G.6	A.S. B29–56S
12082	⅛-in.		
12083	3/32-in.		
12084	1/16-in.		

3. Patterns 12081–12084 should be used in lieu of patterns 12078–12080 being deleted, for welding N.4 material, as recommended by B.S. 1453/57 appendix B.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4505/70/225.)

UNCLASSIFIED.

1028.—Naval Stores (General) (Class F, Group 2B, Part 1)—Light Fittings, Patterns 7009A, B and C—Accounting Classification.

(*A.F.O.* 1686/1959.)

Fitted light fittings, patterns F2B/1/7009A, B and C, for navigational and signalling circuits, are accounted for as portable fittings in new construction Frigates type 12, being covered by the general statement " See electrical apparatus schedule Drg. No..... and appropriate ' as fitted ' drawings " on form A.D. 787(H). It has been decided that a similar procedure should be adopted in all other ships in which these fittings are at present dealt with as permanent sea stores.

2. Arrangements should therefore be made for all such fittings to be removed from charge in the naval store accounts in accordance with A.B.R. 4 (Naval Storekeeping Manual), article 1812(e). Any spare fittings allowed should continue to be dealt with as permanent sea stores.

(D.N.A.S. 518/62/5.)

UNCLASSIFIED.

1029—Naval Stores (Technical)—Radar Aerial Outfit AUS Series—Replacement of Pattern F1A/1/67145, Coupling, Flexible, by Coupling Assembly 3010—A.P. 210038 (Class F, Group 32).

(*A.F.O.* 1755/1959.)

Coupling, flexible, pattern F1A/1/67145 used in radar aerial outfit AUS series has been superseded in all applications by coupling assembly 3010—A.P. 210038 under Class F, Group 32.

2. All stocks of pattern 67145 coupling and any returns in future are to be disposed of in accordance with current instructions.

3. Replacement of pattern 67145 coupling in service will be effected by means of box of parts, pattern F1A/1/64740, which contains two 3010—A.P. 210038 coupling assemblies. B.R. 1917 Modification No. 46 refers.

4. Approval is given for work to be undertaken as a defect item, and all ships and establishments concerned are to include it in their next main defects list.

5. Admiralty has advised that the relevant publications, B.R. 810, E List No. 678, &c., will be amended in due course.

(D.N.A.S. 517/51/31.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

1030.—Books—B.R. 16—Engineering Manual—Introduction of Errors by Amendment Instructions.

(*A.F.O.* 2583/1959.)

The number of mutilated copies of the 1950 printing of B.R. 16—Engineering Manual, has proved to be much larger than was expected. Instead of issuing replacement copies, the deleted material (article 274A and the first three paragraphs of article 275) is being reprinted and will be issued with amendment No. 39, now being prepared.

2. The 1955 reprint of B.R. 16 is not affected.

3. Navy Order 911 of 1959 is hereby cancelled.

(D.N.A.S. 465/52/107.)

(*Navy Order* 911 *of* 1959.)

UNCLASSIFIED.

1031.—Books—Libraries—Central Reference Libraries—Additions.

A list of books added in the quarter ending 30th September, 1959, to the central reference libraries in H.M.A. ships ALBATROSS, CERBERUS and WATSON is shown in the appendix to this order.

2. Officers and ratings who wish to borrow books from the central reference library should apply to the Instructor Officer (or Education Officer) of the ship or establishment in which they are serving. This officer holds a complete catalogue of the central reference libraries.

3. This order will be reprinted for posting on notice boards.

APPENDIX.

Classification and Author.	*Title.*	*Where Held. ALBATROSS, CERBERUS or WATSON.*
Economics—		
Manning and Bohringer	Australian Bankruptcy Law and Practice.	W.
Law—		
Wade and Phillips ..	Constitutional Law	W.
Lee	The Elements of Roman Law ..	W.
	Collective Defence in South-East Asia —The Manila Treaty.	W.
Hanbury	Modern Equity	W.
Strategy—		
Daugherty	A Psychological Warfare Casebook ..	C.
Kinghall	Defence in the Nuclear Age ..	W.
Welfare and Social Institutions—		
Bateson	The Convict Ships	A.C.W.
Mathematics—		
Littlewood	A University Algebra	C.

APPENDIX—*continued.*

Classification and Author.	*Title.*	*Where Held. ALBATROSS, CERBERUS or WATSON.*
Physics and Engineering—		
Camm	Newnes Engineers Reference Book ..	A.
Emmons	Fundamentals of Gas Dynamics ..	A.
Zucrow	Aircraft and Missile Propulsion Volumes I. and II. ..	A.
Kemp	Electrical Engineering Volumes I., II. and III.	C.
Navy—		
Manning and Walker ..	British Warship Names	C.
Auphan and Mordal ..	The French Navy in World War II.	A.
Arts and Crafts—		
Groneman	Leathercraft	A.
Gasser	Techniques of Painting	A.
Photography—		
Horder	The Ilford Manual of Photography ..	A.
Wheeler	Principles of Cinematography ..	A.
Thomson	Colour Films	A.
Amusements—		
Piggott	Gliding—A Handbook on Soaring Flight.	A.
Current Affairs—		
Boyd	An Atlas of World Affairs	A.W.
Modern History—		
McCarthy	South-West Pacific Area—First Year—Kokoda to Wau.	A.C.W.

old (D.N.E.S. 4575/52/53.)

UNCLASSIFIED.

1032.—R.A.N. Apprentice Training Establishment—Postal Address.

Mail to R.A.N.A.T.E. is still being incorrectly addressed. The official postal address is—

R.A.N. Apprentice Training Establishment,
C/o Post Office,
R.A.N.A.T.E. Quakers Hill, IW, N.S.W.

2. Signals are to be addressed to H.M.A.S. NIRIMBA.

3. The name "Schofields" must not be used in connexion with R.A.N.A.T.E. or H.M.A.S. NIRIMBA.

4. Navy Order 239 of 1958 is hereby cancelled.

(H.N.B. 465/1/14.)

(*Navy Order* 239 *of* 1958.)

68/5

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
7th December, 1959.

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

By direction of the Naval Board.

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

9979/59.

RESTRICTED.

A/S Weapons—A/S Mortar Mk. 10 and Associated Equipment Modifications.

Modification numbers have now been given to assemblies, e.g. mortar mounting, power rammers, weapon control panel, &c., instead of grouped assemblies as formerly and except for local A.N. modifications have been included in B.R. 1709 (1) as amendment No. 18, A.F.O. P.187/1959. Future modifications will be promulgated by Navy Order and are to be added to B.R. 1709 (1) as they are issued in Order to keep the list up to date.

2. Modifications extant, numbered in the new series and with the superseded numbers indicated are listed in numerical sequence for the following assemblies—

A. Mortar mounting.
B. Metadyne generators mk. 10A and mk. 19B.
C. Control panel mk. 48.
D. Amplifier assembly mk. 12AA.
E. Amplifier assembly mk. 15AA.
F. Depth setting control panel mk. 2 mod. O.
G. Weapon control panel mk. 2.
H. Power rammer mk. 1.
I. Power rammer mk. 1 mod. 1
J. Power rammer mk. 2.
K. Projectile lift mk. 1.
L. Stowage and loading rack for type 15 frigates.
M. Loading equipment and associated ship's fittings.
N. Amplifier units series 1.

3. Local modifications are similarly listed but are prefixed by the letters A.N.

4. The new numbers are to be used in future reports and retrospectively in all forms.

5. Ships and establishments fitted with this equipment are to take the necessary Defect List action for the modifications to be carried out by ship's staff and dockyard, quoting this order as the authority. Gunnery equipment depots are to arrange for all outstanding modifications to be carried out on assemblies held in Store where applicable.

6. Navy Order 535 of 1958, is hereby cancelled.

APPROVED MODIFICATIONS TO A/S MORTAR MK. 10—MOUNTINGS.

Mod. No.	*Description.*	*Drawings.*	*Remarks.*
1	To provide additional lubrication to the barrel link mechanism	A.M.E. 4002/155	Ships staff with dockyard assistance. Was mounting Mod. No. 1
2	To provide additional lubrication between the camshaft and inner bearing of the quadrant elevation switch operating gear	A.M.E. 4002/113	Ships staff with dockyard assistance. Was mounting Mod. No. 2
3	To provide additional lubrication to the quadrant elevation connecting links and pins	A.M.E. 6280 Sheet 1 A.M.E. 4002/122 A.M.E. 4002/128 A.M.E. 4002/129 A.M.E. 4002/130	Ships staff with dockyard assistance. Was mounting Mod. No. 3
4	To provide additional lubrication to the sprag arm	A.M.E. 4002/34	Ships staff with dockyard assistance. Was mounting Mod. No. 4
5	To provide drainage holes in " A " and " B " frame ends	A.M.E. 4002/2 A.M.E. 4002/6	Ships staff with dockyard assistance. Was mounting Mod. No. 5
6	To provide improved lubrication and to fit sealing rings to the pinion shafts of roll and pitch gear boxes	A.M.E. 4060 schedule A.M.E. 4060 amendment No. 11 A.M.E. 4060/50 amendment No. 3 A.M.E. 4060/55 amendment No. 2 A.M.E. 4060/52 amendment No. 1 U.C.W. 4060/122 U.C.W. 4060/123 U.C.W. 32/59	Dockyard " O " seals, A.M.E. 4060 items 108 and 110 will be supplied by G.E.S.O. Was mounting Mod. No. 6

APPROVED MODIFICATIONS TO A/S MORTAR MK. 10—MOUNTINGS—*continued.*

Mod. No.	*Description.*	*Drawings.*	*Remarks.*
7	To ensure firing circuits are broken when barrels are on a dangerous bearing. Switch barrel 3 pole. Replace contacts A.M.E. 6465/33 by A.M.E. 6465/53	U.C.W. 6460 ..	Dockyard. Navy Order 231 of 1958. Was mounting Mod. No. 7 (A.N.1)
8	To provide an improved type of depth setting contact arm. Store reference No. CH. 560 or CH. 014	—	R.A.N. Armament Depots. Navy Orders 744 of 1957, 887 of 1957
9	To improve mounting control switch lubrication and prevent ingress of water at handle operating	AME. 6461 schedule AME. 6461 AME. 6461/39 AME. 6461/41	Dockyard. Was mounting Mod. No. 8 (A.N. 2)
10	To improve lubrication. Additional groove in barrel trunnion bearings. Drill hole and fit additional grease nipple to trunnion bearing at " A " end	AME. 4002 schedule AME. 4002 AME. 4002/17 and 138	Dockyard. Navy Order 186 of 1959
11	To improve lubrication of semi-permanent stop by fitting a modified pin with a lubricating nipple	Navy Order Diagram Issue 3 of 1959 UCW. 4002/384	Dockyard. Navy Order 185 of 1959
12	Fit an additional protecting strip over the machined surface, plate " B " of end " B "	Navy Order Diagram Issue 2 of 1959	Ships staff. Navy Order 129 of 1959
13	Drill $\frac{3}{8}$-in. diameter hole in cove of both gearbox pitching and gearbox rolling; also drill a $\frac{3}{8}$-in. hole and open out the 2.5-in. hole to 3.75-in. in the cap, gearbox	AME. 4060/8 .. AME. 4002/119	To prevent accumulation of water near the output pinion bearing, and to facilitate greasing of pinion bearings

A.—A.N. MODIFICATIONS TO A/S MORTAR MK. 10—MOUNTINGS.

Mod. No.	*Description.*	*Drawings.*	*Remarks.*
AN1	Cancelled		
AN2	Cancelled		
AN3	The pockets on each side of the cradle formed by item 7 are to be blanked off by arc welding on the end plates 7A to prevent entry of water. Suitable preservative treatment to be applied within the pockets prior to blanking off	AME. 4002/91 .. AME. 4002/92	Dockyard. Navy Order 1025 of 1958
AN4	Drill and tap 3 No. $\frac{5}{16}$-in. B.S.F. holes in the flange of the bearing outer, and where necessary remove the sharp edges from the teeth of pinion, output	AME. 4060/55 .. AME. 4060/50	Dockyard. Navy Order 130 of 1959. To assist maintenance and prevent damaging the "O" seal when assembling

B.—METADYNE GENERATORS MK. 10A AND MK. 19B—MODIFICATIONS.

Mod. No.	*Description.*	*Drawings.*	*Remarks.*
1	Modification to terminal Box Mk. 18. To fit a fuse in roll motion compensator circuit (associated with Mod. No. 2) to the Mk. 48 contactor control panel, originally known as No. 5 to " Off mounting control gear "	X. 2038521 .. DEEC. 24787	Ships staff. Confidential Navy Order 33 of 1958. Was part of Mod. No. 5 to " Off mounting control gear "

C.—Mk. 48 CONTROL PANEL MODIFICATIONS.

Mod. No.	Description.	Drawings.	Remarks.
1	Replacement of relay, R.H. (Londex type BB. M.V. style No. S. 239976) by new relay (Besson & Robinson's type CO 3, ref. 3672)	Navy Order Diagram Issue 2 of 1957 B.R. 1870	Ships staff. Was Mod. No. 9 to "Off mounting control gear"
2	Fit resistors R.V. 29 and R.V. 30 to modify run out speeds of roll and pitch motions	A.2147731 ..	Ships staff with dockyard assistance. Was Mod. No. 5 to "Off mounting control gear." Confidential Navy Order 33 of 1958

D.—AMPLIFIER ASSEMBLY Mk. 12AA—MODIFICATION.

Mod. No.	Description.	Drawings.	Remarks.
1	To provide 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	B.R. 1870 ..	Ships staff. Was Mod. No. 2 to "Off mounting Control gear"
2	Alteration of certain internal connections associated with the coarse/fine changeover units for both roll and pitch motions, to ensure that both mk. 7D and 8D units are mutually interchangeable in the cubicle concerned	B.R. 1870 ..	Ships staff. Navy Order 1020 of 1957. Was Mod. No. 3 to "Off mounting control gear"
3	To provide facilities for an improved type of centrifugal switch mechanism for ventilation fans	B.R. 1870 ..	

E.—AMPLIFIER ASSEMBLY Mk. 15AA—MODIFICATIONS.

Mod. No.	Description.	Drawings.	Remarks.
1	To provide 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	B.R. 1870 ..	Ships staff. Navy Order 1020 of 1957. Was Mod. No. 2 to "Off mounting control gear"
2	To provide facilities for an improved type of centrifugal switch mechanism for ventilation fans	B.R. 1870 ..	

E.—CONTROL PANEL C.P. 31 (PART OF AMPLIFIER Mk. 15AA)—MODIFICATIONS.

Mod. No.	Description.	Drawings.	Remarks.
1	Resistor, R8, Z243353, (120 ohms, wire wound, 3 watts) in control panel C.P. 31, to be replaced by either a Z113375 or Z243106 (120 ohms, wire wound, 6 watts)	B.R. 1870 ..	Ships staff. Navy Order 128 of 1957. Was Mod. No. 6 to "Off mounting control gear"

F.—DEPTH SETTING CONTROL PANEL Mk. 2 MOD. O—MODIFICATIONS.

Mod. No.	Description.	Drawings.	Remarks.
1	Fitting of warning plate for action/practice switch to top of panel	Warning plates are available from G.E.S.O. B.R. 1870	Dockyard, serial Nos. 1–72. Was Mod. No. 1 to "Off mounting control gear"
2	White line $\frac{1}{4}$-in. x $\frac{1}{32}$-in. to be marked on dummy slave dial to indicate the homed position	B.R. 1870 ..	Ships staff. Was Mod. No. 4 to "Off mounting control gear"

F.—DEPTH SETTING CONTROL PANEL MK. 2 MOD. O—MODIFICATIONS—*continued.*

Mod. No.	*Description.*	*Drawings.*	*Remarks.*
3	To separate the 24 volt supply to the indicating lamps for Mortar Ready fuses Homed (1) and fuses Homed (2)	D.E.E. 50580 .. D.E.E. 50581 D.E.E. 50567 B.R. 1870	Ships staff with dockyard assistance. Navy Order 765 of 1959. Was Mod. No. 7 to "Off mounting control gear"
4	To sleeve the cable form in points of close proximity to the jack strip tags to prevent wear on the former, and to tape the former clear of the gate frame work and the reinforcing rib in the back of the case	B.R. 1870. Guidance sketch and Notes with modification kit	Ships staff. Navy Order 1183 of 1957. Was Mod. No. 11 to "Off mounting control gear". Kits of parts will be supplied without demand by gunnery equipment depots
5	Circular shroud above action/practice switch shortened to ensure switch will operate correctly by the time handle reaches either end of the shroud	B.R. 1870 ..	Ships staff. Navy Order 187 of 1959

G.—WEAPON CONTROL PANEL MK. 2—MODIFICATIONS.

Mod. No.	*Description.*	*Drawings.*	*Remarks.*
1	To change single shot firing from 2B barrel to 2C barrel (*a*) Interchange leads to 2B and 2C barrels at the firing switch in the weapon control panel mk. 2 in accordance with amended terminal index cards and instructions being supplied	B.R. 1870 ..	Dockyard. Navy Order 1136 of 1957. Was Mod. No. 8 to "Off mounting control gear". Modification kits available from gunnery equipment depots. In ships with single mountings i.e. "Darings", "C" barrel will become the single shot barrel

G.—WEAPON CONTROL PANEL MK. 2—MODIFICATIONS—*continued.*

Mod. No.	*Description.*	*Drawings.*	*Remarks.*
	(*b*) Interchange figures 2B and 2C on firing order indicator (weapon control panel) (*c*) Adjust range valve magslip of 2B and 2C barrels conversely to the present setting (*d*) Modify the warning relay box to mk. 1 mod. 1 in accordance with D.E.E. E.19121 issue 3 and parts being supplied		

H, I, J.—POWER RAMMERS MK. 1, MK. 1 MOD. 1 AND MK. 2—MODIFICATIONS.

Mod. No.			*Description.*	*Drawings.*	*Remarks.*
Mk. 1.	*Mk. 1, Mod. 1.*	*Mk. 2.*			
1	1	In manufacture	To prevent the control valve lever cut-off pin from becoming jammed and damaged when removing or replacing the rammer chain. Cover plate to be engraved	A.M.E. 20440/6, item 34	Dockyard
2	2	1	To ensure that 4 B.A. brass nut is positively secured to the valve stem in the valve unit of the dashpot	U.C.W. 20440/10, Items 5 and 13	Ships staff. Navy Order 535 of 1958. Was Mod. No. 4 to loading equipment for type 15 Frigates and Mod. No. 2 to loading equipment for "Darings" and type 12 Frigates

H, I, J.—POWER RAMMERS MK. 1, MK. 1 MOD AND MK. 2—MODIFICATIONS—*continued.*

Mod. No.			Description.	Drawings.	Remarks.
Mk. 1.	Mk. 1. Mod. 1.	Mk. 2.			
—	3	2	Control valve keep plate. Counterbore to be filled by welding and tab washer fitted to securing bolt	Navy Order Diagram Issue 13 of 1959 A.M.E. 20440/8, item 53 U.C.W. 20449/9, item 51	Dockyard. Navy Order 769 of 1959
—	4	3	Additional rivets in power rammer chain guides to ensure watertightness	A.M.E. 20440/13	Dockyard. Navy Order 598 of 1958. Was Mod. No. 7 to loading equipment for type 15 and Mod. No. 5 to loading equipment for "Darings" and type 12 Frigates
3	5	4	Rammer head. To be modified to accommodate the chain of tool, projectile withdrawing, C.J. 038, to enable a projectile to be removed from barrel by operating the rammer in hand	Navy Order Diagram Issue 13 of 1959	Dockyard. Navy Order 767 of 1959

K.—PROJECTILE LIFT MK. I—MODIFICATION.

Mod. No.	Description.	Drawings.	Remarks.
1	To facilitate adjustment and operation of projectile tray	U.C.W. 20445/24 item 2 U.C.W. 20445/12 item 2	Ships staff with dockyard assistance. Was Mod. No. 2 to loading equipment for type 15 Frigates

L.—STOWAGE AND LOADING RACK FOR TYPE 15—MODIFICATIONS.

Mod. No.	Description.	Drawings.	Remarks.
1	Modification to rammer switch interlock and tail stop (*a*) Replace existing inboard loading stop plungers by item 4 off U.C.W. 20447/67, and items 21 and 22 of U.C.W. 20447/68. Modify inboard loading stop plunger bodies to conform to item 2 of U.C.W. 20447/67 (*b*) Replace existing outboard loading stop plungers by item 5 of U.C.W. 20447/67 (*c*) Replace existing rollers and bushes in rammer chain by items 65 and 66 of U.C.W. 20440/20 and cut away links (inner) of rammer and rammer head as shown on U.C.W. 20447/66 and U.C.W. 20440/20	U.C.W. 20447/67 items 2, 4 and 5 U.C.W. 20447/68 items 21 and 22 U.C.W. 20440/20 items 65 and 66 U.C.W. 20447/66	Dockyard. Was Mod. No. 1 to loading equipment for type 15 Frigates

M.—LOADING EQUIPMENT AND ASSOCIATED SHIPS FITTINGS—MODIFICATION.

Mod. No.			Description.	Drawings.	Remarks.
Daring.	Type 15.	Type 12.			
1	1	1	Loading scuttle switch interlock gear. Replace steel back plate and return spring by items of non-ferrous material	U.C.W. 19815/29, items 8 and 10	Ships staff with dockyard assistance. Navy Order 1096 of 1957. Was Mod. No. 3 to loading equipment for type 15 Frigates and Mod. No. 1 to loading equipments for type 12 Frigates and "Darings"
2	2	2	To replace hydraulic gauges AP. 20051 (0–1000 lb./in.² 4-in. face) by gauge A.P. 942/0548 (0–1600 lb./in.² 6-in. face) and adaptor A.P. 13578	—	Ships staff
A.N.1	A.N.1	—	Splash tight scuttles. Provision of additional lubrication	U.C.W. 19815/25 U.C.W. 19822/15 U.C.W. 19815/28 items 13 and 17	Dockyard. Navy Order 127 of 1957
A.N.2	A.N.2	—	Rammer switch interlock and tail stop Mk. I. To improve performance, and provide additional lubrication	U.C.W. 20447/66 U.C.W. 20447/67, items 5 and 7A new; items 1, 2, 9 and 9A modified U.C.W. 20447/68, items 14, 15, 18 and 20 modified	Dockyard. Navy Order 127 of 1957

M.—LOADING EQUIPMENT AND ASSOCIATED SHIPS FITTINGS—MODIFICATION—*continued.*

Mod. No.			Description.	Drawings.	Remarks.
Daring.	Type 15.	Type 12.			
—	A.N.3	—	Projectile traps. Provision of additional lubrication	A.M.E. 20443/15 A.M.E. 20443/16 A.M.E. 20443/17 item 4 modified A.M.E. 20443/18, item 14 modified A.M.E. 20443/19, item 22 modified	Dockyard. Navy Order 127 of 1957
A.N.3	—	—	Clutch operating handle stops added to prevent over-run of handle	U.C.W. 22701/53, item 22 modified	Dockyard. Navy Order 127 of 1957
—	A.N.4	—	Loading and stowage rack lifting gear. Provision of lubrication to hand wheel bearing	A.M.E. 20443/20 A.M.E. 20443/22	Dockyard. Navy Order 381 of 1957
A.N.4	—	—	Projectile traps. Provision of additional lubrication	U.C.W. 22701/42, /43, /44, /45 and /46	Dockyard. Navy Order 677 of 1957
A.N.5	—	—	Double check pawl operating gear. Modified to improve operation	D.O.U.W. A/61154 D.O.U.W. A/61153 U.C.W. 22701 U.C.W. 22701/4 U.C.W. 22701/9	Dockyard. Navy Order 339 of 1958
A.N.6	A.N.5	A.N.1	Barrel Rest. One inch diameter hole in angle enlarged to 2-in. diameter; and slot in hardwood block enlarged to facilitate removal of interlock valve gland cap	U.C.W. 19815/20 U.C.W. 19815/21	Dockyard. Navy Order 1025 of 1958

M.—LOADING EQUIPMENT AND ASSOCIATED SHIPS FITTINGS—MODIFICATION—*continued.*

Mod. No.			Description.	Drawings.	Remarks.
Daring.	Type 15.	Type 12.			
A.N.7	A.N.6	A.N.2	Fit rubber shroud to barrel rest interlock valve to prevent entry of water between the spindle and cap	U.C.W. 19815/20. Navy Order diagram issue 14 of 1959	Ships staff. Navy Order 809 of 1959. Not to be done until Navy Order 1025 of 1958 is carried out

N.—SERIES I AMPLIFIER UNITS—MODIFICATION.

(*a*) Amplifier Mk. 27M.

Mod. No.	Description.	Drawings.	Remarks.
1	To fit and additional potentiometer for coarse balance control and rearrange components in the input circuit	Fitting instructions are included in each set of modification parts. B.R. 1870	Ships staff. Navy Order 250 of 1958
2	To fit a strip of melamine on top of the misalignment mapholder to minimize the danger of electric shock caused by accidental contact with the lampholders	B.R. 1870 ..	Ships staff. Navy Order 743 of 1958

(*b*) C/F Unit Mk. 7D—Modification.

1	To fit relay balance control	B.R. 1870 ..	

(*c*) C/F Unit Mk. 8D—Modification.

1	Provision of additional facilities	B.R. 1870 ..	
2	Replacement of capacitor	B.R. 1870 ..	

N.—SERIES I AMPLIFIER UNITS—MODIFICATION—*continued.*

(*d*) Power Unit Mk. 19P—Modification.

Mod. No.	Description.	Drawings.	Remarks.
1	Replacement of valves CV. 378 by CV. 717	B.R. 1870 ..	Ships staff. Navy Order 902 of 1957

(*e*) Power Unit Mk. 2P—Modification.

1	Replacement of valves CV. 378 by CV. 717	B.R. 1870 ..	Ships staff. Navy Order 902 of 1957

A/S STABILIZER TYPE 854—MODIFICATIONS.

Mod. No.	Description.	Drawings.	Remarks.
1	Gyro mercury switches. Existing Hendrey relay switches to be replaced by new type switches. The new switches are supplied in pairs already fitted to special platforms and no drilling or filing is necessary because existing holes and screws are used	Detailed fitting instructions and drawings are included with each set of modification parts 1304/408, 1304/3301, Sheet 4—SP. 117 1304/408, items .48, .49 and .51	Dockyard. Navy Order 768 of 1959
2	Torque motors. Modification to circuit and fitting of additional resistances to improve performance	1304/3301, Sheets 1, 6 and 7. 1304/2301, Sheet 1 1304/2201, Sheets 1 and 2. 1304/1301, Sheet 1 1304/301, Sheets 1 and 2. 1304/301.3, Sheets 1 and 2 1304/202 1304/201 1304/201.1, Sheet 2 1304/201.2A	Dockyard. Navy Order 677 of 1957. Was Mod. A.N.1 to "Off mounting control gear"

A/S STABILIZER TYPE 854—MODIFICATIONS—*continued.*

Mod. No.	*Description.*	*Drawings.*	*Remarks.*
3	Cut aperture and drill and tap holes in port pedestal cover (1304/301, Sheet 3 refers) and make and fit gasket and window as shown in Navy Order diagrams	1304/301, Sheet 2 1304/301.24 1304/418.10 1304/418.11 Navy Order Diagram issue 14 of 1959	Ships staff with dockyard assistance. Navy Order 811 of 1959. To enable a daily check that oil is not leaking out of the bottom bearing of the gyro

A/S PLANE CONVERTERS—MODIFICATIONS.

Mod. No.	*Description.*	*Drawings.*	*Remarks.*
A.N.1	Fit jointing, oilproof A.P. 2150 to cover plate of lower unit to prevent deterioration of electric cables by oil seepage	A.M.E. 4050/590, item 30 U.C.W. 4050/759	Ships staff. Where gaskets of O.R.S.R. to drawing D.O.U.W. A/61186 are already fitted to Navy Order 535 of 1958, they are to be retained until failure occures. Was mod. A.N.2 to "Off mounting control gear"

(D.O.U.W. 707/251/10.)

(*Navy Orders* 127, 128, 381, 677, 744, 887, 902, 1020, 1096, 1136 *and* 1183 *of* 1957; *Confidential Navy Order* 33 *and Navy Orders* 231, 250, 339, 535, 598, 743 *and* 1025 *of* 1958; *Navy Orders* 129, 130, 185, 186, 187, 765, 767, 768, 769, 809 *and* 811 *of* 1959.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Registrar. Mr

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C.N.O.'s 1034-1054/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
9th December, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

RESTRICTED.

9980/59.

CONTENTS.

CONTENTS—*continued.*

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

1034.—G.P.V. 901 and 902—Naming.

The two new class General Purpose Vessels being built at Maryborough, at present designated G.P.V. 901 and G.P.V. 902, will be commissioned in 1960 and named H.M.A.S. BANKS and H.M.A.S. BASS respectively. The class designation will be "Explorer Class G.P.V.'s."

(D.O.D. ~~1285/202/8.~~)
1236/201/2

Section 2.
PERSONNEL.

UNCLASSIFIED.

1035.—Accommodation for Itinerant Civilians in Service Messes.

Subject to availability of accommodation, itinerant civilians may be accommodated in service messes on the following basis—

Clerical and Professional Officers, Inspecting Officers, Assistant Inspecting Officers (Central Store-keeping), Technical Officers and those of equivalent status	Wardroom Mess.
Foremen and those of equivalent status ..	Chief Petty Officers Mess.
Storehousemen and Skilled Tradesmen and those of equivalent status	Petty Officers' Mess.
Semi-skilled and unskilled personnel	General Mess.

2. This order will be incorporated in Regulations and Instructions for the Royal Australian Navy.

3. Navy Order 947 of 1959 is hereby cancelled.

(D.C.P. 1461/1/1.)

(*Navy Order* 947 *of* 1959.)

Section 3.
HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

1036.—Air Weapon Practices Against Towed Targets—Marking of Fall of Shot.

(*A.F.O.* 2559/1959.)

In order that the maximum benefit may be derived from rocket projectile and dive bombing exercises against towed targets, it is essential that the greatest possible accuracy should be attained in plotting and assessing the results.

2. Means of attaining the required accuracy have been under trial in the R.N. A description of the system subsequently recommended is given in Appendix A to this order and the associated plotting grids are illustrated in Appendix B. A grid suitable for plotting from helicopters is shown in Appendix C.

3. In view of the short length of tow required, live rocket heads or H.E. bombs must not be used.

4. Navy Order 384 of 1959 is hereby cancelled.

APPENDIX A.

General Description.—A splash target is towed at a short, fixed tow length. A flank marker keeps station within rigid limits. Both ships are provided with wide-angle graduated binoculars and both guard a common voice frequency with the aircraft. Special plotting grids are required in the towing ship so that a quick indication of fall of shot is available, as well as an accurate record for analysis.

2. *Length of Tow.*—The splash target is to be towed at 600 yards; the distance should be checked by rangefinder so that errors due to the bight of towing wire may be eliminated. This length of tow is the minimum consistent with safety which also permits accuracy of marking. The flank marker should be informed of any substantial variation.

3. *Station Keeping.*—The accuracy of the whole system is largely dependent upon the accuracy of station keeping. The flank marker's correct position is 135° on the quarter of the towing ship, relative to the point of tow, and on the beam of the target at a distance from it equal to the length of tow. Steady course and speed are required of the towing ship. Should the bearing of either the target or the point of tow differ by more than two degrees from that intended, the firing is to be suspended until station is regained.

Equipment.

4. *Binoculars.*—Binoculars, pattern G.372(M), are to be used for spotting; thay have horizontal graticules calibrated in half degrees and are provided with gimbal mountings. Two will be supplied to H.M.A.S. MELBOURNE. One will be for use by towing ship and one for loan to the flank marker; they are to be sited in appropriate positions by the ship's staff. In addition a pool of two will be held for loan to other ships as required.

5. *Assessing Gear.*—The following grids will be required in the towing ship and are to be made up from local resources; they are illustrated in Appendix B, not to scale—

(*a*) *Plotting Board.*—A grid represents the intersection of bearings up to 10° either side of the lines joining each ship with the target; it may be inscribed either on ivorine or on paper covered by transparent film.

(*b*) *First Overlay.*—A sheet of perspex is inscribed with a spider-web grid which allows fall of shot to be measured in radial error and clock code,

(*c*) *Second Overlay.*—A sheet of perspex is inscribed with a square grid which allows fall of shot to be read as range and deflection errors.

6. *Communications.*—A common voice frequency is to be employed by at least the aircraft and both spotting stations. Other positions, such as the bridge of the flank marker and "Flyco" in carriers, will probably require to keep loud-speaker watch.

APPENDIX A—*continued.*

7. *Procedure.*—Aircraft should attack at intervals of not less than 30 seconds, transmitting their call signs on entering the dive; adherence to the briefed line of attack aids accurate assessment. Observations of fall of shot must be made as rapidly as possible in order to minimize the effect of the splash drifting down wind and astern. The flank marker passes angular observations by voice to the towing ship where both bearings are combined and the pilot promptly informed of the result of his shot.

8. *Plotting.*—Both plotter and recorder must be stationed alongside the spotter in the towing ship. On receipt of both observations the fall of shot is marked on the plotting board (or, if preferred, on tracing paper fixed over it). The first overlay is then superimposed so that radial error in feet and direction in clock code can be passed to the aircraft. Range and deflection errors are obtained by substituting the second overlay for the first. Both overlays should be orientated on the assumption that the actual line of attack flown was as briefed.

9. *Recording.*—Data should be recorded in the towing ship under the following headings—

Fall of Shot number.	Call-sign.	Time.	Observations.		Radial Error.	Clock Code.	Range Error.	Deflection Error.
			Flank Marker.	Towing Ship.				

The flank marker should keep records under the first four headings and pass them to the towing ship on completion of the exercise.

10. Use of this method of marking should be noted on Forms S.419.

APPENDIX B.

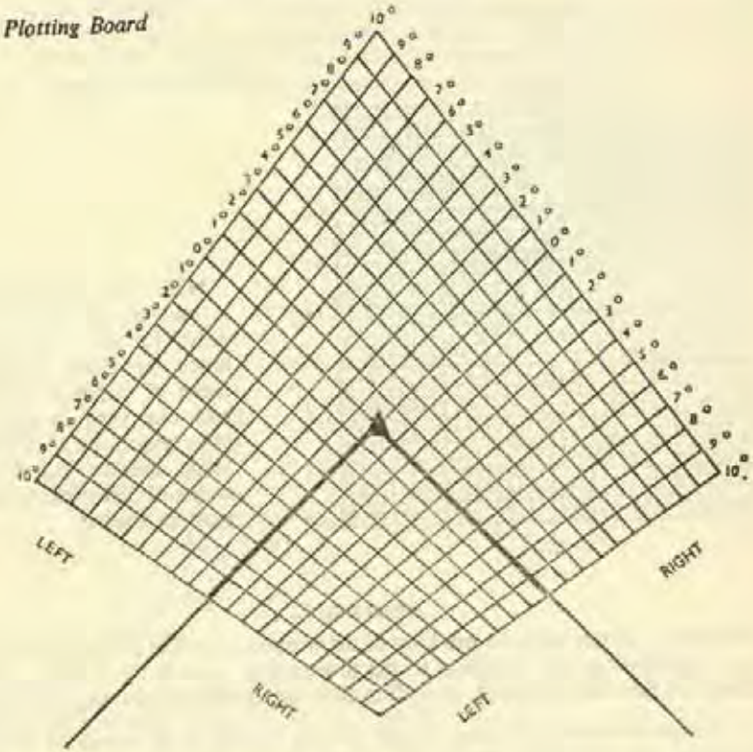
INSTRUCTIONS FOR RECORDING AIR WEAPON PRACTICES AGAINST TOWED TARGETS.

Illustrations of Assessing Equipment.

N.B.—The full-sized board (A) would be marked with ¼° divisions and the full sized grid would have 5-yard divisions.

APPENDIX B—*continued.*

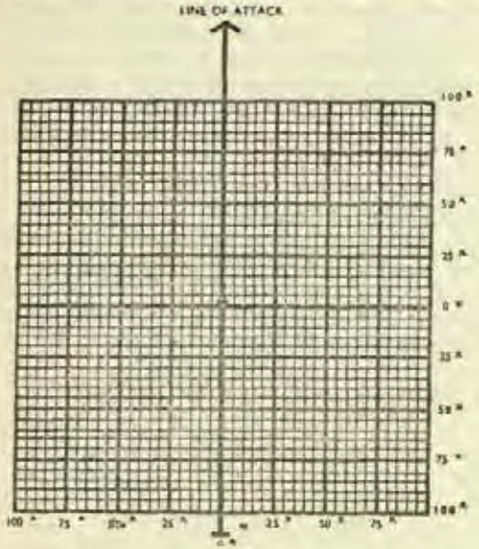
(A) *Plotting Board*



(B) *Spider Web Grid for Clock Code Reporting*

APPENDIX B—*continued.*

(C) *Square Grid for Line and Range Error Measurements.*



N.B.—This grid is true for a tow length of 600 yards only; for tow length and distance of flank marker on beam of target of 650 yards, add one yard in twelve, for tow length and distance of flank marker on beam of target of 550 yards deduct one yard in twelve.

APPENDIX C.

Trials have shown that the marking of air weapon practices against towed targets using a helicopter to pass bearings to the towing ship is perfectly feasible within the standards of accuracy required, providing the towing ship is steaming into wind.

2. *Station Keeping*—The same length of tow is used as in appendix A and the helicopter is disposed 600 yds. on the beam of the towing ship. The maximum permissible station keeping errors for the helicopter are 5 degrees in bearing and 100 yds. in range. Should either of these errors be exceeded firing is to be suspended until station is regained.

3. The helicopter is best directed into position by a helicopter director using a 974 P.P.I. So that it can remain easily on station a suitable transit should be provided by the towing ship, e.g. and aircraft carrier rigging a flag at the forward end of the angle deck to provide a transit with, say, the F.V. 11 aerial on the starboard side. The pilot should be informed by the helicopter director when he moves out of range; it has been found convenient to give this warning at ± 20 yds. He should also be checked for bearing and warned when he is approaching 5 degrees off bearing.

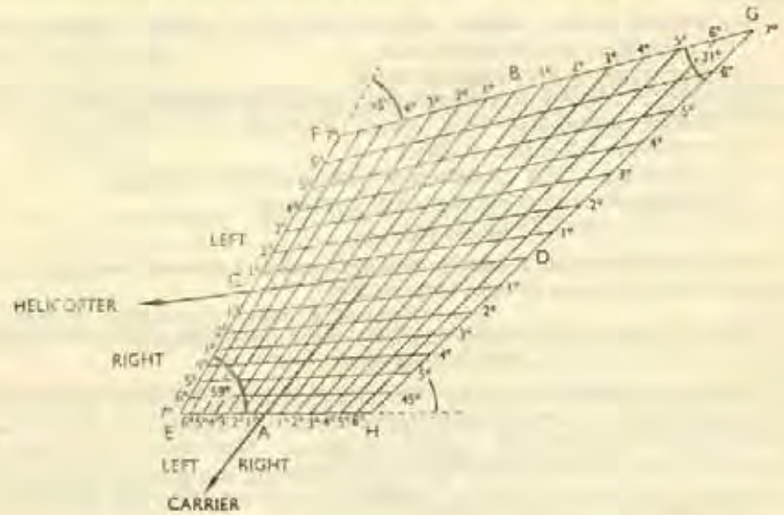
4. Although the errors in paragraph 2 above may be regarded as allowable maxima it has been found possible to keep station on average within 2 degrees for bearing and 30 yds. for range, so allowing for higher accuracy in marking.

5. *Equipment*—The same as in appendix A except for two items—

(*a*) *Binoculars*—Pattern G.372(M) binoculars have been found to be too heavy for use in the helicopter and binoculars, pattern F.I.C./4/W.O. V6/OS/108MA should be used in lieu. Demands from aircraft carriers for one of these binoculars and associated carrying case, pattern FIC/4. W.O. V6/OS/13687, should be forwarded to storing yards accordingly.

APPENDIX C—*continued.*

(*b*) *Plotting Board*—A new grid will need to be drawn to allow for the helicopter being on the beam of the towing ship. The grid illustrated below is for a helicopter stationed on the starboard beam of the towing ship. If the helicopter is stationed on the port beam the grid must be redrawn and will form a mirror image of that illustrated.



If the grid is drawn so that the largest side is 19.8-in. long the scale will be 1-in. = 20 yds., and the grid will fit on a 24-in. × 18-in. board.

Notes for Draughtsman—

E.H. = 147.5 yds.; H.G. = 395.7 yds; G.F. = 314.2 yds; and F.E. = 237.7 yds.

E.A. = 66.7 yds. ..		These eight lengths to be divided into seven equal parts representing a spread of 14 degrees in the two directions shown.
H.D. = 166.7 yds. ..		
G.B. = 181.8 yds. ..		
F.C. = 130.3 yds. ..		
A.H. = 80.8 yds. ..		
D.G. = 229.0 yds. ..		
B.F. = 132.4 yds. ..		
C.E. = 107.4 yds. ..		

6. *Communications*—Helicopter, helicopter director, firing aircraft, flying control and the plotting position in the carrier are required to employ a common Voice frequency.

7. Procedure, plotting and recording are the same as in appendix A. Live rocket heads and H.E. bombs must not be used with this method of marking.

(D.A.W.O.T. 1624/11/1.)

(*Navy Order* 384 *of* 1959.)

RESTRICTED.

1037.—General Electronic Equipment—Minor Modifications.

The existing procedure for the modification of the undermentioned general electronic equipment has been reviewed. Instead of promulgating modifications in Navy Orders as at present, such modifications will, in future, be issued as amendments to B.R. 1870, distribution of which will be arranged on receipt of supplies from United Kingdom—

(*a*) Weapon control, weapon direction and R.P.C. systems including servo amplifiers and associated units.
(*b*) Internal communication equipment.
(*c*) A.V.R.'s and A.F.R.'s electronically generated power supplies.
(*d*) Radiac instruments.
(*e*) Nucleonics (other than Radiac).
(*f*) Degaussing. Eddy current compensation and mine sweeping.
(*g*) Miscellaneous control systems and instruments.
(*h*) General purpose Test equipment.

2. The new modification procedure broadly outlined below will come into force concurrently with the issue of B.R. 1870.

3. B.R. 1870 consists of two parts. Part 1 gives the object of the modification and stores required and part 2 details the method of execution.

4. *Modification Labels.*—A system of modification labels has been incorporated into the new procedure. These labels are to enable the modification state of any unit to be readily established by visual examination. New design equipment will be provided with these labels where necessary. Existing equipment will require to be fitted with modification labels as detailed in the instructions for carrying out the modifications contained in B.R. 1870.

5. *Recording of modifications.*—In addition to the record of modifications to individual units provided by the modification labels, all modifications, irrespective of by whom carried out, are to be recorded in the appropriate departmental register.

6. *Repatternization.*—Some modifications may result in a change in the function or application of a unit, in which case the unit will be given a new pattern number instead of a modification number and a new pattern number label will be fitted accordingly.

7. *Classification of modifications.*—Modifications are classified as either—

(*a*) Modifications which are within the capabilities of ships and depot ships in full commission, with dockyard assistance where necessary; or
(*b*) Modifications to be carried out by dockyards.

Such modifications will be classified as A and A in B.R. 1870 and will be promulgated by Navy Orders and by amendment to B.R. 1870.

8. *Defect action to progress "Ship Staff" modifications.*—To allow dockyards, within the capacity of labour available, to assist ships to progress outstanding modifications, a defect item—deficiency in existing arrangements—is to be raised in each Main Defect List as follows—

"To progress outstanding ship's staff modifications to General Electronic equipment in accordance with B.R. 1870".

The A and A procedure referred to in B.R. 1870 for minor modifications will not be followed in the R.A.N.

9. This procedure in no way relieves any ship of the responsibility to progress these modifications by ship's staff within the limits imposed by maintenance commitments.

10. Ships are to render to the dockyard with the Main Defect List a report listing outstanding modifications for which dockyard assistance is required in order of priority. Nil reports are required.

(D.E.E. 400/51/11.)

UNCLASSIFIED.

1038.—Gun Mountings—4.5-in. R.P. 41 Mk. 6 and 6* Mtgs. Fitting of Strengthened Gun Loading Trays Modification No. 73 to Revolving Structure.

(*A.F.O.* 1751/1958.)

(*a*) *Ships establishments and authorities concerned*	Ships and establishments so fitted, and gunnery equipment depots.
(*b*) *Type of equipment* ..	4.5-in. mks. 6 and 6* mtgs. (Mk. 6* Mod. 1 in manufacture.)
(*c*) *Part of equipment affected*	Gun loading tray.
(*d*) *Purpose of modification* ..	To replace the existing gun loading trays which are prone to distortion.
(*e*) *Nature of modification* ..	Remove existing tray—mark off and drill bolt holes in new tray to suit mounting—fit new loading tray. Trays to be demanded from G.E.S.O.
(*f*) *Drawings*	N55583, N55584, N55585.
(*g*) *By whom to be done* ..	Dockyard.
(*h*) *When to be done*	During next refit after trays are available.

(D.O.U.W. 736/259/14.)

UNCLASSIFIED.

1039.—Battery Fed Emergency Steaming Lanterns—Remote Siting of Battery.

(*A.F.O.* 2430/1959.)

In certain ships it is not possible to hoist the battery fed Emergency Steaming Lantern and Navy Order 139 of 1959 authorizes the lantern to be fixed in position and controlled by a switch sited in an accessible position.

2. In this circumstance the maintenance of the battery is subject to limitations and would be facilitated by siting it adjacent to the switch. This may be done by separating the lamp housing from the body of the lantern and mounting the lamp housing in position on the mast. The body of the lantern, containing the battery should then be fixed in an accessible position adjacent to the remote switch.

3. Navy Order diagram issue 20/59 (Drawing D.E.E. 36569) shows details of the method of carrying out this modification.

4. The A.S. 1182 form referred to in paragraph 10 of Navy Order 139 of 1959 is to state where the battery and switch are to be sited, which shall be as near as practicable to the lamp housing.

(D.E.E. 518/60/13.)

(*Navy Order* 139 *of* 1959.)

UNCLASSIFIED.

1040.—Alteration and Addition Item—A.S. Frigates (Modified River).

The following alteration and addition item is approved for A.S. Frigates (Modified River).

Class list item No. 595. *Classification* " *A* ".

Item: " To fit 6 slice toaster-grillers complete with 3 heat switch 220 Volt D.C. in accordance with the allowances authorized in Navy Order 558 of 1957."

Reference: Navy Order 558 of 1957.

Remarks: The item is applicable to H.M.A. ships DIAMANTINA, GASCOYNE and BARCOO only, and can be reviewed when other ships of the Class are brought forward.

(D.C.C. 1224/51/14.)

(*Navy Order* 558 *of* 1957.)

UNCLASSIFIED.

1041.—Naval Stores—Accounting—Revision of Stores Classified as " Valuable and Attractive ".

(*A.F.O.* 2183/1959.)

As from the date of this order, the items shown in the appendix are to be regarded as " valuable and attractive " items subject to the requirements for six-monthly muster and safe storage prescribed in articles 1601, 1609 and 1716 of A.B.R.4, Naval Storekeeping Manual. The " valuable and attractive " section of the Stowage and Stocktaking Record form A.S. 148Y (*see* A.B.R.4, article 1607 (*a*)) is to be amended accordingly.

2. Article 1612 of A.B.R.4, Naval Storekeeping Manual will be amended.

APPENDIX.

Bags, travelling for parachutes.
Barographs.
Barometers, aneroid and mercurial.
Batteries, Venner, silver zinc type F2A/1/14242 and 14248.
Bicycles, motor and pedal.
Binoculars.
Brushes, enamel.
Brushes F2A/111/12236, 12237, 12238 and leads F2A/111/12247 and 12248 for searchlight lamps.
Cameras.
Carpets.
Cleaners, vacuum.
Clocks.
Communion plate.
Compasses boats magnetic, pocket and wrist.
Diamonds, glaziers.
Diamonds ½ ct. with holder.
Drills, portable electric.
Emitter follower unit for Radar Services.
Fabrics, terylene and medapollam.
Fishing kits reference 27C/2113.

APPENDIX—*continued.*

Flying clothing.
Frame, gauze pattern 8989 for silver recovery units.
Gauges, micrometer.
Gauges, tyre pressure.
Gloves and gauntlets.
Gold leaf.
Gramophone pick-ups and turntables.
Instruments, measuring—
- Analysers.
- Ammeters.
- Avometers.
- Avominors.
- Bridge meggers.
- Circuit testers.
- Ohmeters.
- Oscilloscopes.
- Multimeters.
- Psychrometers.
- Radio test sets.
- Signal generators.
- Testing sets.
- Voltmeters.
- Wattmeters.
- Wavemeters.
- Wavemonitors.
- Wee meggers.

Irons, laundering electric.
Irons, soldering, electric.
Kettles, electric.
Lenses for cameras.
Lenses for projectors.
Lenses for epidiascopes.
Machines, sewing, hand.
Microscopes and accessories.
Office machinery.
Parachutes.
Perspex sheets.
Pumps, foot.
Photographic stores—
- Blinds.
- Developing dishes.
- Drawing and modelling equipment.
- Enlargers.
- Exposure meters.
- Films.
- Film splicers.
- Filters, glass.
- Glasses, magnifying.
- Interpretation outfits.
- Masking boards.
- Paper, photographic.
- Plates, photographic.
- Projection screens.

APPENDIX—*continued.*

Photographic stores—*continued.*

Racks for plates.
Squeegee rollers.
Stencil outfits.
Titling equipment.
Tanks, daylight development.
Thermometers.
Tripods.

Plugs, sparking.
Platinum.
Polishers, floor.
Projectors, cine and still.
Rangefinders, portable.
Record players.
Radio sets, portable.
Rugs.
Sextants.
Silver solder.
Solder, Cascowyte.
Skins, chamois.
Station pointers.
Tape, cellulose.
Telescopes.
Tool rolls (sets).
Trophies.
Tyres and inner tubes.
Watches.

(D.N.A.S. 501/51/5.)

UNCLASSIFIED.

1042.—Naval Stores (Air)—R.A.F. Vocab. Section 6D—Carbon Dioxide Cylinders for Aircrew Lifejackets—Extension of Test Life.

(*A.F.O.* 1630/1959.)

Carbon dioxide cylinders, 34 gram., Ref., 6D/1623, used in aircrew lifejackets, will be tested in future at four-yearly intervals instead of two-yearly.

2. All cylinders, Ref. 6D/1623, issued from the R.A.N. Air Store Depot are normally to have a minimum further useful life before they are due for their next four-yearly test as follows—

	Useful life.
(*a*) Aircraft carriers	Two years.
(*b*) Shore establishments	One year.

3. The relevant publications will be amended.

(D.N.A.S. 603/56/35.)

UNCLASSIFIED.

1043.—Naval Stores (General) (Class B, Group 11, Part G)—Engineering Tradesmen and Mechanic Ratings Tool Kits—Revised Allowances.

(*A.F.O.* 1691/1959.)

All 12-in. spanners wheel, pattern B11G/6424 are to be removed from tool kits and returned to the nearst (S)N.S.O.

2. It has been decided to include 6-in. spanners wheel in tool kits, types E1, E2, E3, E4, E5, E6 and N.S.5.

3. Demands to complete to the above allowances should be forwarded to the appropriate (S)N.S.O.

4. A.B.R. 4 will be amended.

(D.N.A.S. 506/71/8.)

UNCLASSIFIED.

1044.—Naval Stores (General) (Class E, Group 10)—Curtains and Overcases Revised Allowances—H.M.A. Ships.

(*A.F.O.'s* 1752 *and* 2013/1959.)

All curtains and overcases in H.M.A. ships have been re-classified as Permanent Sea Stores and transferred to the Naval Store Account in accordance with instructions contained in article 1812 (*f*) A.B.R. 4—Naval Storekeeping Manual. They are to be accounted for in the same manner as furniture and are included in the list of articles of furniture and furnishings contained in A.B.R. 4, article 1831 (12).

2. To facilitate accounting, curtains and overcases should be described and taken on charge in such a manner as to indicate the type of material, predominant colour and the item of furniture for which they are held, e.g., Overcases, rep, heavyweight, green, for easy chairs, like pattern 3060; Overcases, printed linen, burgundy, for settees, like pattern 3061 (article 1826 of A.B.R. 4).

3. *Selection of Materials.* The following limitations will apply to the selection of materials—

(*a*) For navigational reasons, the use of colours red, green or blue for curtains for scuttles in H.M.A. ships is not allowed unless special measures are taken to render the material lightproof;

(*b*) In the case of ships which have been fitted out to an approved colour scheme, supply will be restricted to the particular coloured material which is a component of the scheme.

4. It is essential that the choice of materials should be such as to ensure the most economical life from curtains and overcases. Replacements will only be arranged on a certificate from surveying officers that the articles are so worn that they are not fit for further use.

5. The scales of allowances of curtains and overcases are detailed in the appendix to this order. Demands to these scales are to be rendered as follows—

(*a*) H.M.A. ships in commission. Demands on form A.S. 134 should be forwarded by the Commanding Officer to the storing yard concerned for items required to complete to the allowances shown in the appendix;

(*b*) Ships under construction. Curtains and overcases will be supplied by the shipbuilder. Overseers are to ensure that, where applicable, ships' officers are consulted in the selection of the material which should conform to paragraphs 3 and 4. Details of the completed curtains and overcases should be included by the shipbuilder, or dockyard (as appropriate), as an appendix to the "List of Sea Stores Supplied by Shipbuilders" furnished by them to the overseer concerned on commissioning.

6. Navy Orders 927 of 1957 and 264 and 823 of 1958 are hereby cancelled.

APPENDIX.

SCALE OF ALLOWANCES OF CURTAINS AND OVERCASES TO H.M.A. SHIPS.

Service.	*Curtains Door and Scuttle.*	*Curtains for Screens.*	*Overcases.*
1. Flag Officers ..	One set per cabin	One set as and where shown on approved drawings (*see* note (*b*))	Two sets
2. Class 1 suites ..	One set per cabin		
3. Commanding Officer's cabins	One set per cabin		
4. Other Officer's cabins	One set per cabin	One for cabin shelf and/or where used in lieu of a wardrobe door	One set
5. Wardroom, wardroom ante-room and combined wardroom ante-rooms	One set ..	One set as and where shown on approved drawings (*see* note (*b*))	Two sets
6. Sick Bays	One set ..	One set as and where shown on approved drawings (*see* note (*b*))	One set for armchair
7. Chief Petty Officers' and Petty Officers' messes	One set ..	One set as and where shown on approved drawings (*see* note (*b*)). Except where approved otherwise for Senior Ratings, this allowance will be one set for screening watchkeepers' bunks only, where this is a necessity	Two sets for chairs, pattern 3060, 3052 and 3054 club fenders, settees with full back settee bunks (seat and back) including the new type mk. 1 and mk. 2 bunk settees

APPENDIX—*continued.*

Service.	*Curtains Door and Scuttle.*	*Curtains for Screens.*	*Overcases.*
8. Junior Ratings Messes	Nil ..	One set for screening watchkeepers' bunks only, where this is a necessity	One set for stool cushions, settees with full back settee bunks (seat and back) including the new type mk. 1 and mk. 2 bunk settees (*see* note (a))
9. Dining halls ..	Nil	Nil	Nil
10. Bathrooms	One set (plastic)	Nil	Nil

(*a*) Overcases for junior ratings' messes are intended primarily for use in hot weather rather than for decorative purposes.

(*b*) Where curtain screens divide a compartment and both sides are visible, they may be doubled sided.

(D.N.A.S. 514/51/4.)

(*Navy Orders* 927 *of* 1957 *and* 264 *and* 823 *of* 1958.)

UNCLASSIFIED.

1045.—Naval Stores (General) (Class F, Groups 2A and 24)—Batteries—Revised Rate Book Classification.

(*A.F.O. 1565/1959.*)

As from the date of this order, the undermentioned batteries, hitherto dealt with under class F, group 2A, part 1, are to be transferred to class F, group 24 (N.A.T.O. supply classification groups 6135 and 6140) and dealt with under the seven-digit Joint Service catalogue numbers indicated in column 4.

2. H.M.A. ships and establishments are to amend existing ledger pages and records to show the revised pattern numbers and class group in accordance with A.B.R. 4 article 1812 (*b*) re-grouping ledger pages as necessary.

3. Admiralty has advised that the relevant publications will be amended.

4. Navy Orders 586 and 607 of 1959 are relevant.

Pattern.	*Description.*	*Old Pattern No. under F2A/1.*	*New Pattern No. under F24.*	*N.A.T.O. Supply Classification Group.*
	Battery, Dry—			
101101	1.5V	14074	910-1101	6135
101103	1.5V	101103	910-1103	6135
101105	1.5V	101105	910-1105	6135
101109	3V	101109	910-1109	6135
101155	90/1.5V, HT/LT	WB.4100	910-1155	6135

Pattern.	Description.	Old Pattern No. under F2A/1.	New Pattern No. under F24.	N.A.T.O. Supply Classification Group.
	Battery, Dry—*continued.*			
101158	90 + 60/4.5V	WB.4118	910–1158	6135
101159	162/3V, HT/LT	14151	910–1159	6135
101162	9V	101162	910–1162	6135
101163	30V	101163	910–1163	6135
101164	30V	101164	910–1164	6135
101165	150V	101165	910–1165	6135
101166	1.5V	101166	910–1166	6135
101168	15V	101168	910–1168	6135
101172	1.35V	101172	910–1172	6135
	Battery, Secondary—			
101512	2V, 220 a.h.	7541	910–1512	6140
101519	6V, 85 a.h.	ZB.12716	910–1519	6140
101522	6V, 102 a.h.	14116	910–1522	6140
101526	6V, 300 a.h.	14063	910–1526	6140
101531	12V, 22 a.h.	ZB.12715	910–1531	6140
101537	12V, 75 a.h.	ZB.11813	910–1537	6140
101538	12V, 217 a.h.	14066	910–1538	6140

(D.N.A.S. 519/74/2.)

(*Navy Orders* 586 *and* 607 *of* 1959.)

UNCLASSIFIED.

1046.—Naval Stores (General Electrical) (Class F, Group 31)—Allocation of Admiralty Pattern Numbers to New Design Mk. 4 Plugs and Sockets.

(*A.F.O.* 854/1959.)

To facilitate procurement of, and accounting for, future supplies of modified Plessey Mk. 4 plugs and sockets, Admiralty pattern numbers as listed in the appendix have been allocated except in a few instances where new Joint Service catalogue numbers have been approved. All the plugs and sockets are now accounted for under class F, group 31 (N.A.T.O. supply classification group 5935), and future purchases will be obtained under the new Admiralty pattern numbers or new J.S.C. numbers where such apply.

2. Existing modified stocks which bear reference numbers in the old Joint Service range and are marked with a red-spash are to be issued until exhausted.

3. Admiralty has advised that the relevant publications will be amended.

APPENDIX.

Superseded J.S.C. No.	New Admiralty Pattern or J.S.C. No. (N.A.T.O. Supply Classfn. Group 5935).	Description (unchanged).
056–0050	208600	Plug, electrical, fixed, female shell, 2-way.
056–0551	208601	
056–0552	208602	
056–0553	208603	
056–0554	208604	
056–0555	208605	
056–0060	208606	Plug, electrical, fixed, female shell, 3-way.
056–0565	208607	
056–0070	208608	Plug, electrical, fixed, female shell, 4-way.
056–0571	208609	
056–0572	208610	
056–0573	208611	
056–0574	208612	
056–0575	208613	
056–0080	972–9112*	Plug, electrical, fixed, female shell, 6-way.
056–0581	208615	
056–0582	208616	
056–0583	208617	
056–0584	208618	
056–0585	208619	
056–0130	208640	Plug, electrical, fixed, female shell, 4-way.
056–0531	208641	
056–0532	208642	
056–0533	208643	
056–0534	208644	
056–0535	208645	
056–0140	208646	Plug, electrical, fixed, female shell, 6-way.
056–0541	208647	
056–0542	208648	
056–0543	208649	
056–0544	208650	
056–0545	208651	
056–0150	972–9109*	Plug, electrical, fixed, female shell, 12-way.
056–0151	208653	
056–0152	208654	
056–0153	208655	
056–0154	208656	
056–0155	208657	
056–0190	208676	Plug, electrical, fixed, female shell, 18-way.
056–0191	208677	
056–0192	208678	
056–0193	208679	
056–0194	208680	
056–0195	208681	

* J.S. Catalogue No.

APPENDIX—*continued.*

Superseded J.S.C. No.	*New Admiralty Pattern or J.S.C. No. (N.A.T.O. Supply Classfn. Group 5935).*	*Description (unchanged).*
056-0200	208682	Plug, electrical, fixed, female shell, 25-way.
056-0201	972-9111*	
056-0202	208684	
056-0203	208685	
056-0204	208686	
056-0205	208687	
056-0230	208700	Socket, electrical, fixed, female shell, 2-way.
056-0231	208701	
056-0232	208702	
056-0233	208703	
056-0234	208704	
056-0235	208705	
056-0240	208706	Socket, electrical, fixed, female shell, 3-way.
056-0245	208707	
056-0250	208708	Socket, electrical, fixed, female shell, 4-way.
056-0251	208709	
056-0252	208710	
056-0253	208711	
056-0254	208712	
056-0255	208713	Socket, electrical, fixed, female shell, 4-way.
056-0260	972-9119*	Socket, electrical, fixed, female shell, 6-way.
056-0261	208715	
056-0262	972-9118*	
056-0263	208717	
056-0264	208718	
056-0265	208719	
056-0310	208740	Socket, electrical, fixed, female shell, 4-way.
056-0311	208741	
056-0312	208742	
056-0313	208743	
056-0314	208744	
056-0315	208745	
056-0320	208746	Socket, electrical, fixed, female shell, 6-way.
056-0321	208747	
056-0322	208748	
056-0323	208749	
056-0324	208750	
056-0325	208751	
056-0330	972-9114*	Socket, electrical, fixed, female shell, 12-way.
056-0331	208753	
056-0332	208754	
056-0333	208755	
056-0334	208756	
056-0335	208757	

* J.S. Catalogue No.

APPENDIX—*continued.*

Superseded J.S.C. No.	*New Admiralty Pattern or J.S.C. No. (N.A.T.O. Supply Classfn. Group 5935).*	*Description (unchanged).*
056-0370	208776	Socket, electrical, fixed, female shell, 18-way.
056-0371	208777	
056-0372	208778	
056-0373	208779	
056-0374	208780	
056-0375	208781	
056-0380	208782	Socket, electrical, fixed, female shell, 25-way.
056-0381	972-9115*	
056-0382	208784	
056-0383	208785	
056-0384	208786	
056-0385	208787	
056-0270	208720	Plug, electrical, free, male shell, 2-way.
056-0271	208721	
056-0272	208722	
056-0273	208723	
056-0274	208724	
056-0275	208725	
056-0280	208726	Plug, electrical, free, male shell, 3-way.
056-0285	208727	
056-0290	208728	Plug, electrical, free, male shell, 4-way.
056-0291	208729	
056-0292	208730	
056-0293	208731	
056-0294	208732	
056-0295	208733	
056-0300	972-9110*	Plug, electrical, free, male shell, 6-way.
056-0301	208735	
056-0302	208736	
056-0303	208737	
056-0304	208738	
056-0305	208739	
056-0340	208758	Plug, electrical, free, male shell, 4-way.
056-0341	208759	
056-0342	208760	
056-0343	208761	
056-0344	208762	
056-0345	208763	
056-0350	208764	Plug, electrical, free, male shell, 6-way.
056-0351	208765	
056-0352	208766	
056-0353	208767	
056-0354	208768	
056-0355	208769	

* J.S. Catalogue No.

APPENDIX—*continued.*

Superseded J.S.C. No.	*New Admiralty Pattern or J.S.C. No. (N.A.T.O. Supply Classfn. Group* 5935).	*Description (unchanged).*
056-0360	972-9107*	Plug, electrical, free, male shell, 12-way.
056-0361	208771	
056-0362	208772	
056-0363	208773	
056-0364	208774	
056-0365	208775	
056-0390	208788	Plug, electrical, free, male shell, 18-way.
056-0391	208789	
056-0392	208790	
056-0393	208791	
056-0394	208792	
056-0395	208793	
056-0400	208794	Plug, electrical, free, male shell, 25-way
056-0401	972-9108*	
056-0402	208796	
056-0403	208797	
056-0404	208798	
056-0405	208799	
056-0090	208620	Socket, electrical, free, male shell, 2-way.
056-0591	208621	
056-0592	208622	
056-0593	208623	
056-0594	208624	
056-0595	208625	
056-0100	208626	Socket, electrical, free, male shell, 3-way.
056-0505	208627	
056-0110	208628	Socket, electrical, free, male shell, 4-way.
056-0511	208629	
056-0512	208630	
056-0513	208631	
056-0514	208632	
056-0515	208633	
056-0120	972-9117*	Socket, electrical, free, male shell, 6-way.
056-0521	208635	
056-0522	208636	
056-0523	208637	
056-0524	208638	
056-0525	208639	
056-0160	208658	Socket, electrical, free, male shell, 4-way.
056-0161	208659	
056-0162	208660	
056-0163	208661	
056-0164	208662	
056-0165	208663	

* J.S. Catalogue No.

APPENDIX—*continued.*

Superseded J.S.C. No.	*New Admiralty Pattern No. J.S.C. No. (N.A.T.O. Supply Classfn Group* 5935).	*Description (unchanged).*
056-0170	208664	Socket, electrical, free, male shell, 6-way.
056-0171	208665	
056-0172	208666	
056-0173	208667	
056-0174	208668	
056-0175	208669	
056-0180	972-9113*	Socket, electrical, free, male shell, 12-way.
056-0181	208671	
056-0182	208672	
056-0183	208673	
056-0184	208674	
056-0185	208675	
056-0210	208688	Socket, electrical, free, male shell, 18-way.
056-0211	208689	
056-0212	208690	
056-0213	208691	
056-0214	208692	
056-0215	208693	
056-0220	208694	Socket, electrical, free, male shell, 25-way.
056-0221	972-9116*	
056-0222	208696	
056-0223	208697	
056-0224	208698	
056-0225	208699	
056-0410	208800	Plug, electrical, coupling, free, female shell, 2-way.
056-0411	208801	
056-0412	208802	
056-0413	208803	
056-0414	208804	
056-0415	208805	
056-0420	208806	Plug, electrical, coupling, free, female shell, 3-way.
056-0425	208807	
056-0430	208808	Plug, electrical, coupling, free, female shell, 4-way.
056-0431	208809	
056-0432	208810	
056-0433	208811	
056-0434	208812	
056-0435	208813	
056-0440	208814	Plug, electrical, coupling, free, female shell, 6-way.
056-0441	208815	
056-0442	208816	
056-0443	208817	
056-0444	208818	
056-0445	208819	

* J.S. Catalogue No.

APPENDIX—*continued.*

Superseded J.S.C. No.	*New Admiralty Pattern or J.S.C. No. (N.A.T.O. Supply Classfn. Group* 5935).	*Description (unchanged).*
056-0450	208820	Plug, electrical, coupling, free, female shell, 4-way.
056-0451	208821	
056-0452	208822	
056-0453	208823	
056-0454	208824	
056-0455	208825	
056-0460	208826	Plug, electrical, coupling, free, female shell, 6-way.
056-0461	208827	
056-0462	208828	
056-0463	208829	
056-0464	208830	
056-0465	208831	
056-0470	208832	Plug, electrical, coupling, free, female shell, 12-way.
056-0471	208833	
056-0472	208834	
056-0473	208835	
056-0474	208836	
056-0475	208837	
056-0480	208838	Plug, electrical, coupling, free, female shell, 18-way.
056-0481	208839	
056-0482	208840	
056-0483	208841	
056-0484	208842	
056-0485	208843	
056-0490	208844	Plug, electrical, coupling, free, female shell, 25-way.
056-0491	208845	
056-0492	208846	
056-0493	208847	
056-0494	208848	
056-0495	208849	
056-0610	208856	Socket, electrical, coupling, free, female shell, 3-way.
056-0630	208864	Socket, electrical, coupling, free, female shell, 6-way.
056-0660	208882	Socket, electrical, coupling, free, female shell, 12-way.
056-0665	208887	
056-0680	208894	Socket, electrical, coupling, free, female shell, 25-way.
056-0700	208900	Plug, electrical, coupling, fixed, female, shell, 2-way.
056-0701	208901	
056-0702	208902	
056-0703	208903	
056-0710	208906	Plug, electrical, coupling, fixed, female, shell, 3-way.
056-0720	208908	Plug, electrical, coupling, fixed, female, shell, 4-way.

* J.S. Catalogue No.

APPENDIX—*continued.*

Superseded J.S.C. No.	*New Admiralty Pattern or J.S.C. No. (N.A.T.O. Supply Classfn. Group* 5935).	*Description (unchanged).*
056-0730	208914	Plug, electrical, coupling, fixed, female, shell, 6-way.
056-0731	208915	
056-0732	208916	
056-0733	208917	
056-0760	208932	Plug, electrical, coupling, fixed, female, shell, 12-way.
056-0761	208933	
056-0764	208936	
056-0770	208938	Plug, electrical, coupling, fixed, female, shell, 18-way.
056-0772	208940	
056-0773	208941	
056-0780	208944	Plug, electrical, coupling, fixed, female, shell, 25-way.
056-0790	208950	Socket, electrical, coupling, fixed, female, shell, 2-way.
056-0800	208956	Socket, electrical, coupling, fixed, female, shell, 3-way.
056-0810	208958	Socket, electrical, coupling, fixed, female, shell, 4-way.
056-0820	208964	Socket, electrical, coupling, fixed, female, shell, 6-way.
056-0823	208967	
056-0830	208970	Socket, electrical, coupling, fixed, female, shell, 4-way.
056-0850	208982	Socket, electrical, coupling, fixed, female, shell, 12-way.
056-0855	208987	
056-0600	208850	Socket, electrical, coupling, free, female, shell, 2-way.
056-0740	208920	Plug, electrical, coupling, fixed, female, shell, 4-way.
056-0741	208921	
056-0742	208922	
056-0743	208923	
056-0744	208924	
056-0750	208926	Plug, electrical, coupling, fixed, female, shell, 6-way.
056-0781	208945	Plug, electrical, coupling, fixed, female, shell, 25-way.
056-0791	208951	Socket, electrical, coupling, fixed, female, shell, 2-way.
056-0821	208965	Socket, electrical, coupling, fixed, female, shell, 6-way.
056-0840	208976	
056-0854	208986	Socket, electrical, coupling, fixed, female, shell, 12-way.
056-0870	208994	Socket, electrical, coupling, fixed, female, shell, 25-way.
056-0871	208995	
056-0872	208996	
056-0873	208997	

* J.S. Catalogue No.

UNCLASSIFIED.

1047.—Quick Frozen Vegetables—Stowage and Deep Freeze Units—Policy.

Since the introduction of quick frozen vegetables investigations have been made into their stowage on board H.M.A. ships.

2. Quick frozen vegetables may be safely stowed in " cold " room temperatures for a period not exceeding four weeks and, owing to space and weight considerations, it was found necessary to take advantage of this in formulating the now approved policy which is as follows—

(*a*) Where space is available in the cold room, quick frozen vegetables are to be carried there.

(*b*) Where sufficient space is not available in the cold room one of the following alternatives may be adopted—

(i) A separate built-in cabinet having its own compressor unit.

(ii) A commercial type deep freeze unit.

(*c*) As deep freeze units have proved valuable for the stowage of other foodstuffs, such as ullages of frozen meat, one commercial type deep freeze unit may be allowed in addition—subject to Naval Board approval—when a ship is serving in the tropics.

3. With regard to ships at present in commission, action in respect to paragraph 2 (*b*) is required for H.M.A.S. MELBOURNE only and an Alteration and Addition item will be raised to build a deep freeze cabinet in the vegetable cool room.

(D.N.C. 1211/51/67.)

1048.—Ships Brows—Rigging and Safety Precautions.

(*A.F.O.* 2443/1959.)

A fatal accident in the R.N. has recently occurred when a man fell into the water while crossing the brow from one ship to another at night time.

2. The attention of Captains is drawn to the importance of ensuring that brows are rigged and tended correctly, and in particular that the following simple and commonsense precautions are observed—

(*a*) centre stanchions (where provided) lower guardrails and lee boards are fitted to the brow;

(*b*) the gaps between the sides of the brow and the ships guardrails are roped off;

(*c*) a heaving line, portable light and lifebouy are provided within easy excess of the brow;

(*d*) the Officer of the Day, Duty Petty Officer and Q.M. to be present at the brow at times when libertymen can normally be expected to be returning on board.

3. Captains of ships which carry brows should arrange for them to be examined and, where not so fitted, to be provided with guard wires and a lee board on either side in accordance with Navy Order Diagram Issue 20/59. The work should be carried out by ship's staff at the first opportunity.

(D.T.S.R. 1211/4/9.)

1211/ Safety precautions

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

1049.—Form A.S. 330Z—Return Note for Victualling Stores.

Navy Order 591 of 1959, title as above, is to be amended as follows—

Paragraph 4—*Delete* the third sentence.

Insert in its stead the following—

" The quantities of each pattern of badges returned are to be shown on a separate line and for items where a range of sizes and fittings is involved, the quantities of each size and fitting are to be shown on separate lines, thus—

Shoes, black 5 fitting 50 pr.
6/10
7/15
8/15
9/8
10/2 ".

(D.V. 910/51/3.)

(*Navy Order* 591 *of* 1959.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

1050.—Books—B.R. 25/1958—First Aid in the Royal Navy.

Navy Order 748 of 1959 is to be amended as follows—

Delete paragraphs 4 and 5 and *insert* in their stead—

Paragraph 4—" In addition, one copy is to be drawn for each B.R. library ".

Paragraph 5—" For the purposes of training, as outlined in Navy Order 538 of 1959, the following may be drawn—

(*a*) H.M.A. ships . . . . 5 per cent. of naval personnel borne;

(*b*) Establishments . . . . 40 per cent. of naval personnel borne ".

(D.N.A.S. 465/52/33.)

(*Navy Orders* 538 *and* 748 *of* 1959.)

UNCLASSIFIED.

1051.—B.R. 1977 (Provisional Handbook) Lifesaving Equipment Maintenance Manual.

B.R. 1977(1)/1958 Operation and Maintenance Handbook for the 20 Man Inflatable Life Raft. Australian Supplement to B.R. 1977.

B.R. 1977 (Provisional Handbook) Lifesaving Equipment Maintenance Manual has been superseded by B.R. 1977 (1)/1958 Operation and Maintenance Handbook for the 20 man life raft. B.R. 1977 (Provisional Handbook) should be disposed of in accordance with Navy Order 787 of 1957, para. 17.

2. The Australian supplement to B.R. 1977 however, is still current and should be retained as a supplement to B.R. 1977 (1).

(D.N.A.S. 465/52/36.)

(*Navy Order* 787 *of* 1957.)

UNCLASSIFIED.

1052.—Form A.S. 1308—Record of Percentages Obtained in Practical Signalling Exercises—Abolition.
Form A.S. 391Z—Signal School Class Book—Revision.

Form A.S. 1308—Record of Percentages obtained in Practical Signalling Exercises has been abolished.

2. Form A.S. 391Z, which has been revised and re-titled Communication Training Record, is to be used in lieu. Revised form A.S. 391Z is available on demand from S.N.S.O. Sydney.

(D.N.A.S. 464/54/75.)

UNCLASSIFIED.

1053.—Over-demanding of Forms by H.M.A. Ships and Commissioned Establishments.

Instances of over-demanding of printed forms by H.M.A. ships and commissioned establishments have recently come to notice. In one case, an establishment was found to be holding 8 years requirements of a particular form.

2. Such a procedure is obviously wasteful, and action is to be taken in future to ensure that requirements of printed forms are assessed on a realistic basis, and that demands are limited to the quantity required to complete to 12 months estimated requirements.

(D.N.A.S. 464/54/64.)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED.

1054.—Furniture—Official Residences in Tropical Areas.

Refrigerators and other items of residential furniture are not to be included in the effects of members transferred at departmental expense to tropical areas, as official residences and married quarters in these areas are fully furnished to the scale laid down in A.B.R. 4 appendix 10, which includes a refrigerator. Supplementary items such as radios, prams, sewing machines, lawn mowers, vacuum cleaners, floor polishers, &c., which are not included in the authorized scales of furniture for official residences may continue to be transferred at departmental expense.

2. Provision is made for the storage at departmental expense of furniture, including refrigerators, owned by tenants of official residences in tropical areas, and for the whole or part waiver of percentage charges on furniture supplied to official residences vide A.B.R. 4, article 3303 (5).

3. Except where charges are waived in accordance with A.B.R. 4, article 3303 (5), tenants will in future be required to pay percentage charges on all departmental articles provided, irrespective of any private items which they may transfer with them.

(D.N.A.S. 1461/51/12.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar JM

FOR OFFICIAL USE ONLY. C.N.O. 1055/59.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
11th December, 1959.

The enclosed order is 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.

10173/59.

UNCLASSIFIED.

1055.—Advancement—Syllabuses for the Examination in Seamanship of Candidates for Leading Seaman and Petty Officer.

(*A.F.O.* 1024/1958.)

The syllabuses for the examination in Seamanship of candidates for Leading Seaman and Petty Officer have been revised primarily with a view to providing adequate references for the material required in each subject. Generally the revised syllabuses which are contained in the appendices to this order cover the same ground as the existing syllabuses.

2. Except in A.B.C.D. there is no increase in the standard required to pass the examinations. In lieu of the existing fifty per cent., candidates for Leading Seaman will be required to obtain sixty per cent. and candidates for Petty Officer seventy per cent. in order to pass in A.B.C.D. This increased standard will become effective for all examinations conducted on or after 1st January, 1960.

3. Changes in the syllabuses which have a bearing on the conduct of the actual examination and which will become effective for examinations convened subsequent to the date of receipt of this order, are as follows—

(*a*) Tasks to be carried out in Section I. of the examination are no longer precisely defined. Further it is not intended that examination of a rating's ability to take charge in boatwork should continue to be carried out during this section of the examination. Practical boatwork has been incorporated in " General Duties " in Section II. of the examination and it is unlikely that a candidate could pass in this subject if he were not efficient in his ability to take charge in boatwork.

(*b*) For examination in boatwork in " General Duties " in Section II. of the examination, Presidents of Boards of Examination are to make necessary arrangements for boats appropriate to the ships and establishments from whence the candidates are drawn to be provided.

(*c*) As a part of the examination in " Rigging " in Section II., the President of the Board is to set a test job in cordage and wire to be undertaken by all candidates before the actual date of the examination. The test job is to be returned when the candidate presents himself for examination. It is to be accompanied by a certificate signed by his Commanding Officer stating that the job has been carried out under supervision and is the candidate's own unaided work.

4. Consequent on the changes mentioned in paragraphs 2 and 3 (*a*) form A.S. 583 *Seaman's History Sheet* will require amendment on page 4 as follows—

Under the heading " Record of Higher Rates Examination for Leading Seaman and for Petty Officer "—

(*a*) **Section I.**

Delete reference to " Practical Rigging " and " Boatwork ".

(*b*) **Section II.**

For Leading Seaman.

Amend marks required to pass A.B.C.D. to read " 30 " in lieu of " 25 " and total marks to read " 165 " in lieu of " 160 ".

For Petty Officer.

Amend marks required to pass A.B.C.D. to read " 35 " in lieu of " 25 " and total marks to read " 170 " in lieu of " 160 ".

Note.—Ships and establishments are to effect the amendment set out in paragraph 3 (*a*) to all Seaman's History Sheets enclosed in Certificates of Service or held as stock as early as practicable after receipt of this order. The amendment in (*b*) is to be effected as early as practicable after 31st December, 1959.

5. Questionnaires for the examinations for Leading Seaman and Petty Officer have been revised and reprinted with each part bound separately to facilitate mustering.

6. Distribution of questionnaires has been effected as follows—

F.O.C.A.F.	3
F.O.I.C.E.A.	4
C.S.T.F.N.D.	2
N.O.I.C.N.A.	2
N.O.I.C.W.A.	2
N.O.I.C., Victoria	2
N.O.I.C., New Guinea	2
N.O.I.C., Queensland	1
N.O.I.C., South Australia	1
N.O.I.C., Tasmania	1
H.M.A.S. MELBOURNE	3
Captain D	1
Captain F	1
Destroyers	1 each
Frigates	1 each
Navy Office	1

7. Commanding Officers are to make an officer responsible for the safe custody of the questionnaires between Seamanship Boards and to ensure that the questionnaires are not used as the basis of Higher Rates training.

8. A.B.R. 10 is being amended.

Appendix I.

SYLLABUS FOR EXAMINATION OF ABLE SEAMAN FOR LEADING SEAMAN.

Section I.—ABILITY TO TAKE CHARGE.

(*a*) The examination by the Board will consist of tests of the candidate's ability to take charge. Amongst suitable tasks are the following—

(i) Squad drill and taking a class in P.T.

(ii) Taking charge of a party to deal with an A.B.C.D. problem.

(iii) Taking charge of a party for a small evolution.

(*b*) Marks are not given in Section I. but candidates are to be graded as follows—

(i) Passed.

(ii) Failed.

Section II.—PROFESSIONAL KNOWLEDGE.

In Section II., the knowledge required of candidates in practical subjects is primarily that which they can have reasonably acquired in the type of ship in which they are serving or, if serving ashore, in which they were last serving.

APPENDIX I—*continued.*

(1) *Rigging*—(Rope, Hawsers and Rigging).

A knowledge of and practical work in—

(*a*) The contents of Manual of Seamanship, Volume I, Chapters V. and VI.

(*b*) The following sections of the Manual of Seamanship, Volume II., Chapters V., VI. and XV.

Chapter V. (i) Seizings.
(ii) Worming, Parcelling and Serving.
(iii) Splicing wire rope (short splice and eye splice only).
(iv) Hawsers.

Chapter VI. (v) Miscellaneous rigging; the following sub-sections only—
Rigging Warrants—Dressing Lines—Guard-rails—Boat Booms—Ladders—Fenders—Stages.
(vi) Awnings.
(vii) Sailmaking (sewing and repairing canvas only).
(viii) Extempore Derricks, Sheers and Gyns.

Chapter XV. (ix) Maintenance of rigging (page 518).

(*c*) The gear required for transfer by light jackstay and the warship rigs for fuelling at sea. (Manual of Seamanship, Volume II., Chapter XII.).

Note.—Before the date of the actual examination the President of the Board is to set a test job in cordage and wire for all candidates; the test job is to be returned when the candidate presents himself for examination. It is to be accompanied by a certificate signed by his Commanding Officer stating that the job has been carried out under supervision and is the candidate's own unaided work.

(2) *General Duties.*

The candidate is to be examined practically to assess his professional knowledge as coxswain of a boat under oars and power.

Note.—Presidents of Boards of Examination are to make the necessary arrangements for boats appropriate to the ships and establishments from whence the candidates are drawn to be provided.

He must have a knowledge of—

(*a*) Manual of Seamanship, Volume I., Chapter VII.

(*b*) Manual of Seamanship, Volume II., Chapter VII., pages 241–317, and pages 341–343.

(*c*) Compass, chart reading, buoyage, running on a transit, lead and line, sufficient for the coxswain of a boat (Manual of Seamanship, Volume I., Chapters IX., XI. and XII., Volume II., page 673).

(*d*) Manual of Seamanship, Volume II., Chapter XV., pages 518–521, in so far as this concerns maintenance of boats.

(*e*) Manual of Seamanship, Volume II., pages 629–631 and pages 731–736.

(*f*) Manual of Seamanship, Volume II., pages 357–365 (Lifebuoys and Life-rafts).

(3) *Rule of the Road.*

Practical knowledge of the regulations for preventing collision at sea, but to be confined to those regulations necessary to ensure that the candidate could be entrusted, as coxswain, with the safe navigation of ship's boats and small craft such as G.P.V.'s and M.S.L.'s. The practical application of rules 17–28 of the Rule of the Road (Manual of Seamanship, Volume II., Appendix IV.).

APPENDIX I—*continued.*

(4) *Anchors and Cables and Anchor Work.*

(*a*) A knowledge of the Manual of Seamanship, Volume I., Chapter VIII.

(*b*) A knowledge of the Manual of Seamanship, Volume II., Chapter IX., pages 375–394 (Anchors; Chain Cable; Cable Lockers; Cable Gear; Capstans; Cable Holders and Windlasses), pages 400–405. Terms; Anchoring; Shortening In and Weighing Single Anchor; Precautions in Bad Weather.)

(*c*) To be able to rig and lay a dan buoy (Manual of Seamanship, Volume II., pages 451–453).

(5) *Organization*—(Organization—Ceremonial).

(*a*) To know the general duties of a Leading Seaman, including—

(i) Duties and privileges of leading ratings (Q.R. & A.I., article 1854).

(ii) Leading Hand of Mess.

(iii) Responsibilities when in charge of a patrol or escort (Q.R. & A.I., articles 2082 and 3222).

(iv) Quartermaster at sea and in harbour including the use of the Boatswain's Call and a knowledge of sea and harbour routines and organization (Manual of Seamanship, Volume I., Chapters IV. and X.; Volume II., Chapter IV., pages 58–74 and Chapter XXVII., pages 731–736).

(v) As Second Captain of Top.

(*b*) Messing and Stores. Outline knowledge of the issue of naval stores and provisions and the care and maintenance of stores and portable fittings in " part of ship ".

(*c*) Ceremonial. A knowledge of—

(i) Manual of Seamanship, Volume I., Chapter XIV.

(ii) The following sections of Manual of Seamanship, Volume II., Chapter XVII.—
Wearing of Colours; Piping the Side; Cermonial Receptions; Salute between Ships; Ceremonial in Boats.

(iii) Marks of rank of officers (B.R. 1938—Naval Ratings' Handbook, Chapter I.), Section 4 and Fig. 2.

(*d*) Organizations for ship maintenance and such parts of Manual of Seamanship, Volume II., Chapter XV. on ship maintenance not covered in parts (1), (2) and (7) of Section II. of this syllabus.

(6) *Signals.*

(*a*) To be able to interpret any signals in the Minor Landing Craft and Boats' Signal Book with the aid of the book.

(*b*) Sufficient knowledge of semaphore and morse lamp to make and read a message at the following rates—

Semaphore	.. ..	6 w.p.m.
Flashing	.. ..	4 w.p.m.

(7) *A.B.C.D.* *See* A.B.R. 10, Chapter three.

APPENDIX II.

SYLLABUS FOR EXAMINATION OF LEADING SEAMAN FOR PETTY OFFICER.

Section I.—ABILITY TO TAKE CHARGE.

(*a*) The examination by the Board will consist of tests of the candidates' ability to take charge. Amongst suitable tasks are the following—

(i) Instructing a squad in any section of Part One of B.R. 1834 (R.N. Handbook of Parade and Rifle Drill).

(ii) Taking charge in preparing for or dealing with an A.B.C.D. problem.

(iii) Telling off a party of men for an evolution and carrying it out.

(*b*) Marks are not given in Section I., but candidates are to be assessed as either—

(i) Passed.

(ii) Failed.

Section II.—PROFESSIONAL KNOWLEDGE.

In Section II., the knowledge required of candidates should cover any type of ship and be such that they are able to instruct in practical aspects.

(1) *Rigging* (Rope, Hawsers and Rigging).

A knowledge of—

(*a*) Manual of Seamanship, Volume I., Chapters V. and VI.

(*b*) Manual of Seamanship, Volume II., Chapters V., VI. and VII., pages 249–255.

(*c*) Manual of Seamanship, Volume II., Chapter XII.

(*d*) Manual of Seamanship, Volume II., Chapter XV., pages 518–519.

Note 1.—In these references particular importance is attached to the following—

(i) All knots, splices, bends, hitches and other practical rigging in normal use.

(ii) Types and use of all hawsers. "Bringing to" and tending wires.

(iii) Calculation of working and breaking strains of wire rope and cordage.

(iv) Different types of tackle, their uses, and how to fit them.

(v) Boats' falls; fitting, reeving and securing. All davit fittings.

(vi) Care and maintenance of all hawsers and blocks.

(vii) The rigging of derricks, as fitted, including ammunition derricks and improving sheer-legs and gyns up to five tons lift.

(viii) Repair of canvas gear and elementary sailmaking.

(ix) Knowledge of awnings.

Note 2.—Before the date of the actual examination, the President of the Board is to set a test job in cordage and wire for all candidates; the test job is to be returned when the candidate presents himself for examination. It is to be accompanied by a certificate signed by his Commanding Officer stating that the job has been carried out under supervision and is the candidate's own unaided work.

APPENDIX II—*continued.*

(2) *General Duties.*

(*a*) The candidate is to be examined practically to assess his professional knowledge as coxswain of a boat under oars and power, and in particular, must be capable of instructing an inexperienced seaboat's crew (either oars or power).

Note.—Presidents of Boards of Examination are to make the necessary arrangements for boats appropriate to the ships and establishments from whence the candidates are drawn to be provided.

(*b*) Hoisting, lowering and securing a seaboat and instructing in these duties.

(*c*) The candidate's professional knowledge of the subject below should be sufficient to enable him to act as coxswain of a G.P.V. under normal habour or fleet anchorage conditions.

N.B.—This is not a practical examination as the candidate will probably require further experience before being entrusted with this duty.

(i) Manual of Seamanship, Volume I., Chapters VIII., IX., XI. and XII.

(ii) Manual of Seamanship, Volume II., Chapter VII., pages 241–249, 255–329, 341–343, 345–352.

(*d*) Compasses, deviation and variation. Manual of Seamanship, Volume II., Chapter XX., pages 595–602.

(*e*) Measurement of speed and streaming a log. Manual of Seamanship, Volume II., Chapter XXI., pages 608–613.

(*f*) The more general "conventional signs" used on charts, Manual of Seamanship, Volume II., Chapter XXIII., Figs. 361–364.

(*g*) Tides and tidal streams; high and low water; the use of Part I. of the Admiralty Tide Tables; springs and neaps; tidal information on charts. Manual of Seamanship, Volume II., Chapter XXIV.

(*h*) Laying off courses and bearings; position lines; transits, leading marks and clearing marks. Manual of Seamanship, Volume II., Chapter XXV., pages 665–668, 672–676.

(*i*) Manual of Seamanship, Volume II., Chapter XV., pages 518–521 in so far as this concerns maintenance of boats.

(*j*) Manual of Seamanship, Volume II., pages 629–631 and pages 731–736.

(3) *Rule of the Road.*

Practical knowledge of the regulations for preventing collisions at sea, but to be confined to those regulations necessary to ensure that the candidate could be entrusted as Coxswain, with the safe navigation of ships' boats and small craft such as G.P.V.'s and M.S.L.'s. Manual of Seamanship, Volume II., Appendix IV.

(4) *Anchors and Cables and Anchor Work.*

The candidate must be able to take charge of an anchor watch and instruct the watch in their duties.

He must have a practical knowledge of—

(*a*) Manual of Seamanship, Volume I., Chapter VIII.

(*b*) Manual of Seamanship, Volume II., Chapter IX.

(*c*) Laying out hawsers and light anchors, towing and taking in tow, target work—Twin floats and Larne targets, Pattern 11 and High Speed targets only, Manual of Seamanship, Volume II., Chapter X., pages 415–417 and 420–428.

(*d*) Rigging, laying and recovering dan buoys. Manual of Seamanship, Volume II., pages 451–453.

APPENDIX II—*continued.*

(5) *Organization—(Organization—Ceremonial).*

(*a*) To describe any evolution carried out in the candidate's ship, including replenishment at sea.

(*b*) To know the duties of a Petty Officer, including—

(i) Duties and privileges of Petty Officers (Q.R. & A.I., Article 1853).

(ii) Captain of Top.

(iii) Petty Officer of the Watch or Day, Duty Petty Officer, &c., at at sea and in harbour; being fully conversant with the procedure for dealing with requests, complaints and defaulters. (Q.R. & A.I., Articles 1850, 1851, 3229).

(iv) Responsibilities when in charge of a patrol or escort (Q.R. & A.I., Articles 2082 and 3222).

(v) Quartermaster at sea and in harbour including the use of the Boatswain's Call and able to instruct helmsmen, telegraphmen and look-outs in their duties. A knowledge of sea and harbour routines and organization. Writing up the Deck Log and reading Aneroid Barometer, Barograph, Thermometer and Hygrometer (Manual of Seamanship, Volume I., Chapters IV. and X.; Volume II., Chapter IV., pages 58–80; Chapter XIX.; Chapter XXV., pages 688–689 and Fig. 394; Chapter XXVII., pages 731–736).

(*c*) Outline knowledge of the issue of naval stores and provisions and the care and maintenance of stores and fittings in " part of ship ".

(*d*) Ceremonial and Dress. A knowledge of—

(i) Manual of Seamanship, Volume I., Chapter XIV. and Volume II., Chapter XVII.

(ii) Marks of rank of officers (B.R. 1938—Naval Ratings' Handbook, Chapter K, Section 4 and Fig. 2).

(iii) Ratings' uniform regulations (Appendix to the Navy List—Sections I., II., IV., V. and VI.).

(*e*) Organization for ship maintenance and such parts of Seamanship Manual, Volume II., Chapter XV. on ship maintenance not included in Parts (1), (2) and (7) of Section II., of this syllabus.

(6) *Signals.*

(*a*) To be able to interpret any signals in the Minor Landing Craft and Boats' Signal Book with the aid of the book.

(*b*) Sufficient knowledge of semaphore and morse lamp to make and read a message at the following rates—

Semaphore	10 w.p.m.
Flashing	6 w.p.m.

(7) *A.B.C.D.* *See* A.B.R. 10, Chapter Three.

(H.P.B. 311/4/8.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

C.N.O.'s 1056-1075/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
14th December, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

CONTENTS.

CONTENTS—*continued.*

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

1056.—Stores—Deliveries by Contractors.

An incident occurred recently whereby damage occurred to naval property whilst a heavy item was being delivered by a contractor. As a clear receipt had been given for the item before it had been landed, a claim for the damage occasioned could not be made against the contractor concerned.

2. It has accordingly been decided that the following procedure should be followed in connexion with delivery of stores from contractors—

(*a*) A receipt for goods delivered by contractors is not to be signed until the goods are at rest at the place of delivery.

(*b*) When departmental lifting facilities are used by contractors, at the convenience of the Department, it is to be made clear that the contractor has full responsibility until the goods are landed—orders are to have a notation to this effect.

(*c*) Irrespective of (*b*) above, departmental officers are to ensure that the practice of using steadying lines or personnel to steady the load (as appropriate) is followed, particularly for heavy items such as lathes, &c., which are in balance on lifting. Moreover, it should be ensured that the gear used in lifting is of adequate strength.

(D.N.A.S. 1128/86/19.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

1057.—Ratings—Ex Chief Artificers who re-enter after less than Five Years Absence from the Service.

It has been decided that, from the date of this order, ex Chief Artificers and ex Artificers who re-enter after less than five years absence from the Service and who qualified for the chief rate during their former service will be eligible for advancement to the Chief rate and to earn points for advancement on completion of three years service from date of re-entry.

2. A.B.R. 10 article 0804 clause (2) will be amended.

(H.P.B. 303/21/7.)

UNCLASSIFIED.

1058.—Uniform—Officers—Boat Cloaks.

(*A.F.O.* 21/1959.)

The design of the officers' boat cloak has been reviewed and it has been decided that the combined cloak and cape is outmoded. The boat cloak in future will be a lengthened version of the separate cape (as described in the present Royal Marine Officers' Dress Regulations) lined with white and fitted with officers' gilt buttons of appropriate pattern.

2. The dresses with which the boat cloak may be worn have not previously been specified. It has now been decided that it may be worn, optionally, by all officers with evening dresses and ceremonial blue dresses, viz. Nos. 2B, 3, 4, 4A, 6, 6A, 7, 11, 11A, 11B and 12.

3. Admiralty has advised that the Uniform Regulations (Appendix to the Navy List) will be amended.

4. Old style boat cloaks may still be worn.

(D.V. 930/51/7.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

1059.—Wireless Receiver Tools—Planned Stowage—All H.M.A. Destroyers, Frigates and above.

In order to provide a planned stowage in electronics maintenance rooms for wireless receiver tools, it has been decided to introduce a recessed stowage box 1 ft. 1⅞-in. long, 10¾-in. wide and 1 $\frac{11}{16}$-in. deep, which can be fitted, on suitable wooden runners, into either 14-in., 17-in. or 22-in. wide drawers of the test and repair bench.

2. The box is designed to contain the following tools in suitably shaped recesses—

Pattern No.	*Description.*	*Related Set.*
71480	Trimming tool for I.F. dust cores	B.40/B.41
59721	Tool core adjusting	B.28
102928	Inductance trimmer	C.A.S.
10A/13505	Trimming tool	62A/M/H
12265	Screwdriver adjusting	C.U.H.
71479	Combined trimming tool	B.40/B.41
102929	Capacity trimmer	C.A.S.
10A/13506	Inductance trimmer	62A/M/H
12267A	Trimming tool	691
103095	Combined trimming tool	C.A.T.
12266	Spanner, locking	C.U.H.
59720	Tool, locking, 3¾-in. long with 6 B.A. box spanner	B.28

3. H.M.A. ships concerned are to include in the next defect list an item worded—" to fit stowage box for wireless receiver tools in accordance with Navy Office Drg. No. 0/3074 "—quoting this order as authority.

4. Separate action has been taken for ships under construction.

5. Details of the stowage box are shown on Navy Office Drawing No. 0/3074 (Admiralty D.N.C. Drg. No. 13/464, Sheet 5) copies of which have been issued to dockyards.

6. The stowage boxes will be made by dockyards and are to be fitted by ships staff with dockyard assistance as necessary.

(D.C.C. 408/52/2.)

UNCLASSIFIED.

1060.—Accounting for Ammunition Packages and Stores Recovered after Firing in H.M.A. Ships and Establishments.

Navy Order 881 of 1959 is to be amended as follows—

Delete Paragraph 6 (*b*) and *insert* in its stead " Navy Order 36 of 1958 *delete* paragraphs 104 and 105 ".

(D.O.U.W. 735/52/17.)

(*Navy Order* 881 *of* 1959.)

UNCLASSIFIED.

1061.—4.5 Inch Twin R.P. 51 Mk. 6 Series Mountings—Spare Filter Elements for Auto-Klean Strainers.

Trials have shown that filter elements, B.R. 266B (22), Folio 1, Section P, Index 105, can be satisfactorily repaired and in future these elements are to be returned to the Gunnery Equipment Stores Officer, Sydney, when replacements are fitted.

2. The classification " C " in B.R. 226 is to be altered to " R ".

(D.O.U.W. 736/59/29.)

UNCLASSIFIED.

1062.—40 Mm. Mks. 5, 5*, 7, 9, 9* and S.T.A.A.G. Mk. 2M Mtgs. Ready Use Ammunition Racks—Lubrication. To be Recorded as Modification No. A.N.3 to Mks. 5 and 5*; A.N. 4 to Mk. 7; A.N. 2 to Mks. 9 and 9* and A.N. 3 to S.T.A.A.G. Mk. 2M.

(*a*) *Ships establishments* and *authorities concerned*	Ships and establishments so fitted. Gunnery Equipment Depots.
(*b*) *Type of equipment*	40 mm. Mks. 5, 5*, 7, 9, 9* and S.T.A.A.G. Mk. 2M Mtgs.
(*c*) *Part of equipment affected* ..	Ready use ammunition rack pawls.
(*d*) *Purpose of modification*	To improve lubrication.
(*e*) *Nature of modification*	To fit lubricators to the pawls.
(*f*) *Drawings*	D.O.U.W. A/51199. Navy Order Diagram Issue 21/59.
(*g*) *By whom to be done*	Ships staff or Dockyard.
(*h*) *When to be done*	As convenient.
(*i*) *How to be treated*	As a defect.

(D.O.U.W. 736/64/19.)

UNCLASSIFIED.

1063.—Accumulator Lead Acid—24-volt Varley Type, Air Stores Ref. 5J/3336—Care in Handling.

Navy Order 936 of 1959 is to be amended as follows—

Paragraph 4 and reference at end of order,

Amend: " Navy Order 336 of 1959,"

To read: " Navy Order 366 of 1959 ".

(D.N.A.S. 603/55/127.)

(*Navy Order* 936 *of* 1959.)

UNCLASSIFIED.

1064—Air Compressors—Rationalization of.

The following list shows the range of air compressors which has been adopted by the Joint Services Standardization Committee and approved for use in this Department.

2. As far as possible, all future purchases should be made from this range except, that in the case of item 8, if the provisions of the Inter-Service Specification (when prepared) do not meet naval requirements for working pressure, weight and space, special consideration may be required.

JOINT SERVICE LIST OF AIR COMPRESSORS.

Serial.	Duty.	Size. CFM FAD	Pressure PSI	Type of Compressor.	Type of Prime Mover.	Type of Mounting.	Remarks.
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
1	Field use	105	100	Ro	*diesel	2 wh. trailer	
2		210	100	Ro	*diesel	4 wh. trailer	
3		315	100	Ro	*diesel	4 wh. trailer	
4		600	120	Ro	*diesel	4 wh. trailer	
5		600	120	Ro	elect.	4 wh. trailer	415 V, 3 ph, 50 cps
6	Paint spraying ..	5	75	Re	elect.	manpack ..	240 V, 1 ph, 50 cps
7		13	75	Re	petrol	2 wh. trolley	Air cooled engine; pneumatic tyres
8		13	75	Re	elect.	2 wh. trolley	220 V, DC; 415 V, 3 ph, 50 cps, 440, 3 ph, 60 cps; demountable pneumatic tyres
9	Tyre inflation and pressure lubrication	5	200	Re	elect.	2 wh. trolley	240 V, 1 ph, 50 cps; pneumatic tyres
10		5	200	Re	petrol	2 wh. trolley	Air cooled engine; pneumatic tyres
11		12	300	Re	petrol	2 wh. trolley	Air cooled engine; pneumatic tyres
12	General Purpose ..	150	100	Ro	elect.	Skid mtd.	415 V, 3 ph, 50 cps
13		12	150	Re	elect.	2 wh. trolley	415 V, 3 ph, 50 cps; pneumatic tyres
14		12	150	Re	petrol	2 wh. trolley	Air cooled engine; pneumatic tyres
15		20	200	Re	elect.	4 wh. trolley	415 V, 3 ph, 50 cps; pneumatic tyres
16		52	140	Re	elect.	4 wh. trolley	
17	Insecticide powder sprayer	10	40	Re	petrol	2 wh. trailer	Demountable; air cooled engine
18	Servicing aircraft penumatic systems	15	3,500	Ra	petrol	2 wh. trailer	
19	Shallow water diving equipment	15	3,500	Re	petrol	2 wh. trailer	
20	Servicing artillery and flame throwers	26	3,500	Re	elect.	Skid mtd.	415 V, 3 ph, 50 cps

Ra = Radial.
Re = Reciprocating.
Ro = Rotary.
* = Multi fuel engines if available.

(D.M.E. 3775/1/66.)

UNCLASSIFIED.

1065.—Naval Stores (Air) Section 28P—Withdrawal of mild Steel Split Pins.

(*A.F.O.* 2011/1959.)

Mild steel split pins (A.G.S. 166) shown in A.P. 1086 under section 28P are no longer to be used in naval aircraft. Nickel alloy split pins, A.G.S. 784 and/or S.P. 9 as listed in the appendix to this order, are to be used in lieu and the first-mentioned should be demanded until stocks are exhausted.

2. Mild steel pins (A.G.S. 166) held by H.M.A. ships and establishments are to be returned to the R.A.N. Air Store Depot, Randwick.

3. Admiralty has advised that the relevant publications will be amended in due course.

APPENDIX.

OBSOLETE A.G.S. 166 Items.		ITEMS TO BE DEMANDED IN LIEU. A.G.S. 784.		A.G.S.S.P. 9.	
Ref.	*Size.*	*Ref.*	*Size.*	*Ref.*	*Size.*
5002	1/32-in. x 1-in.	..	..	14702	1/32-in x 1-in.
5003	1/32-in. x 1½-in.	..	..	N1V	1/32-in x 1½-in.
5004	1/32-in. x 2-in.	Size no longer manufactured.			
5211	3/64-in. x ½-in.	5214	3/64-in. x ½-in.	12645	3/64-in. x ½-in.
5212	3/64-in. x ¾-in.	5215	3/64-in. x ¾-in.	13823	3/64-in. x ¾-in.
1201	1/16-in. x ½-in.	5030	1/16-in. x ½-in.	12587	1/16-in. x ½-in.
6159	1/16-in. x ⅝-in.	9693	1/16-in. x ⅝-in.	9429619	1/16-in. x ⅝-in.
1203	1/16-in. x ¾-in.	5031	1/16-in. x ¾-in.	12431	1/16-in. x ¾-in.
1207	1/16-in. x 1-in.	5032	1/16-in. x 1-in.	9429528	1/16-in. x 1-in.
1213	1/16-in. x 1¼-in.	5033	1/16-in. x 1¼-in.	12527	1/16-in. x 1¼-in.
1219	1/16-in. x 1½-in.	..	..	12726	1/16-in. x 1½-in.
5097	5/64-in. x 1½-in.	5383	5/64-in. x 1½-in.	..	..
1202	3/32-in. x ½-in.	5036	3/32-in. x ½-in.	12792	3/32-in. x ½-in.
1208	3/32-in. x 1-in.	5038	3/32-in. x 1-in.	12351	3/32-in. x 1-in.
1214	3/32-in. x 1¼-in.	5039	3/32-in. x 1¼-in.	9429652	3/32-in. x 1¼-in.
1220	3/32-in. x 1½-in.	5040	3/32-in. x 1½-in.	12793	3/32-in. x 1½-in.
1226	3/32-in. x 2-in.	5041	3/32-in. x 2-in.	13330	3/32-in. x 2-in.
5098	7/64-in. x 1-in.	5384	7/64-in. x 1-in.	..	..
5099	7/64-in. x 1½-in.	5385	7/64-in. x 1½-in.	..	..
1205	⅛-in. x ¾-in.	5042	⅛-in. x ¾-in.	12364	⅛-in. x ¾-in.
1209	⅛-in. x 1-in.	5043	⅛-in. x 1-in.	12647	⅛-in. x 1-in.
1221	⅛-in. x 1½-in.	5045	⅛-in. x 1½-in.	9429653	⅛-in. x 1½-in.
1239	⅛-in. x 3-in.	..	..	13743	⅛-in. x 3-in.
6535	5/32-in. x ½-in.	Size no longer manufactured.			
1206	5/32-in. x ¾-in.	5048	5/32-in. x ¾-in.	12482	5/32-in. x ¾-in.
1210	5/32-in. x 1-in.	5049	5/32-in. x 1-in.	13328	5/32-in. x 1-in.
1216	5/32-in. x 1¼-in.	5050	5/32-in. x 1¼-in.	13895	5/32-in. x 1¼-in.
1222	5/32-in. x 1½-in.	5051	5/32-in. x 1½-in.	12720	5/32-in. x 1½-in.
1228	5/32-in. x 2-in.	5052	5/32-in. x 2-in.	12721	5/32-in. x 2-in.
1234	5/32-in. x 2½-in.	5053	5/32-in. x 2½-in.	13460	5/32-in. x 2½-in.
1240	5/32-in. x 3-in.	7783	5/32-in. x 3-in.	13760	5/32-in. x 3-in.
6536	3/16-in. x ½-in.	Size no longer manufactured.			

APPENDIX—*continued.*

Ref.	*Size.*	*Ref.*	*Size.*	*Ref.*	*Size.*
1211	3/16-in. x 1-in.	5054	3/16-in. x 1-in.	13744	3/16-in. x 1-in.
1217	3/16-in. x 1¼-in.	5055	3/16-in. x 1¼-in.	13329	3/16-in. x 1¼-in.
1229	3/16-in. x 2-in.	5057	3/16-in. x 2-in.	12408	3/16-in. x 2-in.
1235	3/16-in. x 2½-in.	5058	3/16-in. x 2½-in.	12366	3/16-in. x 2½-in.
1241	3/16-in. x 3-in.	..	..	12409	3/16-in. x 3-in.
1212	¼-in. x 1-in.	..	..	12407	¼-in. x 1-in.
1218	¼-in. x 1¼-in.	5061	¼-in. x 1¼-in.	..	..
1224	¼-in. x 1½-in.	5062	¼-in. x 1½-in.	12350	¼-in. x 1½-in.
1230	¼-in. x 2-in.	5063	¼-in. x 2-in.	12369	¼-in. x 2-in.
1236	¼-in. x 2½-in.	5064	¼-in. x 2½-in.	..	..
1242	¼-in. x 3-in.	5065	¼-in. x 3-in.	12367	¼-in. x 3-in.

(D.N.A.S. 603/78/53.)

UNCLASSIFIED.

1066.—Naval Stores (General Electrical)—Microgram, Pattern 32018 and Record Playing Unit, Pattern 32113—Replacement of Pick-up Arm, Pattern 32059 When Beyond Repair.

(*A.F.O.* 855/1959.)

Pick-up arm, 16-in. pattern F1C/32059, is now obsolete.

2. Pick-up arm, 7½-in., pattern F20/197866, is to be fitted when replacement of pattern F1C/32059 becomes necessary. The 7½-in. arm uses the same pick-up head as does the 16-in. arm but, since it is shorter, must be re-sited in relation to the turntable. Drawings showing how this should be done will be issued with the 7½-in. arms when demands for these arms are endorsed to show that they are required to replace pattern F1C/32059. This arrangement is to be regarded as an interim measure pending the development of an anti-roll type of pick-up arm that will enable long-playing records to be played under sea conditions.

3. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 4518/15/561.)

UNCLASSIFIED.

1067.—Naval Stores (General) (Class B, Group 5)—Rope, Aluminium, Bronze Wire, Flexible, ½-inch, circumference 6/12 Construction Introduction.

(*A.F.O.* 2365/1959.)

Pattern number B5A/14301 rope, aluminium bronze wire, flexible, ½-in. circumference, 6/12 construction, for the manufacture of luff ropes for 14-ft. dinghies and 27-ft. motor whalers has been introduced as an item of consumable naval stores.

2. The denomination for accounting purposes is fathoms.

(D.N.A.S. 505/77/13.)

UNCLASSIFIED.

1068.—Naval Stores (General) (Class B, Group 8, Part C)—Introduction of Hose for Use with Latest Model of Gas/Water Extinguisher Pattern B8C/7272.

(*A.F.O.* 1903/1959.)

Due to changes in design involving the size of hose coupling there are now in service three types of Gas/Water Extinguisher, pattern B8C/7272, each requiring a different pattern hose viz.—

Date of Manufacture.	*Description.*	*Appropriate Hose.*
Pre 1948 ..	Hose Coupling $\frac{3}{8}$-in. B.S.P. female ..	B8C/7273
1948–1952 ..	$\frac{1}{2}$-in. B.S.P. male ..	B8C/7284
1952 onwards ..	$\frac{1}{4}$-in. B.S.P. male ..	—

2. The following hose has, therefore, been added to B.R. 810, the Rate Book and Authorized List of Naval Stores under class B, group 8, part C, for use with the latest model.

Pattern No.	*Description.*
B8C/14680 ..	Hose, complete with $\frac{1}{4}$-in. B.S.P. male coupling.

3. Patterns B8C/7273 and B8C/7284 have been reclassified " X " in B.R. 810.

4. Admiralty has advised that the relevant publications will be amended.

(D.N.A.S. 505/87/33.)

UNCLASSIFIED.

1069.—Naval Stores (General) (Class B, Group 9G) Aluminium Alloy Rivets—Change in Material Specification and Introduction of New Range of Patterns.

(*A.F.O.* 487/1959.)

Recent experiences in certain Frigates in the R.N., where a number of aluminium alloy rivets have failed in service, indicate that the N.6 alloy to B.S. 1473 on B.S. 1476 in rivet form with its attendant cold working is susceptible to stress corrosion.

2. It has been decided that the N.6 alloy shall be superseded by the N.5 alloy for all rivets in aluminium alloy structures.

3. A new range of patterns of rivets to material B.S. 1473–NR5 or B.S. 1476–NE5 is being introduced into the Rate Book and Authorized List of Naval Stores (B.R. 810) under class B, group 9G (formerly B9D) as shown in the appendix to this order. Aluminium alloy rivets used in the R.A.N. should be manufactured in accordance with specification A.A. 54S–O, the equivalent British Standard Nomenclature being NR5–O.

4. Aluminium alloy rivets, pattern numbers B9G/13140–13192 inclusive, are being marked " O " in the Rate Book and stocks should be used until expended.

5. Admiralty has advised that the relevant publications will be amended.

APPENDIX.

Rivets, Aluminium Alloy, Material to B.S. 1473–NR.5 or B.S. 1476–NE.5.

Pattern No.	*Diameter in.*	*Length in.*	*Den. of Quantity.*	*Ships' Accounting Classification.*
Countersunk Heads				
14710	$\frac{3}{16}$	$\frac{9}{16}$	lb.	Consumable
14711	$\frac{1}{4}$	$\frac{9}{16}$	lb.	Consumable
14712	$\frac{1}{4}$	$\frac{3}{4}$	lb.	Consumable
14713	$\frac{5}{16}$	$\frac{3}{4}$	lb.	Consumable
14714	$\frac{5}{16}$	$1\frac{1}{8}$	lb.	Consumable
14715	$\frac{3}{8}$	1	lb.	Consumable
14716	$\frac{3}{8}$	$1\frac{1}{4}$	lb.	Consumable
14717	$\frac{1}{2}$	$1\frac{1}{2}$	lb.	Consumable
14718	$\frac{1}{2}$	$1\frac{1}{8}$	lb.	Consumable
14719	$\frac{1}{2}$	$1\frac{1}{2}$	lb.	Consumable
14720	$\frac{1}{2}$	$1\frac{3}{4}$	lb.	Consumable
14721	$\frac{5}{8}$	$1\frac{3}{8}$	lb.	Consumable
14722	$\frac{5}{8}$	$1\frac{7}{8}$	lb.	Consumable
14723	$\frac{5}{8}$	$2\frac{3}{8}$	lb.	Consumable
14724	$\frac{3}{4}$	$1\frac{3}{4}$	lb.	Consumable
14725	$\frac{3}{4}$	$2\frac{1}{8}$	lb.	Consumable
14726	$\frac{3}{4}$	$2\frac{7}{8}$	lb.	Consumable
Pan Heads				
14727	$\frac{1}{8}$	$\frac{3}{8}$	lb.	Consumable
14728	$\frac{3}{16}$	$\frac{9}{16}$	lb.	Consumable
14729	$\frac{1}{4}$	$\frac{9}{16}$	lb.	Consumable
14730	$\frac{1}{4}$	$\frac{3}{4}$	lb.	Consumable
14731	$\frac{5}{16}$	$\frac{3}{4}$	lb.	Consumable
14732	$\frac{5}{16}$	$1\frac{1}{8}$	lb.	Consumable
14733	$\frac{3}{8}$	1	lb.	Consumable
14734	$\frac{3}{8}$	$1\frac{1}{4}$	lb.	Consumable
14735	$\frac{3}{8}$	$1\frac{1}{2}$	lb.	Consumable
14736	$\frac{1}{2}$	$1\frac{1}{8}$	lb.	Consumable
14737	$\frac{1}{2}$	$1\frac{1}{2}$	lb.	Consumable
14738	$\frac{1}{2}$	$1\frac{3}{4}$	lb.	Consumable
14739	$\frac{5}{8}$	$1\frac{3}{8}$	lb.	Consumable
14740	$\frac{5}{8}$	$1\frac{7}{8}$	lb.	Consumable
14741	$\frac{5}{8}$	$2\frac{3}{8}$	lb.	Consumable
14742	$\frac{3}{4}$	$1\frac{3}{4}$	lb.	Consumable
14743	$\frac{3}{4}$	$2\frac{1}{8}$	lb.	Consumable
14744	$\frac{3}{4}$	$2\frac{7}{8}$	lb.	Consumable
Snap Heads				
14745	$\frac{1}{8}$	$\frac{3}{8}$	lb.	Consumable
14746	$\frac{3}{16}$	$\frac{9}{16}$	lb.	Consumable
14747	$\frac{1}{4}$	$\frac{9}{16}$	lb.	Consumable
14748	$\frac{1}{4}$	$\frac{3}{4}$	lb.	Consumable
14749	$\frac{5}{16}$	$\frac{3}{4}$	lb.	Consumable
14750	$\frac{5}{16}$	$1\frac{1}{8}$	lb.	Consumable
14751	$\frac{3}{8}$	1	lb.	Consumable
14752	$\frac{3}{8}$	$1\frac{1}{4}$	lb.	Consumable
14753	$\frac{3}{8}$	$1\frac{1}{2}$	lb.	Consumable

APPENDIX—*continued.*

Rivets, Aluminium Alloy, Material to B.S. 1473–NR.5 or B.S. 1476–NE.5.

Pattern No.	*Diameter in.*	*Length in.*	*Den. of Quantity.*	*Ships' Accounting Classification.*
Snap Heads—continued.				
14754	½	1⅛	lb.	Consumable
14755	½	1¼	lb.	Consumable
14756	½	1⅜	lb.	Consumable
14757	⅝	1⅜	lb.	Consumable
14758	⅝	1⅞	lb.	Consumable
14759	⅝	2⅜	lb.	Consumable
14760	¾	1¾	lb.	Consumable
14761	¾	2⅜	lb.	Consumable
14762	¾	2⅞	lb.	Consumable

(D.N.A.S. 506/51/23.)

UNCLASSIFIED.

1070.—Naval Stores (General) (Class B, Group 10D)—Ashtrays for use in Bunks—Introduction and Allowance.

The undermentioned ashtray has been adopted as a standard type for use in bunks fitted in H.M.A. ships—

Class and Group.	*Description.*	*Accounting Classification.*
B10D	Ashtray (tin plate), with hook attachment	C

2. First outfit quantities will be as follows—

H.M.A.S. MELBOURNE	900
Daring Class Destroyers	250
Frigates Type 12	200

3. Supply will be effected by the appropriate (S) N.S.O. without demand.

(D.N.A.S. 1211/51/6.)

UNCLASSIFIED.

1071.—Naval Stores (General) (Class B, Group 11, Part G)—Spanner, for Asdic, Box, Tubular—Pattern A.2231, and Spanner for Cypher Machines—Pattern 23943—Deletion.

(*A.F.O.* 2018/1959.)

The following items are obsolete and will be deleted from B.R. 810, the Rate Book and Authorized List of Naval Stores. No further purchases will be made.

B.11G/A.2231 spanner (of special application) for Asdic, box, tubular, single ended, B.S.W. ⅝-in., 9-in. long.

B.11G/23943 spanner (of special application) for cypher machines, and split screwdriver.

2. Stocks of both patterns should be disposed of in accordance with current instructions.

3. Admiralty has advised that the relevant publication will be amended.

(D.N.A.S. 506/71/21.)

UNCLASSIFIED.

1072.—Naval Stores (General) (Class F, Group 30)—Diamond "H" Switches Patterns 205653 and 205654—Introduction.

(*A.F.O.* 241/1959.)

In the absence of suitable switches in existing patternized range, the proprietary switches detailed below, of Messrs. Diamond "H" Switch Ltd., manufacture have been incorporated in switch and fuse panels for U.H.F. conversion in ships. These switches have been allocated pattern numbers and are being added to the Rate Book and Authorized List of Naval Stores as follows—

Class/Group.	*Pattern No.*	*Description.*	*Ship's Accounting Classification*
F.30	205653	Switch "Diamond H" Cat. No. 1PD43/21.	Consumable.
F.330	205654	Switch "Diamond H" Cat. No. 1PD49/42.	Consumable.

2. First outfit quantities of spare switches for maintenance purposes will be allowed to ships as shown below and demands to complete these allowances should be lodged with the appropriate (S) N.S.O. by H.M.A. ships concerned. Supplies are not expected for some time and demands should not be hastened. Supply to ships under construction or re-storing after modernization, conversion or refit will be arranged by warrant and storing yards in the normal manner.

Ships.	*First Outfit Quantities. Patt. 205653.*	*Patt. 205654.*
H.M.A.S. MELBOURNE ..	1	3
Destroyers	1	2
Frigates—Type 12	1	2
Frigates—(Converted Fleet) ..	1	2
Frigates—(River Class)	..	1
Frigates—(Sloops)	..	1

(D.N.A.S. 519/80/5.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS STATIONERY.

UNCLASSIFIED.

1073.—Books—B.R.'s 269, 274, 274 (1), 776, 915 and 915 (1) Downgrading.

(*A.F.O.* 2370/1959.)

The following B.R.'s have been downgraded from Restricted to Unclassified—

B.R. 269—H/B for 12 pdr. 12 cwt. Gun on the A.A./S.U. Mk. 9 A.A., Mk. 8 and 8* and P. Mk. 1 Mounting.

B.R. 274—H/B for the 20-mm. Oerlikon Machine Gun Mk. 1 and 2 on Mk. 1, 2A and 3A Mounting and Addm. 1.

B.R. 776—H/B for Vickers .303 G.O. No. 1 Mk. 1 Gun on Mk. 3, 4 and 5 Mounting.

B.R. 915—H/B for 5.25-in. Mk. 1 Gun on A.A./S.U. Twin Mk. 1 and 2 Mounting and Addm. 1.

2. Holders are to effect the necessary alteration by deleting all reference to the classification and security notice.

(D.N.A.S. 465/52/168.)

UNCLASSIFIED.

1074.—Form A.S. 126—Report of Stores Lost or Damaged—Revision.

Form A.S. 126 has been revised incorporating a pay office copy (copy No. 2), but this copy is not required to be used until further instructions in the matter are issued.

(D.N.A.S. 464/54/11.)

Section 6.
ESTABLISHMENTS.

UNCLASSIFIED.

1075.—Naval Motor Transport—Use for Recreational Purposes and by Civilians at Remote Establishments.

Navy Order 473 of 1959 is to be amended as follows—

Paragraph 1, second line.

Insert the word " and " between the words " journeys " and " for civilians ".

(D.N.A.S. 459/54/13.)

(*Navy Order* 473 *of* 1959.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
15th December, 1959.

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

By direction of the Naval Board.

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

10307/59.

UNCLASSIFIED.

1076.—Books—Ships' Libraries—Organization.

The organization 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*) *Recreation 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 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 to be allowed the use of books in section (*c*) and officers the use of books in sections (*a*) and (*b*). The Instructor Officer (or Education Officer) is responsible to the Captain for the care of the library and for maintaining arrangements which 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 organization is the Director, 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 issued with a quarterly supplement so that fresh reading matter is regularly available. These supplements are 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 1,000	1st	900	60
651–1,000	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 per cent. 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.

(A) Indonesian-English Vols. I. and II.

(A) English-Chinese.

(A) Chinese-Japanese Characters and Compounds.
The King's English—Fowler.

(B) Chambers' Encyclopaedia.
Everyman's Own Lawyer.
Introduction to Naval Court-Martial Procedure—Duckworth and Fisher.
The Law and Custom of the Sea—Smith.
Australian Encyclopaedia.
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.

(A) Theoretical Naval Architecture.

(A) Practical Construction of Workshop.

(A) Molesworth's Handbook of Engineering Formulae.

(A) A Manual of Marine Steam Engineering Practice—Sothern.
Wiley Engineering Handbook—

(A) I. Handbook of Engineering Fundamentals.

(A) II. Kent's Mechanical Engineers Handbook—Power.

(A) III. Kent's Mechanical Engineers Handbook—Design and Production.

(D) Who's Who in Australia.
The Barrier Reef—Roughley.
Pidgin English—Murphy.

(C) Brassey's Naval Annual.

(C) Jane's All the World's Aircraft.

(C) Jane's Fighting Ships.

(C) Whitaker's Almanac.
Pear's Cyclopaedia.

(C) Commonwealth Year Book.
War History of the R.A.N. 1939–1942—Vol. I.

(ii) *For Destroyers, Frigates, Fleet Minesweepers, Recruit School F.N.D., 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.

(E) Jane's All the World's Aircraft.

(E) Jane's Fighting Ships.

(E) Whitaker's Almanac.
Pear's Cyclopaedia.

(E) Commonwealth Year Book.
War History of the R.A.N. 1939–1942—Vol. I.

Notes.—(A) For sea-going ships only.

(B) Encyclopaedia Britannica will be issued in lieu of Chambers' to the Fleet Flagship, R.A.N.C. and H.M.A.S. NIRIMBA.

(C) Published annually. Year-old copies to be returned to R.E.V.Y. on receipt of up-to-date copies.

(D) Published triennially.

(E) Published annually—Year-old copy will be supplied. Two-year-old copies to be returned to R.E.V.Y. on receipt of year-old copies.

Other books required for reference in certain ships will be issued as necessary. Suggestions should be forwarded to the Director, Naval Education Service by the Instructor Officer or Education Officer.

8. Arrangements for Small Ships.—Special arrangements are made for ships with complements under 100. No system of regular supply of supplements will operate, but small ships are free to ask for up to 100 books from the Director, Naval Education Service as the need arises. Ships are also free to return half or all of these books to the Superintending Victualling Store Officer (*see* paragraph 13) and to ask for replacements from D.N.E.S., as may be necessary, to maintain fresh supplies of reading matter.

9. Distribution.—Distribution of library books is made by the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney, at the request of the Director, Naval Education Service. Demands are to be addressed to Director, Naval Education Service, Department of the Navy, Victoria Barracks, 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, 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 of 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, Naval Education Service, Department of the Navy, Victoria Barracks, Melbourne. Form A.S. 1074 is to be accompanied by supporting vouchers, *viz.*—

(*a*) Victualling Yard Supply Notes (form A.V. 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, 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. 330Z) 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. 330Z). 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 authorized for the initial supply in those sections, as detailed in paragraph 7 of this order.

15. Ships undergoing refit, unless paying off, need not return their libraries but may lodge them at the nearest victualling yard on deposit, informing the Director, 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, 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 suitable disciplinary action is to be taken against the borrower. For this purpose the value of any book is to be taken to be its cost price which is notified when the book is supplied. Losses under this heading are to be entered in the "Loss 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 form 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 accept any liability for loss 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 connexion with ships' libraries are to be subject to the approval of the Captain.

19. Exchanges.—In exceptional circumstances such as prolonged absence from Australian Waters, Commanding Officers may agree to exchanges of books between ships on a book for book basis. Titles and authors of books exchanged are to be forwarded to the Director, Naval Education Service, at the time. The books exchanged should be listed, in alphabetical order, under the surnames of the authors.

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 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, 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. Central Reference Libraries.—To supplement the range of books available in reference sections to ships' libraries, Central Reference Libraries are maintained by the Director, Naval Education Service in H.M.A. ships ALBATROSS, CERBERUS and WATSON. Orders for the conduct of Central Reference Libraries are issued separately.

(D.N.E.S. 4575/52/45.)

451/53

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

RESTRICTED

FOR OFFICIAL USE ONLY.

C.N.O. 1077/59.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
17th December, 1959.

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

By direction of the Naval Board.

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

RESTRICTED.

10308/59.

RESTRICTED.

1077.—General List Officers (New Scheme)—Guidance to Commanding Officers on their Employment during First Period of Sea Service—Award of Certificates Essential for Confirmation in Rank.

(*A.F.O.'s* 872 *and* 1470/59.)

On completion of their training at Britannia Royal Naval College, Dartmouth officers will be promoted Acting Sub-Lieutenant and appointed to the Fleet for sea training.

2. This period of sea training is designed to give them practical experience which, added to the training they have already received, should enable them to meet the requirements of the specializations for which they have been selected.

3. The stage they have reached on arrival at sea should make them capable of acting at once as efficient and intelligent understudies to ships' officers, in this respect, as in many others, they differ significantly from Midshipmen first joining the Fleet under the old scheme.

4. In order to make the most of this period, the Naval Board have decided that some guidance on how they should be employed is necessary to help their Commanding Officers in arranging their training. The following instructions apply to all General List Officers joining the Fleet for the first time, including Electrical Officers.

5. As a general rule formal instruction should be avoided and these officers should learn " on the job ". They are to be given as much responsibility as is compatible with their age and experience. It is of first importance that they should get to know their men and take part in all aspects of ship's activities afloat and ashore.

6. The Acting Sub-Lieutenant will be Wardroom Officers and should, whenever possible, be given accommodation appropriate to their status. They should be encouraged to study on their own and in their spare time; adequate facilities for this should therefore be included when arranging their accommodation.

7. Special attention should be paid to the need for having a training programme ready before the officers join, so that, after a short shakedown period lasting not more than a day or so, they are given a definite and useful task. At this stage it is most important that they are taken an interest in and adequately supervised.

8. As a condition of exercising military command, all officers must obtain a Certificate of Competence before confirmation as Sub-Lieutenant. This should normally be obtained on completion of 6 months' sea service.

9. Particular importance is attached to the qualifications necessary to obtain this certificate, the institution of which has, as its main object, a General List of officers " all of one company ", each with a working knowledge of all departments in the ship, bearing in mind the increasing interdependence in action of one department and another.

10. To achieve this, officers should be attached for short periods, say a fortnight, to each department of the ship. Although this may not always be easy to arrange, every endeavour should be made to fit these periods in at times when as little interference as possible will be caused to the officer obtaining the certificates peculiar to his own specialization.

11. During their training, all officers should act as Assistant Divisional Officer and should, by attendance at defaulters and requestmen, and working on matters related to ratings' welfare and service conditions, get a general knowledge of the regulations and disciplinary instructions.

12. In addition to the Certificate of Competence, officers of all specializations should be encouraged to acquire a Bridge Watchkeeping Certificate, if circumstances permit and they are of the correct visual standard. Except for Seaman specialists, this is not an essential qualification for confirmation in rank, and is unlikely to be obtained by Engineer and Electrical specialists until later in their careers. Details of the Bridge Watchkeeping Certificate are given in appendix B.

13. In addition to appendix A (Certificate of Competence) and appendix B (Bridge Watchkeeping Certificate) there are other appendices to this order setting out particulars relating to individual specializations as follows—

Appendix C ..	.. Seaman specialists.
Appendix D ..	.. Engineering specialists.
Appendix E ..	.. Supply specialists.
Appendix F ..	.. Electrical specialists.

14. Duplicate copies of the certificates awarded to officers of all specializations are to be forwarded to Navy Office, Canberra immediately they have been awarded.

15. Navy Orders 724 of 1957, 95 and 267 of 1959 are hereby cancelled.

Appendix A.

GENERAL LIST OFFICERS (NEW SCHEME OF TRAINING).

Conditions governing the award of the Certificate of Competence.

(*a*) In all specializations the certificate of competence must be obtained before an Acting Sub-Lieutenant is considered eligible for confirmation in rank.

The *Certificate of Competence* will certify that an officer—

(i) Has had sufficient general naval experience in his ship to enable him to be confirmed in rank, subject to his obtaining the other necessary qualifications peculiar to his specialization. (*See* General Instructions to Commanding Officers in this Order.)

(ii) Has kept watch at sea and in harbour under an officer holding a Bridge Watchkeeping Certificate and has a sound knowledge of the duties of O.O.W., including measures necessary for the safety of the ship.

(iii) Is capable of carrying out the duties of O.O.W. in harbour.

(*b*) *Experience required.* The certificate must not be awarded before an officer has completed six months at sea as an Acting Sub-Lieutenant employed on general duties.

(*c*) *Withholding of Certificate.*—If on completion of the above minimum period the Commanding Officer is not satisfied that an officer is qualified in accordance with this order the certificate is to be withheld. If after a further two months the certificate has still not been awarded the reasons for withholding it are to be reported to the Naval Board.

(*d*) Entry of Engineering Specialist to the R.N. Engineering College, Manadon, in September of each year will require some adjustment to the instructions as defined in (*b*) and (*c*) above. *See* appendix D.

(*e*) The present regulations in Q.R. & A.I., Article 0308, Clauses 3 to 5, regarding broken periods and reports apply generally to Certificates of Competence. In this event a report is to be forwarded to the next ship (copy to the Naval Board) stating—

(i) which certificates have been gained,

(ii) progress towards and experience required for certificates not yet gained.

Appendix B

GENERAL LIST OFFICERS (NEW SCHEME OF TRAINING).

Conditions governing the Award of the Bridge Watchkeeping Certificate.

Section I.

(*a*) *Officers concerned.*—This order applies only to officers trained under the new scheme. Conditions governing the award of Bridge Watchkeeping Certificates to General List officers trained under earlier schemes of training as shown in Section II.

The Bridge Watchkeeping certificate is required by all Seaman Specialists before confirmation in the rank of Sub-Lieutenant. Seaman Officers sub-specializing as *pilots* are required to obtain it before beginning flying training. It may also be awarded to General List officers in other specializations provided they are up to the Seaman standard including visual standard.

(*b*) *Form of Certificate.*—The Bridge Watchkeeping certificate will state that the officer has proved himself in all respects competent to take charge of a watch at sea by day and by night.

Experience Required.

(*c*) The certificate may be awarded after an officer has completed twelve months' sea training. It is emphasized, however, that this is a minimum period and Commanding Officers are not to award the certificate until they are entirely satisfied that the officer has proved himself competent as in paragraph (*b*) above.

Particularly in peacetime, officers have varying opportunities of gaining experience at sea, and it is not regarded as in any way derogatory of an officer's ability to delay awarding the certificate until he has had more experience.

The above rules apply to all General List officers trained under the New Scheme. It must be appreciated, however, that in the case of those officers who will spend only a limited proportion of their first eighteen months sea service on upper deck duties, it will frequently not be possible for them to gain a Bridge Watchkeeping Certificate during this period.

(*d*) *Withholding of Certificate.*—If on completion of a Seaman Specialist's first eighteen months' sea service, the Commanding officer is not satisfied that he is qualified in accordance with paragraph (*b*), and therefore withholds the certificate, the reasons for doing so are to be reported to the Naval Board.

No such report is required in the case of other General List officers.

(*e*) The present regulations in Q.R. & A.I. article 0308 clauses 3 to 5 regarding broken periods and reports apply generally to Bridge Watchkeeping certificates. In this event a report is to be forwarded to the next ship (copy to Naval Board) stating—

(i) which certificates have been gained;

(ii) progress towards and experience required for certificates not yet gained.

Section II.

(*a*) This section applies to officers trained under earlier schemes.

(*b*) When details of the New Officer Structure were promulgated by Navy Order it was indicated that it would not be possible fully to apply the arrangements for giving wider experience to Non-Seamen officers trained under the old scheme. However, General List Officers of the Engineering, Electrical and Supply and Secretariat Specializations may, provided the following conditions are fulfilled, obtain a Bridge Watchkeeping Certificate if they so desire.

Appendix B—*continued.*

(*c*) No special courses will be arranged nor will any special appointments be made with the aim of enabling them to qualify. The obtaining of this certificate is therefore voluntary, and officers will need to work for it in their own time.

(*d*) Commanding Officers are to ensure that the attainment by existing E, L or S specialist of the necessary Bridge experience to enable them to obtain a Bridge Watchkeeping Certificate is not at the expense of the departmental duties for which they are appointed, and will not prejudice the training of Seamen Officers coming to sea, who must necessarily obtain a Bridge Watchkeeping Certificate.

(*e*) Subject to the stipulations in paragraph 12, Commanding Officers are authorized to grant a Bridge Watchkeeping Certificate to any officer of the E, L or S specialization under the old scheme who fulfills the following requirements—

(i) The officer's eyesight standard is that required by Seaman Officers.

(ii) The officer fulfills in all respects the conditions for the award of a Bridge Watchkeeping Certificate laid down in appendix B, section I., and, in particular, satisfies the Commanding Officer that he has sufficient knowledge of the "rule of the road", navigation in pilotage waters, communications, and the procedure for bringing the ship's armament into action at cruising or defence stations, to enable him to carry out the duties of O.O.W. in peace or war, by day or night.

(*f*) The award of a Bridge Watchkeeping Certificate in accordance with this section is to be reported to the Naval Board.

Appendix C.

THE EMPLOYMENT OF ACTING SUB-LIEUTENANTS (SEAMAN SPECIALISTS) ON COMPLETION OF TRAINING AT B.R.N.C., DARTMOUTH.

Seaman Specialists are expected to obtain a Certificate of Competence, a Bridge Watchkeeping certificate and an Ocean Navigation certificate during their first eighteen months at sea.

Certificate of Competence.—See appendix A. The decision that this should be acquired by all officers on the General List serving at sea for the first time provides the only opportunity for acquiring knowledge of all departments, including the engine room department. This is particularly important to Seaman specialists as embryo Commanding officers.

Bridge Watchkeeping Certificate.—See appendix B. This is required by all Seaman specialists before confirmation in the rank of Sub-Lieutenant.

Quarter Bill Duties.—These officers will be included in Schemes of Complement and Quarter Bills. In the latter it is intended that they should fill stations hitherto held by certain "Lieutenants", "Other Officers", "Midshipmen" and senior ratings. The exact billets to be filled by these officers will be determined as the result of experience. More officers than are shown on the Quarter Bill will have to be appointed to ships and these officers should be similarly employed.

Ocean Navigation Certificates.—(*a*) This certificate is required by all Seaman specialists before confirmation in the rank of Sub-Lieutenant. Navy Order 95 of 1959 refers (*General List Officers (New Scheme)—Award of Ocean Navigation Certificate*). Officers sub-specializing as Pilots are required to obtain it before beginning flying training.

APPENDIX C—*continued.*

(*b*) The certificate is to state that an officer has proved to the satisfaction of his Commanding Officer that he can safely navigate a ship while out of sight of land.

(*c*) *Withholding Certificate.*—If on completion of a Seaman specialist's first eighteen months' sea service the Commanding Officer is not satisfied that he is qualified and therefore withholds the certificate, the reasons for doing so should be reported to the Naval Board. These should state whether his failure to obtain the certificate was due to either—

(i) his own fault and/or lack of ability.

(ii) lack of opportunity, e.g., refits, unsuitable employment of ship (exercises) and/or withdrawal before completion of first eighteen months at sea.

It follows that a Seaman specialist must be given every opportunity to carry out Navigating duties, and it is regarded as essential that all navigation work should be properly laid out in a Work Book.

(*d*) *Guidance in Awarding Certificate.*—Because of lack of opportunity, unsuitable movements of ships, &c., it is not feasible to lay down tasks that must be performed by the officer before being granted this certificate. In order to assist Commanding Officers, this order contains guidance on what work constitutes an adequate test of an officer's ability to navigate out of sight of land. The work set out below should provide a thorough test in all aspects of ocean navigation and its basically a follow-on from the young officer's previous training—

(*a*) At least two complete consecutive " Day's Work " at sea out of sight of land. Each " Day's Work " should include the following where practicable—

(i) Plotting of ship's position throughout the twenty-four hours, working out the tidal streams or currents experienced and making due allowance for them in the reckoning.

(ii) Finding the position by all available radio fixing aids.

(iii) Checking both the gyro and magnetic compasses by taking an azimuth of a heavenly body.

(iv) Finding times of rising and setting of the sun and moon.

(v) Working out the speed necessary to obtain accurate times of arrival.

(vi) Observations of the weather and the making of weather reports to the shore.

(*b*) (i) A total of at least ten astronomical fixes should be taken, as many as possible during the " Day's Work ", but at other times as necessary to complete the total. The sights should always be worked out immediately after the observation and should be of an accuracy on which the Commanding Officer can place a satisfactory reliance.

(ii) The astronomical fixes are to include the following types—

1. Sun-run-Mer. Alt.
2. Sun-run-Sun.
3. Morning and Evening Stars.

Observations of the planets and moon should be made when practicable.

(*c*) It is important that all calculations are clearly shown and the " Day's Work " set out in logical fashion. It is suggested that the left hand page of the sight form book (H.225A) is the most convenient place. A specimen page is shown in appendix G.

APPENDIX C—*continued.*

(*d*) In addition to the above navigational work, whenever, a suitable ocean passage arises, Acting Sub-Lieutenants should work out a proposed programme. Before producing this programme they should have been made aware of some or all of the following publications, and be instructed to consult them as necessary—

(i) Sailing Directions.

(ii) Ocean Passages of the World.

(iii) Admiralty List of Lights.

(iv) Abridged Nautical Almanac. (Sunrise, Sunset, and Zone Time.)

(v) Admiralty Tide Tables.

(vi) Quarterly Atlas of Currents.

(vii) Ocean Meteorological Atlas.

4. In ships where a qualified navigating officer is borne, he is to advice the Commanding Officer on the standard of work achieved. Commanding Officers of ships without a qualified navigating officer should, if in any doubt, call on the services of the Squadron Navigating Officer.

Sub-specializations.

By the end of his first eighteen monehs at sea the *Seaman* specialist should have acquired a good grounding in every aspect of the work of his own department, e.g., Gunnery, T.A.S., A.B.C.D., N.D. and Communications.

Officers volunteering to sub-specialize as *pilots* will not be withdrawn for flying training until they have acquired a Certificate of Competence, a Bridge Watchkeeping certificate, and an Ocean Navigation certificate. It is emphasized that these officers should qualify for these certificates in the minimum time if possible, in order that they may begin flying training well within the maximum age limit of 24.

The Naval Board is to be informed by signal whenever a Seaman specialist is awarded either a Bridge Watchkeeping or an Ocean Navigation certificate. In addition, copies of these certificates are to be forwarded with a covering letter as at present.

APPENDIX D.

THE EMPLOYMENT OF ACTING SUB-LIEUTENANTS (ENGINEERING SPECIALISTS) ON COMPLETION OF TRAINING AT B.R.N.C., DARTMOUTH.

Officers of the Engineering specialization are required to obtain a Certificate of Competence and Engineer Officers' Watchkeeping certificate before being eligible for confirmation in the rank of Sub-Lieutenant.

2. Officers of the Engineering specialization spend varying periods at sea between leaving B.R.N.C., Dartmouth, and joining the R.N. Engineering College, Manadon. Officers leave Dartmouth in December, April or July of any one year but entry to Manadon is in September each year. The intervening period of sea service will therefore be twenty, sixteen or twelve months.

3. If officers are to gain the necessary certificates to enable them to be confirmed as Sub-Lieutenants it is important that their first period of sea service should be put to the best possible use. Commanding Officers are required to exercise their discretion

APPENDIX D—*continued.*

in this respect and devise a programme of integrated training that will enable the officers to obtain both the Certificate of Competence and the Engineer Officers' Watchkeeping certificate during their first twelve months' sea service. Officers will not proceed to H.M.S. THUNDERER until they have obtained both these certificates.

The Naval Board is to be informed by signal whenever an Engineer specialist is awarded either a Certificate of Competence or an Engineer Officer's Watchkeeping certificate. In addition copies of these certificates are to be forwarded as at present.

4. It will not normally be practicable for officers of the Engineering specialization to obtain a Bridge Watchkeeping certificate within their first period of service, but opportunity may allow this to be attained later in their careers.

Engineer Officers' Watchkeeping Certificate.

5. The Engineer Officers' Watchkeeping certificate is to state that an officer is competent to perform the duties of the Engineer Officer of the Watch, as defined in B.R. 16, article 13, amplified as set out below. To ensure that the training of Acting Sub-Lieutenants is properly conducted Engineer officers of ships are to detail, wherever possible, an experienced Engineer officer to supervise such training, together with the requirements for Acting Sub-Lieutenants of other specializations who may be attached to the Department.

6. The training required to obtain an Engineer Officer's Watchkeeping certificate is an integral part of the whole training of Engineer officers. The award of the certificate implies only that the officer is competent to perform the duties of the Engineer Officer of the Watch as laid down in B.R. 16, article 13. Thus he must be familiar with the machinery and other important pipe systems and with the operation of both main and auxiliary machinery, but is not required at this stage of his training to acquire a detailed knowledge of construction or methods of repair. The award of a Watchkeeping certificate to a junior Engineer Officer at this stage of his training does not imply that he is sufficiently experienced and competent to assume, in accordance with B.R. 16, article 6, the responsibility of the sole or Senior Engineer officer on board in the absence of the Engineer officer. He should, however, as part of his training carry out the customary routine duties of Engineer Officer of the Day in harbour.

7. Acting Sub-Lieutenants are to keep written records in the form of Journals or Sketch Books containing reports and sketches of items of general or technical interest which have been noted. Such records provide valuable experience in self expression and useful future references. Details of ships' pipe systems and machinery appropriate to the requirements of the E.O.O.W. are to be sketched. These records are to be inspected monthly by the Engineer officer to assess progress.

Watchkeeping.

8. Officers should gain as much practical experience as possible in the operation (including actually stopping and starting) and functioning of all auxiliary machinery, boilers, engines and their associated systems. They should be brought up progressively to the standard required for the award of A.W.K.C., B.R.W.K.C. and Unit Certificate before understudying the E.O.O.W. They should keep watch, initially under supervision of an experienced rating, but eventually in sole charge of each important type of auxiliary machine, a boiler room and a unit, after the Engineer officer has satisfied himself that the individual officer is competent to carry out the respective duties

APPENDIX D—*continued.*

involved. It is desirable that the last two stages should be on a three-watch basis, both to give the necessary experience in the limited time and to enable officers to form an appreciation of what watchkeeping in three watches entails.

9. Before award of the Engineer Officer's Watchkeeping certificate a qualified officer is to be at hand, in accordance with the normal service practice, particularly when lighting up, manoeuvring or shutting down, until the Engineer officer is satisfied the Acting Sub-Lieutenant is fully competent on his own. After the award of the certificate, officers should be given as much departmental responsibility as possible.

10. Watchkeeping experience at sea is essential to qualify for an Engineer Officer's Watchkeeping certificate and where the ship's programme is known to be such as to provide an inadequate amount of time at sea to enable an Engineer officer to qualify for the certificate within the prescribed period, the matter should be represented to the Naval Board through the Administrative Authority with a view to the officer being given another appointment.

Marine Engineering Experience.

11. Whilst it is not desirable to acquire a detailed knowledge of construction or methods of repair at this stage, it is essential that the officers should become familiar with the parts of the various machines and their methods of functioning so as to be able to carry out efficiently their duties as Watchkeepers. They should be encouraged to make the fullest use of drawings, makers' hand books, &c., and to witness the opening of any important machine to consolidate the knowledge imparted at B.R.N.C.

Administrative Experience.

12. Officers are to make themselves familiar with the entire departmental organization (including office procedure and the application of planned maintenance); they are to be attached for periods to the Supply and Electrical departments, and to be given an insight into the organization of the Ordnance Engineering and Air Engineering departments when practicable.

Private Study.

13. In order to prevent mental stagnation in mathematics and science which are essential for satisfactory later progress at H.M.S. THUNDERER, each officer is to spend at least two hours per week in private study of these subjects, guidance for which will be provided by H.M.S. THUNDERER. The Instructor officer, when available, will assist with this study. Work books are to be produced monthly for his inspection. In ships without an Instructor officer assistance is to be arranged by the Squadron Instructor officer who will inspect the work books at appropriate intervals.

APPENDIX E.

THE EMPLOYMENT OF ACTING SUB-LIEUTENANTS (SUPPLY SPECIALISTS) ON COMPLETION OF TRAINING AT B.R.N.C. DARTMOUTH.

Supply specialists are required to obtain a certificate of competance during their first twelve months at sea when they will be employed on general duties. This means that they must be fully conversant with the work of all departments of the ship, including the Supply department. They should obtain a Bridge Watchkeeping Certificate within this period if practicable. *See* appendices A and B.

APPENDIX E—*continued.*

2. *Details of their employment* during the subsequent six months, when they will be attached to the Supply department, should be as follows—

(*a*) *Aim*—To enable the officer to apply in practice the specialist knowledge acquired during Phase III. at Dartmouth, so that he may perform the duties of a Junior Supply officer in a complement appointment.

To give him personal and practical experience in the detailed work of the Supply department, in order that he may be able to organize and take charge of any section of the department.

(*b*) *Programme*—

Captain's Office	6 weeks.
Pay Office	2 months.
Victualling	6 weeks.
Naval Stores (and if in a Carrier, Air Stores) ..	1 month.

(*c*) *Detailed Tasks.*—Officers should be required to carry out certain practical tasks details of which may be obtained from Navy Office.

APPENDIX F.

THE EMPLOYMENT OF ACTING SUB-LIEUTENANTS (ELECTRICAL SPECIALISTS) ON COMPLETION OF TRAINING AT THE B.R.N.C. DARTMOUTH OR ACTING LIEUTENANTS (ELECTRICAL SPECIALISTS) ON COMPLETION OF POST GRADUATE TRAINING.

Officers of the Electrical Specialization return to Australia by air on completion of Phase III. training and join the Fleet to qualify for the certificate of competence which must be obtained prior to the commencement of university studies. This period is of approximately 24 weeks' duration and during this time, officers should become fully conversant with the work of all departments including the Electrical department. They should also be encouraged to progress towards the attainment of a Bridge Watchkeeping Certificate during this period. (*See* appendix B). On completion of sea training, in February of the following year, they will be given a short period of pre-university refresher training at Flinders Naval Depot in preparation for their university course commencing in March of that year.

2. Opportunities should be taken to obtain first hand acquaintance with the technical, operational, and administrative aspects of the Fleet Air Arm.

3. Electrical officers will be required to complete certain written assignments in preparation for their subsequent university course. The supply of necessary text books and the setting of work will be undertaken by the Director of Electrical Engineering, Navy Office, to whom completed assignments are to be forwarded.

FIGURE I

17th October	Simonstown to Freetown Course 325°, 12 knots.
Zone (-1)	Setting up star globe - L.M.T. Civil Twilight 0513 Tab. G.H.A. Aries 05h 99° 57·3
	Longitude 0004W Increment 3° 15·5
	G.M.T. 0517 ∴ L.H.A. Aries at L.M.T.C.T. 103° 12·8
	Z.T. 0617 ∴ set L.H.A. Aries 103°, latitude 11°S.
0600	D.R. 10° 52'S, 00° 52'W
0600	Obs Pos (4 stars) 10° 48'S, 00° 58'W Current 1900/16-0600/17 305° 7½ miles (0·7 knots)
Sunrise	Sun bore 099° G (pelorus) and 116° C (standard) Rising amplitude E 9° S.
	∴ S.T.B. 099°
	∴ Gyro error NIL, deviation 1½° E.
0800	Position 10° 28'S, 01° 12'W (based on 0600 Obs. Pos.)
	Sun's Meridian Passage L.M.T. 1146
	Longitude 0007½W
	G.M.T. 1153½
	Z.T. 1253½
1007	Sun sight - approx. bg. 095°
1032	a/c 275° - to close ship bg. 303°
1105	a/c 325°
1254	Obs Pos (Sun-run-Mer. Alt.) 09° 45'S, 01° 52'W.
1200	Position 09° 54'S, 01° 45'W (based on 1254 Mer. Alt.) made good in 24h 324°, 291 miles (12·1 knots)
	distance run since Simonstown 1947, distance to go 1363 - speed reqd. for ETA = $\frac{1363}{119}$ = 11·5 knots.
	Sunset L.M.T. 1754 Moonrise 1843 Sunrise 0537
	Longitude 0010W 0010W 0015W
	G.M.T. 1804 1853 0552/18th
	Z.T. 1904
1605	Stopped and lowered sea-boat to recover life-buoy.
1632	Proceeded, 8 knots, a/c 325°
1643	12 knots, Dist. & direction m.g. 1600-1700, 315°, 7 miles.
	Setting up star globe - L.M.T. Civil Twilight 1916 Tab. G.H.A. Aries 18h 295° 29·4
	Increment 4° 00·7
	∴ L.H.A. Aries at L.M.T.C.T. 299° 30·1
	∴ set L.H.A. Aries 299°, latitude 09° S
1830	Clocks retarded 1 hour to G.M.T. (Zone 0)
Zone (0)	
Sunset	Sunset obscured by low clouds
1830	D.R. 08° 45'S, 02° 34'W
1830	Obs Pos. (3 stars) 08° 43'S, 02° 37'W Current 0600-1830(Z) 290° 7 miles (0·5 knots)
2000	Position 08° 29'S, 02° 48'W (based on 1830 Obs. Pos.)

APPENDIX G.

Figure 1 gives a specimen layout of a "Day's Work" carried out during an ocean passage.

Situation.

2. H.M.A.S. NONESUCH is on passage from Simonstown to Freetown to economical speed of 12 knots. The E.T.A. at Freetown is 22nd October, 1959. The ship is keeping Zone Time (−1). Chart No. 2202A is in use as also are Plotting Sheets D.6324 and D.6323. The variation at sunrise is 18½ W. The weather is fine throughout the period and there is little cloud.

Notes.—

(*a*) Bearings and altitudes of stars suitable for observation should be taken off the star globe and written in the Navigating Officer's Note Book as should the actual observations at the time they are taken.

(*b*) The 0800, 1200 and 2000 positions have been put in for easy reference when writing up the ship's log.

(*c*) The distance and speed made good over the past 24 hours should always be inserted after the noon position has been found. Similarly the distance to go to destination and speed required should be worked out to ensure that the E.T.A. is kept. This latter information is often required by the Commanding Officer when the Navigating Officer complies with Q.R. & A.I. article 3404.

(*d*) The time of moonset on the morning of 18th October has not been calculated as it can be seen from inspection of the Nautical Almanac that the moon sets after the sun has risen.

(*e*) All calculations for the sights taken should be written on the right-hand page. Should the right-hand page be filled before the record of the "Day's Work" on the left-hand page is completed, then subsequent right-hand pages must be used. A fresh left-hand page should be startered for each day.

(*f*) It may be noted from the Nautical Almanac that it would be possible to observe the meridian altitude of Venus at about 1004. If this is combined with the forenoon observations of the sun, an observed position at 1007 would be available.

(D.O.A. 4002/21/124.)

(*Navy Orders* 724 *of* 1957, 95 *and* 267 *of* 1959.)

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C.N.O.'s 1078-1095/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
23rd December, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

RESTRICTED.

10537/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

1078.—F.R.U. Aircraft in the Melbourne Area.

1. Aircraft tracking and target towing facilities in the Melbourne area will be provided by a civilian operated Firefly Target Tug based at Avalon airfield (near Geelong).

2. The aircraft is controlled by C.S.T. F.N.D. Requests for tracking and target towing in the Melbourne area are to be made to C.S.T. F.N.D., info A.C.N.B. F.O.I.C.E.A. and N.O.I.C. Victoria. C.S.T. F.N.D. will co-ordinate requirements and will issue programmes to the civil contractor one month in advance. All requests should give as much notice as possible, and in any case should not be less than 16 days. (Navy Order 863 of 1959 refers.)

3. This aircraft will not be equipped with S.A.A.B. hit recording gear. If hit recording facilities are required requests should be made to F.O.I.C.E.A. info A.C.N.B. N.A.S. Nowra, C.S.T. F.N.D., and N.O.I.C. Victoria. S.A.A.B. target aircraft will be provided by N.A.S. Nowra.

4. C.S.T. F.N.D. is to ensure that the co-ordinated programme is available to N.O.I.C. Victoria for the timely promulgation of NOTAMS and Emergency Notices to Mariners as necessary.

5. It is intended to include this order in R.A.N. Operational Instructions *vide* Navy Order 854 of 1959. A new paragraph 4 is to be added to Navy Order 863 of 1959 drawing attention to this order for F.R.U. aircraft in the Melbourne area.

(D.A.M.R. 1304/1/8.)

(*Navy Orders* 854 *and* 863 *of* 1959.)

Section 2.
PERSONNEL.

RESTRICTED.

1079.—Instructional Films and Film Strips—Serial No. WD. 1224, " Nuclear Fission "—Distribution.

(*A.F.O.* 2220/1959.)

Copies of the War Office Film, Admiralty Serial No. WD. 1224 (War Office Serial No. BC. 1130) entitled " Nuclear Fission ", are being obtained and the initial distribution will be made, without demand, by the S.N.S.O., Sydney, on the following scale—

H.M.A. Naval Establishments.	*No. of Copies.*
H.M.A.S. PENGUIN (for ABCD School)	1
H.M.A.S. CERBERUS (for ABCD School)	1
H.M.A.S. LEEUWIN (for ABCD Section)	1

2. The film, which is in colour, explains by use of animation, the structure of the atom, the basic principles of nuclear fission and how the process can be used in a weapon of war to cause an explosion.

3. The film has a running time of 7 minutes and is issued on one spool.

4. The classification is Restricted.

(D.N.A.S. 519/56/37.)

UNCLASSIFIED.

1080.—Instructions for the Fleet Board Examination for—Leading Tactical Communication Operator, Leading Radio Communication Operator.

Consequent on the proposed introduction of forms 1246 and 1246 (H) (Navy Order 1093 of 1959), the qualifications necessary for a Tactical Communication Operator or Radio Communication Operator to be recommended for a Fleet Board examination for the Leading rate are—

(*a*) Six months' service in the Able rate: however, this period may be reduced to three months for a rating who shows exceptional ability.

(*b*) Must be considered to be a potential Leading rate and to have a good chance of passing the examination.

(*c*) Must be a volunteer.

2. When all provisions in paragraph 1 above are fulfilled, a recommendation to undergo the Fleet Board examination is to be recorded on the history sheet of the rating concerned. At the same time the rating's name is to be reported to the Administrative Authority concerned. In the instance of a rating being recommended exceptionally, *vide* paragraph 1 (*a*), the history sheet is to be noted to this effect.

At least one week before the examination is due, the history sheet, completed to date, of each candidate is to be forwarded to the ship or establishment in which the Board is to be convened.

3. Before attending the Fleet Board, the candidate must have successfully completed the pre-Board practical tests in accordance with A.C.T.M. article 404. The results of the test are to be recorded on the history sheet. Ratings who fail the practical test will be ineligible to appear before the Fleet Board on this occasion. Subject to the rating still being recommended pending a subsequent Fleet Board, the initial recommendation for examination recorded on the history sheet is to stand. However, in the event of a rating failing to pass the practical test on a second occasion, the recommendation to undergo the Fleet Board is to be cancelled. Such ratings will be eligible to be recommended again for a subsequent Fleet Board examination. Should circumstances make it impossible for the pre-Board test to be carried out advice in writing is to be forwarded to the Fleet Board attached to the candidate's history sheet.

4. The minimum Examining Board should comprise the following officers—

(*a*) 1 Commander or Lieut-Commander (C) or (SD) (C)	President.
(*b*) 1 Lieutenant (C) or Lieutenant or Sub-Lieutenant (SD) (C)	*See* Note.
(*c*) 1 General List or Special Duties List Officer ..	ABCD and general duties of a Leading Hand.

Note.—Normally this member of the Fleet Board should be an officer on the staff of H.M.A. Signal School. Other convening authorities are to make the necessary arrangements with C.S.T.F.N.D.

5. Fleet Boards will normally be convened by the following authorities, who should co-ordinate arrangements whenever appropriate—

(*a*) F.O.C.A.F.

(*b*) F.O.I.C.E.A.

(*c*) C.S.T.F.N.D.

6. Subject to approval of the Naval Board, senior officers of outlying establishments and ships off the station may also convene Fleet Boards whenever the necessary officers are available. If a senior officer of outlying establishments and ships off the station will be unable to convene a Fleet Board within six months of a rating being recommended for examination, a report is to be submitted to Navy Office, when special arrangements may be made.

7. Fleet Boards should normally be assembled twice per year by each convening authority. Intervals between Boards should not be less than three months, but a Board may be assembled at any time should meeting of ships and drafting changes make this desirable. The convening authority is to promulgate the time and date to all ships and establishments in the area, giving as much notice as possible. However before deciding upon a date convening authorities should consult C.S.T.F.N.D. regarding the Signal School representative's attendance.

8. The duties of the Fleet Board are—

(*a*) to determine the suitability of ratings to carry out the duties of the Leading rate, and

(*b*) to ensure that ratings have the necessary professional ability and knowledge of these duties.

9. The Fleet Board examination will comprise—

(*a*) Section I.—Practical.

(*b*) Section II.—Written (set and marked by the officer on the staff of H.M.A. Signal School whenever possible).

(*c*) Section III.—Oral (including ABCD and the general duties of the Leading rate).

Candidates must pass in Section I. to be eligible for examination in Sections II. and III.

The professional syllabus for the Fleet Board examination, standards of knowledge, and passing percentages for the examination are laid down in the Australian Communications Training Manual. The ABCD syllabus and pass marks required are contained in Chapter Three of A.B.R. 10.

10. With a view to providing opportunities for men to prepare themselves for Fleet Board examinations, organized instruction is to be arranged in ships and establishments for those men who wish to qualify for advancement. A definite syllabus of instruction, in each case, is to be prepared.

11. Men must be prepared to work in their own time, but some organized instruction is to be given in working hours when feasible. Voluntary instruction out of working hours should be given for an aggregate of at least three hours a week, the times and periods of the voluntary instruction being arranged as convenient in each ship or establishment.

12. Care is to be taken that the Fleet Board examination and the instruction given in ships and establishments are not limited to a knowledge of the candidate's own ship, except where specified in the syllabus.

13. On completion of the examination, the President of the Fleet Board is to record the results in the appropriate section of the rating's history sheet and on form A.S. 1124. These completed forms A.S. 1124 are then to be forwarded to the convening authority for onward despatch to the Secretary, Department of the Navy.

14. The convening authority is to return candidates' history sheets to the ships in which they are serving. On receipt, results of examination, whether failure or pass, are to be reported to Navy Office on form A.S. 161a. (*See also* paragraph 16).

15. Failure in Section I. or in more than two subjects in Sections II. and III. combined of the Fleet Board examination will be classed as a failure as a whole and will cancel the existing date of recommendation for Fleet Board examination recorded on a rating's history sheet. Such ratings will be ineligible to be recommended for further examination for at least three months from the actual date of failure.

16. A candidate who fails in not more than two subjects in Sections II. and III. combined is to appear for re-examination in those subjects by the next practicable Fleet Board. Form A.S. 161a reporting failure in one or two subjects only is to state "failed one/two subjects only". Failure in either of these subjects on re-examination is to be reported as "failed". Ratings so failed will be ineligible for further recommendation to take the examination as a whole for at least three months from the actual date of failure. Successful completion of the re-examination is also to be reported, showing rating's amended basic date in accordance with paragraph 17.

17. Provided ratings pass the Fleet Board examination at the first attempt the date of basic date of passing will be the date of recommendation, recorded on the rating's history sheet. Paragraphs 3 and 4 are also relevant.

The basic date of passing for ratings who are successful in a re-examination (*see* paragraph 16) will be the actual date of re-examination.

17. Failure of a candidate at a Fleet Board examination on a third occasion will preclude him from further recommendation. Previous failures at a Leading rates qualifying course at the Signal School are to be taken into account for this purpose. Failure at a re-examination (*see* paragraph 16) will constitute one failure only.

(H.P.B. 464/54/103.)

(*Navy Order* 1093 *of* 1959.)

Forms? 31/4

UNCLASSIFIED.

1081.—Ratings—Communication Branch Recommendations for the Instructor Rate.

It has been decided to cancel, from the date of this order, the temporary measure contained in A.B.R. 10 article 1335 clause (11), concerning recommendations of Communication Branch Petty Officers for the separate Instructor rate courses of the old type.

2. The remainder of clause (11) will continue to apply to ratings already on the separate roster.

(H.P.B. 303/24/1.)

UNCLASSIFIED.

1082.—Ratings—Communication Branch—Instructions for the Examination of Communication Higher Rates.

It has been decided that from the date of this order, all Communication ratings including WRANS who fail in one or two subjects (excluding practical exercises) at a higher rates qualifying examination, conversion course or Instructors course, may, at the discretion of the examining authority, be permitted to be re-examined in those subjects after a week's further instruction in each of them.

2. Only those ratings who are regarded as being likely to pass after the additional period of instruction are to be permitted re-examination.

3. Ratings who pass after the additional period of instruction will have their basic dates on the advancement roster adjusted by four months for each subject in which re-examined.

(H.P.B. 303/24/1.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

1083.—Aircraft Maintenance in H.M.A.S. MELBOURNE—Reversion to Squadron System of Maintenance.

As from 21st September, 1959, the squadron system of aircraft maintenance has been brought into force in H.M.A.S. MELBOURNE. The term, Melbourne Air Group, will still be used to denote collectively the squadrons embarked in H.M.A.S. MELBOURNE but will have no other significance.

2. The duties and terms of reference of officers engaged in the operation of aircraft in H.M.A.S. MELBOURNE will be in accordance with Q.R. & A.I. and will shortly be included in an amended version of Instructions for the Fleet Air Arm.

3. Navy Order 707 of 1959 is hereby cancelled.

(D.A.M.R. 1606/203/4.)

(*Navy Order* 707 *of* 1959.)

? 13/11/51

RESTRICTED.

1084.—Radar—Testing Displays During Radio Silence.

(*A.F.O.* 2488/1959.)

A requirement exists to be able to test radar displays during conditions of radio silence. The following methods are available for providing synchronization pulses to displays which may require to be tested under these conditions—

(*a*) In ships fitted with radar type 960 and a master trigger unit the method shown in B.R. 1917 modification numbers 26 for type 277 and 31 for type 293.

(*b*) In other ships the sync output from calibrator, range indicator CT. 379 can be used. The method of connection is shown in B.R. 1771 (26), Part 2, Chapter 1, paragraph 6.

(D.E.E. 518/51/132.)

UNCLASSIFIED.

1085.—A.A. Fire Control—Nature of Fire.

The natures of fire given in the appendix to this order are to be adopted where applicable.

2. In action, engagement times are short (rarely more than 20 seconds) and it is essential that the maximum number of effective rounds be fired during this short period, an effective round being taken as one that is correctly aimed and, where applicable, fused. In this context, the effect of mounting "throw-off" has to be considered against overall output.

3. The policy for the fitting of firing control units in Battle Class Destroyers is under review.

4. Appropriate Drill Books will be amended in due course.

5. Navy Order 932 of 1959 is hereby cancelled.

APPENDIX.

Fire Control System.	*V.T. or T.M.*	*Nature of Fire.*
F.P.S. 2	V.T.	Independent Alternate.
	T.M.	Timed Broadsides.
F.P.S. 3	V.T.	Timed Alternate.
	T.M.	Timed Alternate.
M.R.S. 8 (*see* Note 1) ..	V.T.	Timed Alternate.
	T.M. (barrage) ..	Timed Alternate.
M.R.S. 3	V.T.	Timed Alternate.
	T.M.	Timed Alternate.
C.R.B.F.D. and 4-in. mk. 19	V.T.	Independent Alternate.
	T.M. (barrage hand set)	Independent Alternate.
F.K.C. and 4-in. mk. 19 ..	V.T.	Independent Alternate.
	T.M.	Independent Alternate.

Notes.—1. M.R.S. 8 systems should fire Independent Alternate for all forms of A.A. fire until Firing Sequence Units are fitted.

2. Where applicable, the dead time/firing interval ratio should normally be set to 1.0.

(D.O.U.W. 3388/1/15.)

(*Navy Order* 932 *of* 1959.)

UNCLASSIFIED.

1086.—Ammunition—Small Arms—Cartridges, S.A., 0.303-in. Blank of 1943 Manufacture—Withdrawal.

(*A.F.O.* 1258/1959.)

Owing to failures of 0.303-in. blank ammunition of 1943 manufacture, it has been decided to withdraw all remaining stocks from service.

2. H.M.A. ships and establishments should arrange for any cartridges, 0.303-in. blank of 1943 manufacture held on board to be returned to the nearest R.A.N. Armament Depot at the first opportunity.

3. This ammunition is regarded as coming under category (d.d.) of Article No. 304, N.M. and E.R., i.e., dangerous if used.

4. Separate instructions are being issued to R.A.N. Armament Depots regarding disposal of this ammunition.

(D.O.U.W. 4442/26/333.)

UNCLASSIFIED.

1087.—4.5 Mk. 5 Guns on 4.5 Twin R.P. 41 Mks. 6, 6* and 6* Mod. 1 Mountings. Breech Mechanisms—Incorrect Stripping Procedure.

On more than one occasion, damage has been caused to the breech mechanisms during stripping, owing to the gun having been moved with the tool operating breech mechanism being attached to the actuating shaft.

2. This would not have been possible had the instructions contained in B.R. 2014 (B), page 15, been carried out, as the locking bolt would have prevented it.

3. In future, disciplinary action is to be taken if damage is caused to any mechanism owing to neglect in carrying out the correct procedure.

4. The attention of ships staff is to be called to this order.

(D.O.U.W. 1215/256/9.)

?-736/59

UNCLASSIFIED.

1088.—4.5-in. Twin R.P. 41 Mountings Mks. 6, 6* and 6* Mod. 1 Safety Catch for Rammer Push Button.

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted.
(*b*) *Type of equipment* ..	4.5 twin mountings, mk. 6 series.
(*c*) *Part of equipment affected*	Support ferrule for safety catch spring.
(*d*) *Purpose of modification* ..	To prevent the spring binding on the support ferrule when new springs made from .128-in. diam. wire are fitted.
(*e*) *Nature of modification* ..	The 2.5-in. dia. of the ferrule is to be reduced to 2.45-in.
(*f*) *Drawings*	N39968/48. Navy Order Diagram Issue 22/59.
(*g*) *By whom to be done* ..	Ship's staff.
(*h*) *When to be done* ..	When new springs with .128-in. dia. wire are fitted.

(D.O.U.W. 736/259/14.)

UNCLASSIFIED.

1089.—Naval Stores (General) (Class B, Group 9E, 10B and 10C)—Accounting—Reclassification of Certain Items.

(*A.F.O.* 2303/1959.)

It has been decided that the accounting classification of the undermentioned items shall be changed from " permanent " to " consumable ".

Class/Group.	*Pattern No.*	*Description.*
B9E	73C	Crutches, gun-metal.
B9E	73E	Crutches, gun-metal.
B9E	73F	Crutches, gun-metal.
B9E	78K	Hooks, boat, gun-metal, large.
B9E	78P	Hooks, boat, gun-metal, small.
B9E	78Q	Hooks, boat, gun-metal, for life floats.
B9E	1917	Crutches, gun-metal.
B10B	343	Hooks, boat, steel
B10B	345A	Hooks, boat, steel, large.
B10C	702	Crutches, galvanized (long type).
B10C	703	Crutches, galvanized (short type).
B10C	—	Hooks, boat, " Grabbit " type 16G.
B10C	—	Crutches (drawing) D.N.C. 43/918.

2. Naval store accounts should be adjusted in accordance with A.B.R.4, article 1812 (*d*).

(D.N.A.S. 505/51/11.)

UNCLASSIFIED.

1090.—Naval Stores (General) (Class E, Group 12)—Gymnastic Equipment—Revision of Allowances.

(*A.F.O.* 2494/1959.)

The allowances of gymnastic equipment, which are at present on an " if required " basis, have been reviewed with the objects of—

(*a*) determining a fixed allowance whenever possible; and

(*b*) withdrawing any items no longer in general use.

2. The revised allowances resulting from this review are detailed in the Appendix.

3. The new allowances will be applied to all ships storing or re-storing from the date of this order. Ships at present holding gymnastic items in excess of the new allowances may retain them if so desired.

APPENDIX.

Pattern (All Class E, Group 12).	*Description.*	*Carriers.*	*Cruisers.*	*Depot, Repair, and Maintenance Ships.*	*Netlayers, Fast Minelayers Destroyers, Frigates, Surveying Ships (See Note 2).*
(1)	(2)	(3)	(4)	(5)	(6)
C.1991	Sabres	6	6	6	4A
C.1992	Blades for sabres	18	12	8	8A
C.403	Gloves, sabre, right	6	4	4	2A
C.404	Gloves, sabre, left	2	2	2	2A
C.1993	Epees, right	5	2	2	2A
9115	Epees, left	1	1	1	1A
C.1994	Blades for epees	12	4	4	4A
C.1995	Foils, right	5	5	3	3A
9116	Foils, left	1	1	1	1A
C.1996	Blades, for foils	18	12	8	8A
C.409	Gloves, epee and foil, right	6	2	2	2A
C.410	Gloves, epee and foil, left	2	1	1	1A
C.413	Helmets, fencing, large	3	2	2	2A
C.414	Helmets, fencing, small	3	2	2	1A
C.421	Jackets, fencing, medium	4	3	3	2A
C.422	Jackets, fencing, large	4	3	3	1A
C.423	Jackets, fencing, extra large	4	3	3	1A
C.401	Ball, punching	1	1	1	1
C.401B	Joint for ball, punching	1	1	1	1
80	Pump	1	1	1	1
C.407	Gloves, boxing, 8 oz.	12 prs.	10 prs.	7 prs.	4 prs.
C.456	Balls, recreational	8	6	6	3
C.424	Clubs, Indian	20	4	4	4
N.14101	Standard, net ball	1	1	1	Nil.
N.14105	Bars, horizontal	1	Nil.	Nil.	Nil.
N.14108	Bars, parallel	1	Nil.	Nil.	Nil.
N.14115	Horse, vaulting	1	Nil.	Nil.	Nil.
N.14117	Standard, jumping	1	Nil.	Nil.	Nil.
T.405	Mats, gym.	8	Nil.	Nil.	Nil.

Notes.

1. *Allowances Withdrawn.*—The following allowances have been withdrawn—

Item.	*Ships affected.*
Bayonets, muskets and associated protective clothing.	All.
Bars, parallel; bars, horizontal; Horses, vaulting.	Cruisers; Netlayers; Depot, Repair and Maintenance Ships; A/S Frigates; Surveying ships.
Gym. mats	All except Carriers.

2. *Fencing Gear.*—In future, fencing gear will not be included in the First Outfits of stores for the ships in Column 6. *Up to* the quantities marked " A " may, however, be drawn by individual ships if so desired.

(D.N.A.S. 514/62/23.)

UNCLASSIFIED.

1091.—Naval Stores—General Electrical—(Class F, Group 32)—Shock-proof Mountings (P.C.P.), A.P. 202701 for Lighting Fittings—Introduction.

(*A.F.O.* 653/1959.)

Experience at sea has shown that pattern F2B/17220 (mild steel) resilient mounts do not afford adequate protection of filament lamps in lighting fittings fitted in blast areas and similar positions subject to major shock effects.

2. A new type of mounting has therefore been evolved which has been proved by laboratory tests and trials at sea to be very much more efficient than the existing type. Briefly, the new design mount consists of two metal plates (one fixed and the other free) coupled together with a specially shaped hollow polychloroprene cylinder, the assembly being airtight except for small orifices which assist in damping. The design is illustrated in Navy Order Diagram Issue 22/59 which also gives the necessary salient information for the user. The new mounting is interchangeable with the present pattern F2B/17220.

3. The item has been introduced into the Rate Book and Authorized List of Naval Stores under class F, group 32 (N.A.T.O. Supply Classification Group 5340) as follows—

Pattern.	*Description.*	*Accounting Classification.*
202701	Shockproof mounting (P.C.P.) for lighting fittings	Portable fitting.

4. It is intended that the use of mountings, pattern 202701 should be restricted, at present, to positions where excessive lamp breakages due to shock may be anticipated or have been experienced with existing mounts, and the new mountings are to be fitted in such positions in ships under modernization, conversion and large repairs as well as in ships in commission, but excluding submarines. Where there is doubt as to which compartments or spaces are to be considered for installation of these mountings, advice should be sought from Navy Office.

5. Care should be taken in installing these mountings to ensure that the requirements as stated in Navy Order Diagram Issue 22/59 are complied with.

6. Ships in commission are to demand the requisite number of mountings, pattern F32/202701, to replace F2B/17220 in blast areas as outlined above. Should any work involved in the replacement be beyond the capacity of the ship's staff, dockyard assistance should be sought by Defect List procedure. Reports should be forwarded after 6, 12 and 18 months' initial experience with the new mountings indicating their functional suitability. If lamp failures continue to recur in any particular position, details should be included in the reports.

7. Separate action will be taken for H.M.A. ships under construction.

(D.N.A.S. 519/82/1.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

1092.—Victualling Stores—Loan Clothing—Goggles, Flight Deck—Introduction of New Design.

(*A.F.O.* 655/1959.)

The existing flight deck goggles (Vocab. No. 25415–6) are to be replaced, at wastage rates, by a new type plastic goggle, the " Panoramette ".

2. This item, which is not collapsible, consists of a detachable clear window mounted in a pliable frame shaped to the face of the wearer and is ventilated at the sides to prevent misting (*see* note in the Appendix). The goggle is secured by an adjustable headband which should be attached in the manner illustrated in the Appendix; too frequent manipulation should be avoided as this tends to weaken the holding lugs on the face piece. Periodic cleaning of the window should be done with a soft material to avoid scratching.

3. The descriptions of the new items and spare windows are—

Vocab. No. 25417 Goggles (complete with headband and clear window) Flight Deck.

Vocab. No. 25418 Goggle windows, Clear.

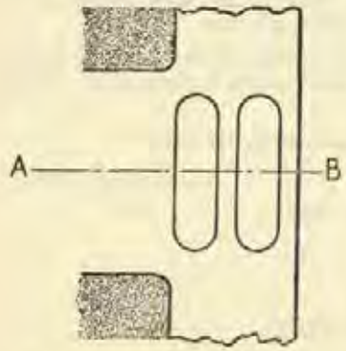
APPENDIX.

Attachment of headband—

(*a*) Insert headband in the direction of the arrows in Diagram (ii);

(*b*) Pull the headband tight.

Diagram (i)



HEADBAND HOLDING LUG

Diagram (ii)

SECTION AB OF HOLDING LUG

Note.—Some goggles may be received in manufacturer's packs containing a notice recommending the use of anti-dim. This may be ignored since the enclosure is standard for all the firm's products and not necessarily related to the " Panoramette " goggle.

(D.V. 917/61/17.)

Section 5.
BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

1093.—Forms A.S. 1246—Tactical Communication History Sheet. A.S. 1246H—Radio Communication History Sheet—Revision.

Forms A.S. 1246—Tactical Communication History Sheet and A.S. 1246H—Radio Communication History Sheet are being revised and will shortly be available on demand from the Superitending Naval and Air Store Officer, Sydney. A further Navy Order will be issued when stocks are available.

2. Initially a copy of the appropriate revised form is to be enclosed in the certificate of service of all ratings of the Tactical Communication, Radio Communication and Radio Special Branches except Leading ratings qualified professionally for Petty Officer and Petty Officers and Chief Petty Officers. Accordingly, ships are to demand forms on the basis of one for each rating borne requiring the revised form plus 25 per cent. for wastage. Thereafter, the forms will be enclosed in certificates of service of recruits at H.M.A.S. CERBERUS on completion of the Recruit professional course.

3. Existing stocks of forms A.S. 1246 and A.S. 1246H (Revised 1957) are to be disposed of.

4. Provision has been made for recommendations to undergo Fleet Board examinations for Leading rate and for results of the pre-board practical test applicable thereto to be recorded in the new history sheets. Accordingly the practice of completing forms A.S. 442 and of forwarding these together with certificates of service to the ship or establishment in which the board is to be convened is to cease and instead, ratings' history sheets, completed to date, are to be forwarded.

5. Provision is also being made on the history sheet for a record of results of the pre-course practical test applicable to Leading ratings being appropriated to the Communication Yeoman or Radio Supervisor qualifying course.

6. Revised instructions for the Fleet Board Examinations for Leading Tactical Operator and Radio Communication Operator are contained in Navy Order 1080 of 1959.

7. A.B.R. 10, articles 0105 and 1328 will be amended in due course.

(H.P.B. 464/54/103.)

(*Navy Order* 1080 *of* 1959.)

Section 7.
CANCELLED LIST.

UNCLASSIFIED.

1094.—Automatic Cancellation of Navy Orders. Over Two Years Old.

As from 1st January, 1960, Navy Orders and Confidential Navy Orders will only remain in force for two years.

2. So that there will be no doubt as to which orders are in force, a disposal instruction will be included at the end of each main issue of Navy Orders. This instruction will list those orders over two years old which may be disposed of.

(H.N.B. 3712/20/41.)

UNCLASSIFIED.

1095.—Cancellation of Navy Orders.

All Navy Orders and Confidential Navy Orders of 1957 will be obsolete as from 1st January, 1960, and may be destroyed in accordance with the current instructions for the disposal of Confidential waste.

(H.N.B. 3712/20/41.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
24th December, 1959.

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

By direction of the Naval Board.

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

10538/59.

UNCLASSIFIED.

Books—Distribution of Non-accountable Publications During October, 1959.

The non-accountable publications, amendments to A.P.'s, B.R.'s, miscellaneous publications, &c., and A.F.O. " S.C. " Series, contained in the appendix to this order, have been distributed to ships and services during October, 1959.

2. Copies of A.F.O. " P " Series amendments and A.P. amendments referred to in the appendix to this order, are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Navy Order 1063 of 1958.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date or Amendment No.*
Aeroplane	14th August, 1959.
Aeroplane	21st August, 1959.
Aeroplane	28th August, 1959.
Aircraft	Volume 39, No. 1, October, 1959.
The Communicator	Volume 13, No. 2, Summer, 1959.
Flight	14th August, 1959.
Flight	21st August, 1959.
Flight	28th August, 1959.
A Guide to Optimum Frequencies S7/59	November, December, 1959, and January, 1960.
Joint Services Recognition Journal	Volume 14, No. 7, July, 1959.
Manual of the Audit Act and Treasury Regulations	Amendment Issue No. 10, dated 6th August, 1959.
Manual of the Audit Act and Treasury Regulations	Amendment Issue No. 11, dated 9th September, 1959.
Occupational Safety and Health	April–June, 1959.
Regulations and Instructions (Provisional) for the R.A.N.R.	Amendment No. 2.

AMENDMENTS TO B.R.'s, ETC.

B.R. No.	*Amendment No.*
B.R. 16	36.
B.R. 93 (51)	23.
B.R. 125	Supplement No. 2, August, 1959.
B.R. 125	New Entries No. 2, August, 1959.
B.R. 226B (22)	Amendment No. 1.
B.R. 226B (68)	3.
B.R. 226B (81)	2.
B.R. 226C (4)	1.
B.R. 226C (7)	4.
B.R. 332	6.
B.R. 359 (1)	6.
B.R. 359 (2)	6.
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N.A.M.O. Sea Vampire	G.1 (Issue 3) (17.7.59) X.42 (29.5.59) STI/171 (B) (2.6.59) STI/171 (B) Diagram STI/187 (9.7.59) STI/188 (23.7.59) STI/188 Diagram.
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R.A.N.A.M.O. Dakota	SI/RAN/6 (September, 1959).
R.A.N.A.M.O. Double Mamba	No. 14 (Issue 2) (September, 1959).
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R.A.N.A.M.O. General	A.L. 12.
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D.C.A. Aeronautical Information Publications	A.G.A.-A.L. 17 General A.L. 31 R.A.C./2-A.L. 30 R.A.C./2-A.L. 31 (with Corrigendum) R.A.C./3-A.L. 18.
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I.C.A.O. Bulletins	Vol. XIV., No. 5 (1959) Vol. XIV., No. 6 (1959).
Manual of Instructions for the Care and Maintenance of Cirrus Aero Engines	Service Instruction FL.G13.J.36 dated 31.7.59 Technical News Sheet No. 6 dated 21.7.59.
R.A.F. Flight Information Publications, Catalogue of Charts Terminal Approach Procedures	A.L. 7 and 8.
R.A.F. Flight Information Publication Terminal Approach Procedure Charts Far East Area, High and Low Altitudes	A.L. 14, 15 and 16.
S.B.A.C. Ltd.	Master Index Folder Amendment List Z.11 (12.8.59).
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R.A.A.F. Summary of Aircraft Accidents ..	April/June, 1959.
R.A.A.F. Summary of Dedect Reports ..	Airframe and Miscellaneous Equipment Serial No. 1 (July, 1959)
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	Engine and Accessories Serial No. 18 (Period November, 1958 to February, 1959)
	Engine and Accessories Serial No. 19 (Period February, 1959 to May, 1959).
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	S.R. 1201/N.B.
	S.R. 1202/N.B.
	S.R. 1203/N.B.
	S.R. 1204/N.B.

Title.	*Date.*
Lloyds Shipping Index	5th October, 1959.
Lloyds Shipping Index	12th October, 1959.
Lloyds Shipping Index	19th October, 1959.
Lloyds Shipping Index	26th October, 1959.

(D.N.A.S. 465/57/98.)

(*Navy Order* 1063 *of* 1958.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

10538/59.—2

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C.N.O.'s 1097-1111/59.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
31st December, 1959.

The enclosed orders are promulgated for information, guidance and necessary action.

By direction of the Naval Board.

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

RESTRICTED.

10747/59.

CONTENTS.

Section 1.
ADMINISTRATIVE AND GENERAL.

RESTRICTED.

1097.—SEATO Communication Organization—Use of Member Nations Facilities.

In order to exercise and to improve the SEATO Naval communication organization and its operators, the following proposals have been approved by SEATO Military Advisors—

(*a*) that SEATO ship-shore communications should be periodically exercised by passing test messages over other member nations ship-shore circuits;

(*b*) that other member nations ship broadcasts should be used during non-exercise periods whenever desired.

2. Ships of H.M.A. Fleet are to comply with sub-paragraph 1 (*a*) above, as directed by F.O.C.A.F.

3. Naval radio stations are authorized to accept and are to relay traffic received on ship-shore circuits from ships of other SEATO navies.

4. As much warning as possible should be given by ships intending to make use of the arrangement in sub-paragraph 1 (*b*) above, when this involves copying broadcasts other than those of the British Commonwealth.

5. Details of SEATO broadcast and ship-shore facilities are contained in the SEATO supplement to ACP 176 Series.

(D.S.D. 16/207/35.)

UNCLASSIFIED.

1098.—Safety Precautions During Service Exercises.

Attention is drawn to recent instances where accidents have arisen from Service exercises involving the use of live ammunition.

2. Authorities responsible for the conduct of such exercises are to ensure that all precautions laid down in orders and publications are strictly observed both during the exercise and in the subsequent recovery of unexploded ammunition.

(H.N.B. 177/1/2.)

Marine ?

Yes, read and opened.

Section 2.
PERSONNEL.

UNCLASSIFIED.

1099.—"Braganza"—Journal of Naval Gunnery.

(*A.F.O.* 1300/1959.)

"Braganza", The Journal of Naval Gunnery, containing articles of general interest to officers and ratings, both serving and retired, was produced at H.M.S. EXCELLENT in June, 1959, and will be issued thrice-yearly.

2. The journal consists of about 32 pages and will be sold at 2s. per copy, 5s. 6d. per year (3 copies) and 26s. per five years (15 copies), all post free. Quoted prices are sterling.

Cancelled by 08/1960

3. Distribution will be on the following scale—

	No. of copies.
Each ship and establishment in commission	1
F.O.C.A.F. and each N.O.I.C.	1
Navy Office, Canberra	1
Navy Office, Melbourne	1
C.S.T. F.N.D. (Gunnery School)	6

(D.N.A.S. 465/58/31.)

UNCLASSIFIED. Physical Categories of Personnel — service and limitations

1100.—Drafting Categories of Members According to Physical State.

The following categories are to be used to define the type of service in which officers and ratings of the Royal Australian Navy may be employed, or to indicate the limitations of service resulting from their physical condition—

Category.	*Type of service or limitation of service.*
A	Physically fit for service anywhere.
B	Physically fit for appointment or draft to a ship or establishment where a full-time or part-time medical officer is borne. (Expected period to be stated).
BY ..	Physically fit for appointment or draft to a ship or establishment where a full-time medical officer is borne. (Expected period to be stated). For the purposes of this category, establishments in the capital cities may be regarded as furnishing full-time medical attention.
C	Under medical treatment and unfit for duty anywhere. (Expected period to be stated).
D	Physically unfit for sea service temporarily but fit for duty in an establishment. (Expected period to be stated).
F	Fit for sea service in a ship not regularly employed in tropical areas. (Anticipated period to be stated).
K	Temporarily unfit for duty in a potentially malarious area. (Expected period to be stated).
Y	Temporarily unfit for sea service and for service in an establishment north of Brisbane or Fremantle. (Expected period to be stated).

2. When a recommendation is made such as service " in the port of Sydney ", " in his home port ", &c., the medical reasons for such a recommendation should be clearly stated. The medical aspects should not be confused with compassionate leave which is to be handled in accordance with Navy Order 229 of 1959.

3. Before an officer or rating is officially recorded as in category B, BY, D, F, K or Y, he or she is to be surveyed on form A.F.Med. 23. The category is to be implemented on receipt of Naval Board decision on the survey.

4. In all signals and correspondence referring to these cases, the category letters indicated above are to follow the name of the officer or rating concerned.

5. Special care is to be taken to review cases at the expiration of the period specified at the previous survey. It is the responsibility of a ship to which an officer or rating in a category is appointed or drafted, to take steps to arrange re-survey on the due date.

Interim Medical Surveys.

6. Wherever practicable, and where there is no contra-indication, Medical Boards conducting Interim Medical Survey are to recommend a definite period of time for personnel in limited categories, e.g. category " Y " for six (6) months.

7. The practice of recommending personnel to be placed in limited categories " until expiration of present engagement " will potentially embarrass a member's request for re-engagement or further service. Also, it frequently happens that the cause for placement in limited categories will disappear in time and the member could be once again fit for general service. All such cases are to be recommended for a definite period in their category to ensure review as necessary, unless the member will obviously be unfit for further service.

8. There is now a world-wide tendency in the various Defence Forces to retain personnel with minor defects.

(M.D.G. 333/51/3.)

(*Navy Order* 229 *of* 1959.)

327/53

UNCLASSIFIED.

1101.—Junior Officers—Use of Journals.

(*A.F.O.* 1307/1959.)

Approval has been given for Junior Officers to keep Journals, to be known as " Journal for the use of Junior Officers Afloat ", during their phase II. and III. midshipmen's sea time and also while serving as Acting Sub-Lieutenants during their first period of sea training with the Fleet (Navy Order 1077 of 1959)—*General List Officers (New Scheme)—Guidance to Commanding Officers on their Employment during First Period of Sea Service—Award of Certificates Essential for Confirmation in Rank*).

2. H.M.A. ships and naval authorities should demand supplies of forms A.S. 519 —" Journal for the use of Junior Officers Afloat " from S.N.S.O., Sydney. New Scheme Officers who have already joined the fleet and have four or more months to serve as Acting Sub-Lieutenants should be included.

3. Instructions for the use of the journal are attached at appendix " A ".

APPENDIX A.

The Journal is to be kept by Junior Officers during their phase II. and III. Midshipmen's sea time and while serving as Acting Sub-Lieutenants during their first period of sea training with the fleet (Navy Order 1077 of 1959). A second volume will be issued if required.

2. The officer detailed to supervise the instruction of Junior Officers and/or Head of Department to which they are attached (Navy Order 1077 of 1959, paragraph 10) is responsible that journals are kept in accordance with the instructions in paragraphs 3 and 4, and in current Navy Orders. He is to initial the journals at least once a month, and is to ensure that the entries are made regularly.

3. Journals are to be inspected and initialled by the Commanding Officer from time to time and when an officer leaves the ship.

APPENDIX A—*continued.*

4. The following remarks indicate the main lines to be followed in keeping the journal—

(*a*) The objects of keeping the journal are to train Junior Officers in—
- (i) the power of observation,
- (ii) the power of expression,
- (iii) the habit of orderliness.

(*b*) Junior Officers are to record their observations about all matters of interest or importance in the work that is carried on, on their stations, in their fleet, or in their ship.

(*c*) They may insert descriptions of places visited and of the people with whom they come in contact, and of harbours, anchorages and defences.

(*d*) They may write notes on fuelling facilities, landing places, abnormal weather, prevailing winds and currents, salvage operations, foreign ships and aircraft encountered and the manner in which foreign fleets are handled, gunnery and other practices, action in manoeuvres, remarks on tactical exercises. On the ship making a passage of sufficient interest they should note the weather and noon positions.

(*e*) Separate entries need not necessarily be made for each day; full accounts should be given of any event of interest.

(*f*) The letterpress may be illustrated with plans and sketches pasted in the pages of the journal, namely—
- (i) Track charts.
- (ii) Plans of anchorages (these should show the berths occupied by the squadron or ship, and if a fleet was anchored the courses steered by the fleet up to the anchorage).
- (iii) Sketches of places visited, of coast line, of headlands, of leading marks into harbours, of ships and aircraft (all nationalities), of ports, of fittings of ships and naval aircraft, or any other object of interest.

5. As the main aim of keeping a journal is to train the young officer in the powers of observation and expression and the habit of orderliness, complicated and time-wasting sketches should not be demanded.

6. Journals may be retained by officers.

(D.T.S.R. 303/1/3.)

(*Navy Order* 1077 *of* 1959.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

1102.—H.M.A. Ships—Main Boilers—Use of Soot-Blowers.

(*A.F.O.* 2656/1959.)

Recent examination of boilers of all types has revealed that deposits are building up between boiler cleans to an extent that boiler performance is affected. This is particularly true of deposits in economizers.

2. The increased rate of build-up of deposits is partly due to the types of fuel at present in use, and partly due to more modern boilers which are designed to suit the very small weight and space requirements of modern ships.

3. As the shortening of the external cleaning interval is highly undesirable, it is essential that soot-blowers, which act as a considerable palliative in reducing the rate of build-up of deposits, should be used correctly.

4. Soot-blowers deal effectively with relatively light deposits, but if the deposits are allowed to build up beyond a certain level, the use of soot-blowers will not remove them. It is therefore essential that the routine for the use of soot-blowers shall be sufficient to prevent excessive deposits building up, and that this routine is not interrupted.

5. The frequency of operation quoted in B.R. 16 Engineering Manual, article 213, paragraph 3 is a minimum and it is always desirable and may be essential to use soot-blowers more frequently.

6. If it is found that excessive deposits are building up between boiler cleans as indicated by excessive uptake temperatures, high draught losses or heavy deposits found on opening up the boiler, the deposits must be removed by cleaning and the frequency of soot-blowing subsequently increased to keep the deposits to an acceptable level.

7. It is appreciated that the frequent use of soot-blowers may give rise to undesirable results in the form of fouling of upper decks, &c., but these disadvantages must be accepted in the interests of efficient operation.

8. The use of soot-blowers in no way decreases the necessity for thoroughly cleaning the boiler and economizers by water washing at the specified intervals, although the proper use of soot-blowers should make this operation easier.

9. B.R. 16 Engineering Manual, article 213 refers.

(D.M.E. 1211/51/94.)

UNCLASSIFIED.

1103.—Lubricating Oils for H.M.A. Ships—Supply.

Supplies of engine lubricating oils for use in H.M.A. ships are available as follows—

Sydney, Melbourne, Fremantle	From the (S)N.S.O.
Brisbane, Adelaide, Hobart	From contractors. In ships which do not carry a Supply Officer—through the local Administrative Authority.
Darwin, Manus	From reserve stocks held by the Supply Officer.

2. Current contracts for the supply of oils do not provide for deliveries outside the capital city in each state, consequently, should it be necessary for supplies to be available at other ports, full particulars should be furnished to the appropriate Administrative Authority as early as possible before the date required in order that procurement and/or transport may be arranged.

(D.N.A.S. 523/251/10.)

UNCLASSIFIED.

1104.—Ammunition—Propellant—Landing—Destruction—Report.

(*A.F.O.* 2658/1959.)

Propellant of the following lots and sub-lots is due for withdrawal from service and any cartridges containing them 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 to Navy Office for instructions.

Propellant lot or sub-lot No.	*Propellant nature and size.*	*Nature of gun ammunition, &c., which may be involved.*
RNC 833	SC 150	B.L. 6-in.; Impulse Torpedo.
RNC 843 RNC 1051XB	SC 109	B.L. 6-in.; Q.F. 4.7-in.
RNC 845 RNC 1036XB RNC 1167XC	SC 103	B.L. 6-in.; Q.F. 5.25-in.; Q.F. 4-in.
RNC 911XA RNC 1038XB RNC 1043XB RNC 1047XB RNC 1057XB	SC 061	B.L. 6-in.; B.L. 4.7-in.; Q.F. 5.25-in.; Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in. (F.A).
RNC 6201XA	ASN/T 190-054	Q.F. 4.7-in.; Q.F. 4-in. (F.A).

2. Attention is drawn to article 211 of Naval Magazine and Explosive Regulations 1956, B.R. 862 and 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.

(D.O.U.W. 729/57/33.)

UNCLASSIFIED.

1105.—40 Mm. Mk. 9* Mountings Elevation Scale.

To be recorded as Mod. A.N. 4.

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted and Gunnery equipment depots.
(*b*) *Type of equipment* ..	40 mm. Mk. 9* mountings.
(*c*) *Part of equipment affected*	Sight gear assembly.
(*d*) *Purpose of modification* ..	To indicate gun elevation.
(*e*) *Nature of modification* ..	Fit a graduated scale to the sight arm bracket and a pointer on the cover plate of the elevation and depression limit switches.
(*f*) *Drawings*	10683. 11984. D.O.U.W. A/51208.
(*g*) *By whom to be done* ..	Dockyard. As a defect item.
(*h*) *When to be done* ..	As convenient.

2. Some mountings may have been fitted with brass scales and securing screws. Where this has occurred, the scale is to be tinned on the side in contact with the aluminium alloy sight arm bracket and the screws are to be exchanged for cadmium plated steel screws.

3. The scale and screws are to be coated with Barium Chromate paste pattern No. 4945 before assembly.

(D.O.U.W. 736/64/26.)

UNCLASSIFIED.

1106.—40 Mm. Mk. 9* Mountings—Lubrication of Safety Firing Gear Axis Pins.

To be Recorded as Mod. A.N. 3.

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted and Gunnery equipment depots.
(*b*) *Type of equipment* ..	40 mm. Mk. 9* mountings.
(*c*) *Part of equipment affected*	Safety firing gear.
(*d*) *Purpose of modification* ..	To prevent seizure of the axis pin connecting the roller lever to the lower fork end of the adjustable connecting rod.
(*e*) *Nature of modification* ..	The existing plain pin Drg. 10325 to be replaced by a pin to Drg. 10329 with a Tecalamit Lubricator A.P. 4986. The pin and fork end Drg. 10333 to be drilled and reamed for a 3/32-in. dia. taper pin as shown on Drg. 10013.
(*f*) *Drawings*	10325, 10329. 10333, 10013.
(*g*) *By whom to be done* ..	Dockyard. As a defect item.
(*h*) *When to be done* ..	As convenient.

Admiralty has advised that B.R. 209 Plate 13, Lubrication Diagram will be amended to show the additional lubricator.

(D.O.U.W. 736/64/26.)

RESTRICTED.

1107.—Composite Folios of Australian and Selected Admiralty Charts.

1. On 1st January, 1960 new Composite Folios numbered Aus. 1, Aus. 2, Aus. 3, Aus. 4, Aus. 5, Aus. 6, and abridged Admiralty Folio No. 67 will be introduced for the use of H.M.A. ships and establishments. The new folios will contain all the current Australian charts and selected Admiralty charts for regions where there are no appropriate Australian charts.

2. The intention of the new composite folios is to overcome the present duplication of charts held in H.M.A. ships and they will replace the present Admiralty folios numbered 63, 64, 65, 66 and 67 and the present Australian folios numbered Aus. 3, Aus. 4, Aus. 5, Aus. 6 and Aus. 7.

3. On receipt of the new folio lists, ships and establishments are to make up the new folios in accordance therewith. Charts not included in the new lists are to be returned to the Hydrographic Office, Garden Island, Sydney.

4. The new composite folios will be maintained by the usual procedure. As new Australian charts are published they will replace the old Admiralty charts which they have superseded.

5. Special lists will be devised for the new composite folios provision to be allowed for the replacement of Admiralty charts as new Australian charts are published.

6. An Australian Supplement to H.51 (Hydrographic Supplies Handbook) will be issued with the new folio lists.

7. Detailed instructions will accompany the folio lists.

8. All ships and establishments are to report in writing to the Hydrographer, R.A.N. when changes have been completed.

(D.O.D. 1454/1/3.)

RESTRICTED.

1108.—Torpedo Recovery—Use of Luffs.

(*A.F.O.* 1749/1959.)

Experience at sea has shown that an improvement in the method of torpedo recovery can be effected by the use of luffs employed in the manner described in this order.

2. These methods are suitable for the recovery of the following types of torpedoes only—

(*a*) 21-in. Mk. 8** S.F.P. with collision or blowing head.
(*b*) 21-in. Mk. 8** with blowing head.
(*c*) 21-in. Mk. 9** with blowing head.

3. Coir fenders are secured inside a scrambling net and placed over the ship's side below the torpedo davit.

4. Normally it is preferable to use the "alongside method" of recovery whereby the ship is manoeuvred to windward of the torpedo and allowed to drift down to it. Under certain circumstances, and at the Commanding Officer's discretion, the use of a boat for bringing the torpedo to the ship's side may be preferred.

5. As the torpedo comes alongside, a nose line is hooked onto the nose bolt using a pattern 8722 recovery hook and retractable stave.

6. The torpedo is brought up under the davit and held vertically against the fenders by the nose line. A hook, pattern B.10C/2180A, temporarily held in the open position by securing twine, and attached to a 2-in. E.S.F.S.W.R. is then hooked onto the nose bolt by a rating sent over the side, or by using an improvized retractable stave. The pendant has previously been rove through a snatch block pattern B.8F/5221A secured to the davit and other suitably placed snatch block(s) to a 3-in. luff ("A") manned on deck.

7. After ensuring that the pattern 2180A hook is fully closed onto the nose bolt, the torpedo is then lifted vertically by means of luff "A".

8. The ribbon strop, having been previously stopped up around the outboard part of the nose pendant, is then lowered over the torpedo and a rating sent over the side to position the strop at the point of balance. The torpedo purchase wire is then secured to the ribbon strop using hook pattern 2081A or if preferred, it may be hooked onto the strop before lowering it to the point of balance.

9. The weight of the torpedo is then taken on the purchase wire by leading it to a second 3-in. luff ("B") manned on deck; at the same time the nose pendant (luff "A") is checked away until the torpedo is horizontal. The torpedo is then lifted inboard.

10. In view of the foregoing approval has been given for the removal of the Aggar winch from H.M.A. Daring and Battle class destroyers, the work being carried out as a defect item quoting this order as authority.

11. Consequent upon the decision to remove the Aggar winch, the use of the luff "B" is necessary for hoisting the torpedoes inboard. However, its use is not recommended for launching the torpedoes into the tubes, a 2-ton Felco Purchase being preferable for this purpose due to the finer and more positive control of the torpedo normally necessary when launching into the tube.

12. As an alternative to manning luff "B" on deck, it may, in some ships, be preferred to lead it to the forward capstan. When using this method careful attention is to be paid to the following points—

(*a*) Reliable and experienced ratings must be employed on the winch controller and winch drum B.R. 1944 (1) paragraph 169 (*b*) refers.

(*b*) A good communication system for passing orders to the capstan and the tube positions is necessary with a suitable secondary arrangement for use in the event of a failure of the former.

13. Admiralty has advised that B.R. 67 (2/51) and B.R. 1944 (1) will be amended in due course.

(D.O.U.W. 712/251/26.)

UNCLASSIFIED.

1109.—Fire Precautions in Establishment Theatres.

(*A.F.O.* 2517/1959.)

Attention is drawn to the fire regulations concerning establishment theatres and cinemas—B.R. 1251A is relevant, and Section 5 should in general be applied to stage performances.

2. A fire which recently occurred in an empty establishment, which was also used as a cinema, has called attention to the need for very strict fire prevention and control measures in buildings of this nature. Since the fitting of safety curtains is not compulsory, it is particularly important that the general ban on smoking in the stage area should be strictly applied at all times.

3. The rapidity with which the fire in question spread has also emphasized the importance of—

(*a*) having theatre attendants under the control of a responsible person during all stage performances and film showings, and

(*b*) the issue of clear orders as to individual action to be taken in case of fire.

(D.N.W. 1446/1/5.)

UNCLASSIFIED.

1110.—Pumping and Flooding Arrangements—Compartment Suction Pipes—Examination.

(*A.F.O.* 2672/1959.)

It has been reported from sea that a naval store in one of H.M. ships was flooded through the cross connexion between the firemain and main suction.

2. The primary cause of the flooding was due to the fact that the non-return valve which should have been fitted on the compartment suction pipe was missing. In addition, the relevant valves on the cross connection and main suction were left "cracked" open.

3. The Commanding Officers of all ships concerned are, therefore, to arrange for compartment suction pipes to be examined to ensure that non-return valves are fitted in accordance with the ship's drawings. An item should be inserted in the appropriate defect list where necessary.

4. Attention is drawn to the necessity to ensure that the firemain main suction cross connection valve is effectively closed before a hull and fire pump is put on the firemain.

(D.N.C. 1211/51/95.)

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Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

RESTRICTED.

1111.—Visual Call Signs of Local Craft.

Visual call signs allocated to local craft of the R.A.N. are shown in the appendix to this order.

2. A separate copy of this list will be distributed to all holders of A.C.P. 118-1.

APPENDIX.

Visual Call Sign.	*Craft.*	*Visual Call Sign.*	*Craft.*
Y250 ..	S.A.R. 910 (Air Speed)	Y276 ..	Spare
Y251 ..	S.A.R. 916 (Air Trail)	Y277 ..	M.S.L. 706
Y252 ..	S.A.R. 918 (Air Chief)	Y278 ..	M.S.L. 707
Y253 ..	S.A.R. 919 (Air Master)	Y279–Y280	Spare
Y254 ..	S.A.R. 0212	Y281 ..	M.R.L. 252
Y255 ..	S.A.R. 0214	Y282 ..	M.R.L. 253
Y256–Y260	Spare	Y283 ..	M.W.L. 251
Y261 ..	G.P.V. 957	Y284 ..	M.W.L. 253
Y262 ..	G.P.V. 958	Y285 ..	M.W.L. 254
Y263 ..	G.P.V. 821 (Warreen)	Y286 ..	M.W.L. 255
Y264 ..	G.P.V. 961	Y287 ..	M.W.L. 256
Y265 ..	G.P.V. 962 (Walrus)	Y288 ..	M.W.L. 257
Y266 ..	G.P.V. 901	Y289 ..	D.T. 931 (Emu)
Y267 ..	G.P.V. 902	Y290 ..	D.T. 932 (Bronze Wing)

APPENDIX—*continued.*

Visual Call Sign.	*Craft.*	*Visual Call Sign.*	*Craft.*
Y268–Y269	Spare	Y291–Y294	Spare
Y270 ..	G.P.V. 968 (Tallarook)	Y295 ..	S.D.B. 1321
Y271 ..	Spare	Y296 ..	S.D.B. 1324
Y272 ..	M.S.L. 252 (Paluma)	Y297 ..	S.D.B. 1325
Y273 ..	M.S.L. 701 (Hixon)	Y298 ..	Seal
Y274 ..	M.S.L. 702	Y299 ..	Otter
Y275 ..	M.S.L. 703 (Boronia)		

(D.S.D. 5105/51/223.) ?

old number

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
11th December, 1959.

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

By direction of the Naval Board.

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

10506/59.

1112.—Punishments for Leave-Breaking—Revised Regulations.

The Naval Board has approved revised regulations for the punishment of men found guilty of absence without leave or improperly leaving a ship or place of duty. The new regulations are given in the Appendix to this Order and they will come into operation for offences which extend into or are committed on or after 15th December, 1959.

2. The revisions increase the punishment for which such offenders make themselves liable. The Naval Board has taken this step with great reluctance but has decided to do so in view of the high incidence of these offences especially on the part of some young and irresponsible ratings.

3. The first of three major changes is a new scale of mulcts of pay. The formula, which is expressed in tabular form in the Appendix, is—

(*a*) forfeiture of one day's pay for each 3 hours, or part of 3 hours, for the first 12 hours of absence;

(*b*) forfeiture of one day's pay for each 6 hours, or part of 6 hours, for the next 60 hours of absence;

(*c*) forfeiture of one day's pay for each 24 hours, or part of 24 hours, for the remainder of the absence.

4. Minimum and maximum periods of forfeiture of leave for simple leave-breaking are introduced for the first time. The object of the two limits is to allow latitude of sentence in cases which have no extenuating features; and, in deciding the appropriate sentence of forfeiture of leave in each individual case, criteria such as those given in the note in Article 1978 (1) may be taken into account. For example, a man who has been absent for 14½ hours without extenuating cause may be awarded a leave forfeiture of either 5, 6 or 7 days according to the degree of leniency which the Commanding Officer may consider appropriate.

5. The changes in paragraphs 3 and 4 are designed to deter simple leave-breaking in particular by permitting increased mulcts of pay and forfeiture of leave; to allow the officer trying the case more scope for awarding forfeiture of leave appropriate to the circumstances of each case; to deter in some measure the potential offender who, under the present regulations for leave-forfeiture, can calculate with virtual certainty whether leave-breaking would be worth his while; and to induce absentees to return quickly.

6. The third major change is that leave-breaking becomes repeated if it occurs within 9 months of a previous leave-breaking in the same ship or establishment (instead of 6 months as at present).

7. The provisions in Q.R. & A.I., Article 1978, Clauses 2 and 3, for the reduction and remission of mulcts of pay and forfeitures of leave in extenuating circumstances remain unchanged; and advantage of these provisions is to be taken whenever it is appropriate to do so.

8. The changes announced in this Order are to be brought to the attention of all personnel.

9. These changes do not apply to members of the W.R.A.N.S.

10. Admiralty has advised that Q.R. & A.I. will be amended in due course.

APPENDIX.

MULCTS (No. 11) AND OTHER PUNISHMENTS FOR IMPROPER ABSENCE.

1978. *Scale of punishment.*—Except as provided in Clauses 2, 3, 4 and 6, every rating who is found guilty of absence without leave or improperly leaving his ship or place of duty shall suffer forfeiture of pay and benefits in accordance with the following scale.

Period of Absence.		Mulct of Pay.	Forfeiture of Leave.		Note.
Exceeding. (Hours.)	Not Exceeding. (Hours.)	(Days.)	Minimum. (Days.)	Maximum. (Days.)	
	1	1	1	1	The officer trying the case has discretion to award forfeiture of leave either for the minimum limit, or the maximum limit, or for any period between the two. In deciding which of these periods is appropriate, he may in each case take into account such factors as the cause of absence (for example, whether it was wilful or due to carelessness); the man's general standard of conduct on board; and the incidence of the offence on board. In illustration:—(*a*) the maximum forfeiture of leave could be awarded to a wilful offender but it is not to be regarded as the standard punishment, unless in the Commanding Officer's opinion, the incidence of the offence on board is high; and (*b*) when the offence was due to carelessness, or when the man's general standard of conduct on board deserves favourable consideration, it may normally be deemed appropriate to award forfeiture of leave below the maximum limit (c.f. Clause 2 as it concerns trivial absences; and Article 1983(4) about forfeitures of leave for offences of improperly leaving).
1	2	1	1	2	
2	3	1	1	3	
3	6	2	2	4	
6	9	3	3	5	
9	12	4	4	6	
12	18	5	5	7	
18	24	6	6	8	
24	30	7	7	9	
30	36	8	8	10	
36	42	9	9	11	
42	48	10	10	12	
48	54	11	11	13	
54	60	12	12	14	
60	66	13	13	15	
66	72	14	14	16	
72		14 plus one day	14 plus one day	16 plus one day	
		for each period of 24 hours (or part of 24 hours) after the first 72 hours, but the stoppage of leave shall in no case exceed 30 days			

APPENDIX—*continued.*

Absence in Extenuating Circumstances.

2. If the period of absence is trivial, or if there are extenuating circumstances and the period of improper absence does not exceed 36 hours, the officer trying the case may at his discretion reduce the mulct of pay to half a day's pay when the absence does not exceed 3 hours; or reduce it by units of one day's pay when the absence exceeds 3 hours; or remit it altogether. If he reduces or remits the mulct of pay, he may at his discretion also reduce the forefiture of leave below the minimum limit given in the table above or remit it altogether; and he may reduce the mulct of pay and the forfeiture of leave to different extents.

3. If the period of absence exceeds 36 hours or the offence is repeated or otherwise aggravated, the officer trying the case may nevertheless, if the mulct of pay shown in Clause 1 exceeds one day's pay, reduce it to not less than one day's pay for each day (or part of a day) of improper absence, and he may at his discretion also reduce the forfeiture of leave below the minimum shown in Clause 1 to any extent, so long as one day's leave is stopped for each day of improper absence.

Ratings Sentenced to Imprisonment or Detention.

4. If a rating is sentenced to imprisonment or detention for leave-breaking or for offences which include it, the mulct of pay and the forfeiture of leave shall be one day's pay and one day's leave for every 24 hours (or part of 24 hours) of improper absence, unless the sentence is suspended before committal. For the purpose of this clause, when two or more offences of improper absence are dealt with together, the periods of improper absence shall be aggregated.

5. If a sentence of imprisonment or detention is suspended before committal, the full mulct of pay shall be imposed in accordance with Clause 1 and no adjustment shall be made if the rating is subsequently committed to serve the sentence. Forfeiture of leave shall be at the discretion of the Commanding Officer in accordance with Clause 1.

6. If a sentence is suspended after committal, the mulct of pay and forfeiture of leave shall remain as in Clause 4, whether or not the rating is subsequently recommitted.

Other Instructions.

7. Every proved offence of absence is to be entered on the rating's Form A.S. 239, whether the punishments are remitted or not.

8. Leave-breaking by ratings entered locally abroad (except Maltese ratings, who are to be dealt with in accordance with this Article), is to be dealt with as may be laid down in Station Orders.

9. For the purpose of this Article a day's pay is the actual daily rate of pay in force after account has been taken of all punishments awarded and includes submarine pay, flying pay, and any allowances normally credited in the " full pay " column of the ledger, but excluding extra pay, Local Overseas Allowance and compensatory allowances. Where difference of pay is in issue (Artificers and Mechanicians), this is to be included. Half a day's pay for this purpose should be calculated to the nearest penny below.

APPENDIX—*continued.*

1979. *Calculation of period of absence.*—The period of improper absence included in the charge should strictly be computed from the time when leave expires (or the time of breaking out) until the time of return to the ship or place of duty: and, in cases dealt with summarily, the period should be expressed in the charge—

(*a*) "..... did absent himself without leave from ..... on ..... to ..... on ..... namely ..... hours ..... minutes."

(*b*) "..... did improperly leave H.M.A. Ship ..... at ..... returning on board at ..... on ..... thereby absenting himself without leave ..... hours ..... minutes."

Absence may, however, terminate in many different ways, and computation of the period of absence for the purpose of mulcts of pay and forfeiture of leave can be decided only by the officer trying the case, having regard to the circumstances in each instance.

2. When a rating surrenders or is apprehended as an absentee away from the locality in which is leave expired, it is within the discretion of the officer trying the case, having regard to the circumstances, to consider the absence as having terminated at the time of such surrender or apprehension, but if a lengthy journey is involved in returning to the place where leave expired it might be appropriate to include the time involved thereby in computing the period of absence.

3. When an absentee is arrested by the civil power on another charge and is subsequently handed over to the naval authorities his absence without leave is to be regarded as ceasing from the time of his arrest by the civil power.

1980. *Simple leave-breaking.*—Unless the offence is a repeated or aggravated offence as defined in Articles 1981 and 1982, the punishment for leave-breaking involving improper absence of not more than 36 hours shall not be more than a mulct of pay and forfeiture of leave in accordance with Article 1978; but when the absence results from an offence of improperly leaving a ship or place of duty, other punishments may be awarded in addition.

1981. *Aggravated leave-breaking.*—Leave-breaking is aggravated—

(*a*) if the absence exceeds 36 hours;

(*b*) if the absentee misses his ship or draft;

(*c*) if, when leave was granted, a warning had been given that the ship was under sailing orders;

(*d*) if the offender was undergoing any form of punishment at the time;

(*e*) if there are any other particularly serious circumstances.

2. The charge in a case of leave-breaking falling within the terms of Clause 1 may refer to the offence as aggravated, but the charge shall not contain anything which directly or indirectly refers to a previous offence.

APPENDIX—*continued.*

1982. *Repeated leave-breaking.*—Leave-breaking is repeated when committed in the same ship or establishment within nine months of a previous leave-breaking. A subsequent repeated offence is one committed within nine months of a previous repeated offence. When a rating is drafted to another establishment solely to undergo imprisonment or detention and afterwards returns direct to the ship or establishment in which he was sentenced, his service should be regarded as continuous in that ship or establishment for the purpose of assessing whether an offence subsequently committed should be considered as a repeated offence.

1983. *Punishment of aggravated or repeated leave-breaking.*—If the offence is aggravated or repeated (or if the offence resulted from an offence of improperly leaving the ship or place of duty), other punishments authorized in this Chapter may be awarded in addition to the mulct of pay and forfeiture of leave.

2. If the officer trying the case considers it necessary to award detention for more than 30 days or imprisonment for absence without leave, he is to report his reasons in submitting the warrant.

3. Reduction to the Second Class for Conduct is not to be awarded for leave-breaking except—

(*a*) when the offence is an aggravated one; or

(*b*) when a first (or more often) repeated leave-breaking is deemed to be the culminating offence of a series of minor offences of which leave-breaking forms only a part;

(*c*) for a 4th (or more often) repeated leave-breaking in the case of a man whose only convictions in the ship or establishment have been for leave-breaking.

4. Stoppage of leave above the maximum limits laid down in Article 1978 is not to be awarded as a punishment for absence without leave unless the offence is aggravated or repeated or unless it resulted from an offence of improperly leaving the ship or place of duty.

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By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Registrar

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FOR OFFICIAL USE ONLY.

Jan. 1958-Dec. 1959.

COMMONWEALTH NAVY ORDER INDEX

RESTRICTED.

812/60.

Directions for Use.

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

2. The best method of locating a particular order is to:
   (*a*) Consider in which section the order is most likely to be listed;
   (*b*) Then consult the list of reference headings at the beginning of that section;
   (*c*) Finally, search in the section itself under the most likely reference headings.

3. The general coverage of each section is as follows:—

Section 1.—Administrative and General—

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

Section 2.—Personnel—

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

Section 3.—Hull, Machinery, Equipment and Stores—

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

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

Section 5.—Books, Correspondence, Forms, Stationery.

Section 6.—Establishments.

Abbreviations.

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

Headings marked ‡ in the lists of reference headings are to cross-reference only; no orders are entered under these headings.

Cancelled Orders.

A list of cancelled orders is included as Section 7 of this Index.

SECTION 1—ADMINISTRATIVE AND GENERAL.

List of Reference Headings.

Headings marked ‡ are for cross-reference only.

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SECTION 2 — PERSONNEL.

List of Reference Headings.

Headings marked ‡ are for cross-reference only.

‡Absentees. (*See* Deserters.)
Accommodation. (*See also* Homes, Hotels, &c., *and* Clubs *and* Section 6.)
Accounting. (*See also* Section 6.)
Advancement.
Aircrew. (*See also* Officers *and* Ratings.)
Aliens. (*See also* Section 6)
‡Allowances. (*See* Pay and Allowances.)
Army. (*See also* Section 1.)
Assurance. (*See also* Insurance.)
Awards.

‡Badges, Uniform. (*See* Uniform.)
Bands.
Benefits.
Branch Officers.

Cadet Midshipmen.
Canteens.
Casualties, Deaths, &c.
Chaplains.
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‡Detention. (*See* Discipline.)
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Examinations.
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Funds.
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‡Honours. (*See* Medals, Decorations, Honours.)
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Housing.
Hurt Certificates.

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‡Imprisonment. (*See* Discipline.)
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‡Investitures. (*See* Medals, Decorations, Honours.)

Jewish Faith, Sacred Festivals, &c.

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‡Legal Training. (*See* Training.)
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Mercantile Marine.
Messing. (*See also* Victualling.)
Money.

National Service.

‡Oaths. (*See* Legal.)
Offences.
Officers.

Passages. (*See also* Travelling.)
Pay and Allowances.
Pensioners.
Pensions.
Personal Effects.
Photography.
Political Activities.
Prisoners of War and Internees.
‡Prisons. (*See* Discipline.)
Prize Money.
Prizes.
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Promotions from Lower Deck to Commissioned Rank.
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‡Punishment. (*See* Discipline.)

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‡R.A.F.R. (*See* Reserves.)
‡R.A.N.R. (*See* Reserves.)
‡R.A.N.R.(S), (*See* Reserves.)
‡R.A.N.V.R. (*See* Reserves.)
‡R.N. (*See* Royal Navy.)
‡R.N.Z.N. (*See* Commonwealth Navies.)
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Recreation.
Recruiting.
Regulating Branch.
Religion.
Remembrance Day.
Reports and Returns.
Reserves.
Resettlement in Civil Life.
Resignation.
Retired Officers.
‡Retired Pay. (*See* Pay *and* Allowances.)
Retirement.
Road Safety.
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‡Royal New Zealand Navy. (*See* Commonwealth Navies.)
Salvage Money.
Scholarships.
Scouts.
Sea Cadet Corps.
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Societies and Trusts.
Sports.
Subordinate Officers.
Suicide.

Theft.
Trades Unions.
Training.
Transport.
Travelling.

Uniform. (*See also* Clothing *and* Kits.)

Victualling. (*See also* Messing.)

W.R.A.N.S.
Welfare.
‡Widows' Pensions and Gratuities. (*See* Pensions *and* Gratuities.)
Wills.
‡Women's Royal Australian Naval Service. (*See* W.R.A.N.S.)
Women's Services.

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SECTION 3(A) — AVIATION.

List of Reference Headings.

Headings marked ‡ are for cross-reference only.

General.

Accidents.
Accounting.
‡Administration. (*See* **Section 1—Aviation.**)
Aero-Engines. (*See also* **Engine Change Units** *and* **Power Plants.**)
‡Air Radio. (*See* **Section 3 (B).**)
Air Stations. (*See also* **Section 1.**)
‡Air Traffic Control. (*See* **Section 1—Aviation.**)
Aircraft.
Aircraft Carriers. (*See also* **Section 1, Section 3 (D)** *and* **Section 3 (I).**)
Airframes.
‡Anti-Submarine. (*See* **Torpedo—Anti-Submarine** *and* **Section 3 (G).**)
Armament. (*See also* **Gunnery** *and* **Section 3 (E).**)

Beacons. (*See also* **Section 3 (B)** *and* **Section 3 (F).**)
‡Bombs. (*See* **Section 3 (E).**)
Briefing.

Clothing. (*See also* **Section 4—Victualling Stores.**)
Communications. (*See also* **Section 3 (B).**)

‡Dinghies. (*See* **Safety Equipment.**)

Engine Change Units.
Equipment. (*See also* **Section 3 (I)—Naval Stores.**)
Equipment Standards.

‡Flying Clothing. (*See* **Safety Equipment and Survival** *and* **Section 4—Victualling Stores.**)
‡Forms. (*See* **Section 5.**)
Fuel. (*See also* **Section 1.**)

Gunnery. (*See also* **Armament** *and* **Section 3 (E).**)

Hydraulics.

I.F.F. (*See also* **Section 3 (B).**)
‡Inspections. (*See* **Maintenance.**)
Instruments.

Lifting Gear. (*See also* **Section 3 (D).**)

Maintenance. (*See also* **Section 1—Aviation.**)
Modifications.

Nomenclature. (*See also* **Section 1—Aviation.**)

‡Organization. (*See* **Section 1—Aviation.**)
Oxygen. (*See also* **Safety Equipment.**)

‡Parachutes. (*See* **Safety Equipment.**)
‡Personnel. (*See* **Section 2.**)
Photography. (*See also* **Section 1.**)
‡Plotting Boards. (*See* **Briefing.**)
Power Plants. (*See also* **Aero-Engines** *and* **Engine Change Units.**)
‡Publications. (*See* **Section 5—Books.**)

‡Radio. (*See* **Section 3 (B).**)
Release Limitations.
Reports and Returns.

Safety Equipment and Survival. (*See also* **Section 1—Aviation.**)
‡Stores. (*See* **Section 3 (I)—Naval Stores.**)

Targets.
Torpedo—Anti-Submarine. (*See also* **Section 3 (G).**)
‡Training. (*See* **Section 2.**)

‡Watches. (*See* **Safety Equipment and Survival.**)

SECTION 3 (B) — COMMUNICATION AND RADIO.

List of Sub-sections.

AIRCRAFT RADIO.

List of Reference Headings.

Headings marked ‡ are for cross-reference only.

AIRCRAFT RADIO.

RADAR.

List of Reference Headings.

Headings marked ‡ are for cross-reference only.

General.
‡A.C. Supply Outfits. (*See* **Power Supplies.**)
‡Action Information Organization. (*See* **Section 3 (F)—Navigation Direction.**)
Aerials. (*See also* **Types.**)
‡Beacons. (*See* **Types** *and* **Homing and Blind Approach.**)
‡Books. (*See* **Section 5—Books.**)
‡Calibration. (*See* **General.**)
‡Communications. (*See* **Section 3 (E)—Gunnery** *and* **Section 3 (F)—Navigation Direction.**)
Crystals. (*See also* **WIRELESS** *sub-section.*)
Displays. (*See also* **Types.**)
Gunnery. (*See also* **Types.**)
‡Handbooks. (*See* **Section 5—Books.**)
‡Hazards. (*See* **General.**)
‡Heating. (*See* **General.**)
‡Heightfinding. (*See* **Types** *and* **Section 3 (F)—Navigation Direction.**)
Homing and Blind Approach. (*See also* **AIRCRAFT RADIO** *and* **WIRELESS** *sub-sections.*)
I.F.F. (*See also* **Types** *and* **Section 3 (A).**)
Inspection and Trials.
‡Instructional Appliances. (*See* **Teacher Outfits.**)
Interference. (*See also* **Types.**)
Maintenance.
‡Modifications. (*See* **Types.**)
‡Naval Stores. (*See* **Stores.**)
‡Offices. (*See* **General.**)
‡Organization. (*See* **General.**)
‡Personnel. (*See* **Section 2—Personnel.**)
Power Supplies. (*See also* **Types.**)
‡Publications. (*See* **Section 5—Books.**)
‡Racons. (*See* **Types.**)
‡Radio Maintenance Room Outfits. (*See* **Maintenance.**)
‡Radio Maintenance Rooms. (*See* **Maintenance.**)
Ranging Outfits. (*See also* **Types** *and* **Section 3 (E)—Gunnery.**)
‡Spares. (*See* **Stores.**)
Stores. (*See also* **Types** *and* **Section 3 (I)—Naval Stores.**)
Teacher Outfits. (*See also* **Types.**)
Test Equipment.
Tools.
Types.
‡U.S.A. Radar. (*See* **Types.**)
Valves. (*See also* **Types.**)
‡Ventilation. (*See* **General.**)
Wave Guides. (*See also* **Types.**)
‡Wavemeter Outfits. (*See* **Test Equipment.**)
‡Wavemeters. (*See* **Test Equipment.**)

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SHORE STATIONS.

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Wireless and Other Equipment (other than Receiving and Transmitting Equipment)

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Safety precautions when carrying out adjustments to high powered transmitters 1123/58

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Headings marked ‡ are for cross-reference only.

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‡Action Information Organization. (*See* **Section 3 (F)—Navigation Direction.**)

‡Balls. (*See* **General.**)
Batteries. (*See also* **Section 3 (C)—Electrical.**)
‡Binoculars and Telescopes. (*See* **General.**)
‡Blocks and Halyards. (*See* **General.**)
‡Books. (*See* **Section 5—Books.**)
‡Box, Illuminated. (*See* **Recognition Signals Equipment.**)

Communications.
‡Cones and Balls. (*See* **General.**)
‡Cypher and Coding Machines. (*See* **WIRELESS** *sub-section.*)

‡Daylight Signalling Lanterns. (*See* **Lanterns.**)
‡Dressing Lines. (*See* **Flags and Accessories.**)
‡Dressing Ship. (*See* **Flags and Accessories.**)

‡Ensigns and Jacks. (*See* **Flags and Accessories.**)

Flags and Accessories. (*See also* **Section 3 (I)—Naval Stores.**)

‡Handbooks. (*See* **Section 5—Books.**)
‡Heliographs. (*See* **General.**)

‡Lamps. (*See* **Lanterns.**)
Lanterns.
Lights VS.

‡Maintenance. (*See* **General** *and appropriate equipment.*)
‡Modifications. (*See appropriate equipment.*)

‡Night Target Identification. (*See* **General.**)

‡Office Equipment. (*See* **General.**)
‡Offices. (*See* **General.**)
‡Organization. (*See* **General.**)

‡Personnel. (*See* **Section 2—Personnel.**)
‡Pneumatic Tubes. (*See* **General.**)
‡Publications. (*See* **Section 5—Books.**)

Receivers.
Recognition Signals Equipment.
‡Reports. (*See appropriate equipment.*)

‡Searchlights and Signalling Projectors.
‡Sewing Machines. (*See* **General.**)
‡Signal Communications. (*See* **Communications.**)
Signal Stations.
‡Signalling Projectors. (*See* **Searchlights and Signalling Projectors.**)
‡Spares. (*See* **Stores.**)
‡Stores. (*See also* **Section 31 (I)—Naval Stores.**)

‡Telescopes. (*See* **General.**)
‡Transceivers. (*See* **Receivers** *and* **Transmitters.**)
Transmitters.
‡Types. (*See* **Receivers** *and* **Transmitters.**)
‡Typewriters. (*See* **General.**)

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WIRELESS.

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Headings marked ‡ are for cross-reference only.

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SECTION 3 (C) — ELECTRICAL.

List of Reference Headings.

Headings marked ‡ are for cross-reference only.

General.
‡Acoustic Sweeps. (*See* Mine Countermeasures (Acoustic Sweeps, Magnetic Sweeps, &c.) *and* Section 3 (G)—Torpedo—Anti-Submarine.)
Ahead Throwing Weapons. (*See also* Firing Circuits.)
Amplifiers (including all types except W/T, Radar and A/S).
‡Automatic Emergency Lanterns. (*See* Lighting.)

Batteries and Cells.
‡Bells. (*See* Communications, Internal.)
‡Books. (*See* Section 5—Books.)
Boxes, Junction, Section Distribution and Link.
‡Breakers. (*See* Switchgear.)
‡Buzzers. (*See* Communications, Internal.)

Cables, Glands and Wiring (including trough platform systems).
‡Cells. (*See* Batteries.)
‡Change-over Switches. (*See* Switchgear.)
Communications, Internal. (*See also* Section 3 (E)—Gunnery.)
‡Contractors. (*See* Switchgear.)
‡Controllers. (*See* Starters and Controllers.)
Cranes, Lifts and Winches.

Damage Control, Repair Parties and Equipment.
‡Damage Reports. (*See* Reports.)
Degaussing.
‡Directors. (*See* Fire Control.)
Drawings.
‡Duplicate Supplies. (*See* Supply and Distribution Systems.)
‡Dynamos. (*See* Generators and Alternators.)

Emergency Supply.
Engine Starting Equipment.

‡Fans. (*See* Ventilation.)
Fire Control. (*See also* Section 3 (E)—Gunnery.)
Firing Circuits. (*See also* Section 3 (E)—Gunnery *and* 3 (G)—Torpedo—Anti-Submarine.)
‡Forms. (*See* Section 5—Forms.)
‡Fuse Boards, Portable. (*See* Emergency Supply.)
‡Fuse Release Switches. (*See* Switchgear.)
Fuses and Fuse Holders.

Generators and Alternators, Ships Main Service.
‡Glands. (*See* Cables, Glands and Wiring.)
Gyro Compass. (*See also* Motor Alternators *and* Motor Generators *and* Section 3 (F)—Navigation.)

‡Half-Yearly Electrical Reports. (*See* Reports.)
Heating Apparatus.
‡Hummers. (*See* Communications, Internal.)

Instruments. (*See also* Lighting.)

‡Lamp Fittings. (*See* Lighting.)
‡Lamps, Incandescent. (*See* Lighting.)
‡Lanterns, Hand. (*See* Lighting.)
‡Lanterns, Signalling. (*See* Signalling.)
‡Lifts. (*See* Cranes.)
Lighting.

‡Magnetic Sweeps. (*See* Mine Countermeasures (Acoustic Sweeps, Magnetic Sweeps, &c.) *and* Section 3 (G)—Torpedo—Anti-Submarine.)
‡Magslips. (*See* Transmission Systems.)
Maintenance, General.
‡Meters. (*See* Instruments.)
Mine Countermeasures (Acoustic Sweeps, Magnetic Sweeps, &c.). (*See also* Section 3 (G)—Torpedo—Anti-Submarine.)
Motor Alternators.
Motor Generators.
Motors.

‡Navigation Lights. (*See* Lighting.)

‡Personnel. (*See* Section 2—Personnel.)
‡Plotting Tables. (*See* Instruments.)
‡Plugs. (*See* Communications, Internal *and* Switches.)
Pumps.

‡Radar. (*See* Section 3 (B)—Communications and Radio.)
‡Rattlers. (*See* Communications, Internal.)
Remote Control Equipment (other than Fire Control).
‡Remote Power Control. (*See* Fire Control.)
‡Repair Parties and Equipment. (*See* Damage Control.)
Reports (including damage reports and half-yearly electrical reports).

Searchlights and Signalling Projectors. (*See also* Section 3 (B).)
Seaward Defence. (*See also* Section 3 (G)—Torpedo—Anti-Submarine).
‡Shore Supplies. (*See* Supply and Distribution Systems.)
Signalling (including Aldis lanterns, D.S.Ls, VC/VF, &c.). (*See also* Section 3 (B))
‡Signalling Projectors. (*See* Searchlights and Signalling Projectors.)
‡Sockets. (*See* Communications, Internal and Switches.)
Starters and Controllers.
Steering Gear. (*See also* Section 3 (D) *and* Section 3 (F).)
‡Stores. (*See* Section 3 (I)—Naval Stores.)
Supply and Distribution Systems.
Switchboards.
Switchgear.
Switches, Plugs and Sockets (small capacity switches, &c., only, not for telephones.)

‡Telephones. (*See* Communications, Internal.)
‡Torches. (*See* Lighting.)
Torpedoes and Torpedo Tubes. (*See also* Firing Circuits *and* Section 3 (G)—Torpedo—Anti-Submarine)
‡Training. (*See* Section 2—Training.)
Transmission Systems.

Ventilation.
‡Voicepipes. (*See* Communications, Internal.)

‡Winches. (*See* Cranes, Lifts and Winches.)
‡Wireless. (*See* Section 3 (B)—Communications and Radio.)
‡Wiring. (*See* Cables, Glands and Wiring.)

SECTION 3 (D) — ENGINEERING.

List of Reference Headings.

Headings marked ‡ are for cross-reference only.

General.

Accidents.
Aircraft Carriers.
Alterations and Additions.
Amphibious Warfare Craft.

Boiler Rooms.
Boilers.
‡Books. (*See* **Section 5—Books.**)

Contractors.
Contracts.
Cruisers.
‡Cutting. (*See* **Welding.**)

Destroyers.
‡Diagrams. (*See* **Drawings.**)
‡Diesel Engines. (*See* **Machinery.**)
‡Diesel Fuel. (*See* **Fuel.**)
Drawings.

Engine Room.
‡Engineer Overseers. (*See* **Section 5—Correspondence** *and* **Section 6—Overseers.**)
‡Engines. (*See* **Machinery.**)
‡Escort Carriers. (*See* **Aircraft Carriers.**)
Escort Vessels.

‡Feed Water. (*See* **Water.**)
Fire.
‡Fleet Carriers. (*See* **Aircraft Carriers.**)
Fleet Train.
‡Forms. (*See* **Section 5—Forms.**)
Frigates.
Fuel.
‡Furnace Fuel Oil. (*See* **Fuel.**)

Galleys.
‡Gas Turbines. (*See* **Machinery.**)
Gases.
‡Gasoline. (*See* **Fuel.**)
‡Greases. (*See* **Lubricants.**)

Habitability.

‡Internal Combustion Engines. (*See* **Machinery.**)

Laundries.
Lifting Gear.
‡Light Fleet Carriers. (*See* **Aircraft Carriers.**)
Lubricants.

Machinery.
‡Machines. (*See* **Machinery.**)
Maintenance.
Mechanical Smoke Generation.
Metals.
Minelayers.
Minesweepers.
Minor War Vessels.
Motor Boats.

New Construction.
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‡Oil. (*See* **Lubricants.**)
‡Overseers. (*See* **Section 5—Correspondence** *and* **Section 6—Overseers.**)

‡Personnel. (*See* **Section 2.**)
Pipes.
‡Propellor Shafting. (*See* **Shafting.**)
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‡Pumps. (*See* **Machinery.**)

R.A.F.A.'s.
‡Refits. (*See* **Maintenance.**)
‡Repairs. (*See* **Maintenance.**)
‡Refrigeration. (*See* **Machinery.**)
‡Refrigerators. (*See* **Machinery.**)
Replenishment at Sea.
Reports.
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Servicing Craft.
Shafting.
Small Craft.
Support Craft.
‡Smoke Generation. (*See* **Mechanical. Smoke Generation.**)
Standardization.
‡Steam Pipes. (*See* **Pipes.**)
Steering.
‡Stores. (*See* **Section 3 (I)—Naval Stores.**)
Submarines.

Towage.
Trials.
Tugs.
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‡Ventilation. (*See* **Section 3 (I).**)

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Repairs of broken studs from studded tubes 463/59
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SECTION 3 (E) — GUNNERY.

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Notes: 1. Orders pertaining to ammunition, catapult charges, guns, &c., for aircraft are included under **Aircraft** or **Ammunition.**

2. A reference to gunnery radar is also included in **Section 3 (B)—Communications,** of this Index.

3. Headings marked ‡ are for cross-reference only.

‡**Accidents.** (*See* **Section 1—Administrative and General.**)
Aircraft
General.
Ammunition lifting and handling applicance.
‡Ammunition—for guns in A/C. (*See* **Ammunition.**)
Ammunition—R.P. motors, heads, &c.
Ammunition—stowage in ships and/or air stations.
Bombs (including all components and also smoke bombs).
Bomb installations.
Cartridges, power.
Destructors.
Explosives—stowage in ships and/or air stations.
Guns.
Gun installations.
Pyrotechnics (including smoke floats and generators).
Rocket installations.
Rockets for assisted take off.
Sights and sighting.
Signalling appliances, pistols, mortars, &c.
‡**Air Defence** (equipment and communications). (*See* **Gun Direction.**)
Air Defence (policy and procedure).
Ammunition
General.
Boxes, packages, cartridge containers and labels.
Cartridges.
Fuses, igniters, primers, tracers and tubes.
Grenades, hand (including signals coloured smoke, smoke and tear smoke grenades and smoke shell).
Magazines and shell rooms.
Miscellaneous weapons.
Mortar ammunition and bombs (including P.I.A.T.).
Propellants.
Pyrotechnics, rocket signal, chemical smoke and tear smoke generators and smoke floats (other than those used by aircraft).
Rocket flares.
B.L. 6-in.
Separate loading Q.F., 5.25-in.—12-pdr.
Fixed Q.F., 4.5-in.—3-pdr.
40/70, 40/60, 20-mm. and 2-pdr. (including belts, links and chargers).
0.5-in. and below (including belts, links and chargers).
Saluting.
Sub-calibre.
Shell.
Ammunition Supply.
Anti-Aircraft Fire Control.
‡**Anti-Ship Fire Control.** (*See* **Surface Fire Control.**)
‡**Armament Stores.** [*See* **Stores, Spare Parts, Tools and Ordnance Accessories.**]
Armaments (armaments of ships or boats including nomenclature).
Armour and Protective Plating.

Ballistics (including Range Tables).
Binoculars (for Directors Binoculars, *see* **Telescopes**).
Blast.
‡**Bombs.** (*See* **Aircraft**—Bombs.)
‡**Bomb Rooms.** (*See* **Aircraft**—Ammunition—stowage.)
‡**Bombardment.** (*See* **Naval Gunfire Support.**)
‡**Books.** (*See* **Section 5—Books.**)
‡**Breech Mechanisms.** (*See* **Guns** *of calibre concerned.*)

‡**Cartridges.** (*See* **Ammunition.**)
‡**Cartridges, power.** (*See* **Aircraft.**)
‡**Cordite.** (*See* **Ammunition**—Propellants.)

Depth Charge Throwers.
‡**Director Control Towers and Directors.** (*See* **Anti-Aircraft Fire Control** *and* **Surface Fire Control.**)
‡**Director Receivers.** (*See* **Gun Mountings—Director Receivers.**)

Fire Control. (*See also* **Anti-Aircraft Fire Control, Surface Fire Control** *and* **Section 3 (C)—Electrical.**)
‡**Forms.** (*See* **Section 5—Forms.**)
‡**Fuses.** (*See* **Ammunition**—Fuses, Igniters, Primers, Tracers and Tubes.)
‡**Fuse Setting Machines.** (*See* **Gun Mountings**—Fuse setting machines.)

Guided Missiles.
‡**Grenades.** (*See* **Ammunition**—Grenades.)
Gun Direction Systems (including Air Defence Equipment and Evershed).
Gun Mountings (other than Aircraft)
General.
Auto control.
Director receivers.
Fuse setting machines.
American.
6-in.
4.7-in.
4.5-in.
4-in.
12-pdr.
3-pdr.
40-mm.
20-mm.
0.303-in.
Gunnery Communications.
Gunnery Equipment Depots and Stores.
Gunnery Inspection and Trials.
Guns (other than Aircraft)
General.
American
6-in.
4.7-in.
4.5-in.
4-in.
12-pdr.
3-pdr. (other than sub-calibre).
2-pdr., 3-pdr., 6-pdr., sub-calibre.
40/70, 40/60-mm.
Machine guns.

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Gun Mountings (other than Aircraft)—*continued.*

4-in.

Gun Mountings (other than Aircraft)—*continued.*

40-mm.

20-mm.

Gunnery Equipment Depots and Stores

Gunnery Inspection and Trials

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SECTION 3(F) — NAVIGATION DIRECTION.

List of Reference Headings.

Headings marked ‡ are for cross-reference only.

SECTION 3 (G) — TORPEDO — ANTI-SUBMARINE.

List of Sub-sections.

ANTI-SUBMARINE.

A/S WEAPONS.

DEMOLITIONS AND EXPLOSIVES.

DIVING.

MINE COUNTERMEASURES.

MINING.

SEAWARD DEFENCE.

TORPEDO.

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Cancelled Orders.	Superseded By.	Cancelled Orders.	Superseded By.	Cancelled Orders.	Superseded By.
1958.		252 ..	814/58	603 ..	526/59
		257 ..	753/58	621 ..	C.31/59
C.4 ..	C.90/58	266 ..	710/59	633 ..	1149/58
4 ..	432/59	268 ..	1149/58	650 ..	654/59
6 ..	856/59	269 ..	1149/58	666 ..	885/58
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11 ..	1149/58	286 ..	406/59	669 ..	1149/58
C.13 ..	879/58	292 ..	297/59	672 ..	1149/58
C.15 ..	C.82/59	302 ..	230/59	686 ..	527/59
15 ..	870/59	305 ..	803/58	695 ..	1149/58
25 ..	930/59	307 ..	500/59	711 ..	369/59
C.26 ..	C.90/58	310 ..	909/59	723 ..	817/59
37 ..	668/59	315 ..	858/59	725 ..	819/59
C.44 ..	C.73/58	323 ..	18/59	726 ..	820/59
57 ..	229/59	327 ..	1016/58	727 ..	955/59
64 ..	881/59	329 ..	283/59	729 ..	724/59
68 ..	572/58	352 ..	38/59	730 ..	725/59
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C.72 ..	C.95/58	379 ..	509/58	745 ..	1128/58
78 ..	1149/58	383 ..	793/58	753 ..	1057/58
81 ..	1149/58	393 ..	339/59	774 ..	403/59
91 ..	867/59	394 ..	403/59	775 ..	895/59
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121 ..	524/59	426 ..	948/58	783 ..	901/59
129 ..	495/59	430 ..	868/59	800 ..	688/59
141 ..	1149/58	452 ..	56/59	801 ..	687/59
142 ..	229/59	454 ..	996/59	803 ..	308/59
145 ..	1149/58	458 ..	758/59	817 ..	64/59
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204 ..	5/59	514 ..	403/59	870 ..	261/59
206 ..	1149/58	516 ..	229/59	939 ..	1104/58
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229 ..	677/58	579 ..	1149/58	995 ..	1106/58
239 ..	1032/59	586 ..	478/59	1001 ..	424/59
246 ..	1149/58	591 ..	1149/58	1021 ..	1149/58

Cancelled Orders.	Superseded By.	Cancelled Orders.	Superseded By.	Cancelled Orders.	Superseded By.
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1066 ..	944/59	90 ..	637/59	402 ..	857/59
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C.15 ..	C.102/59	293 ..	803/59	707 ..	1083/59
C.20 ..	C.82/59	308 ..	894/59	726 ..	945/59
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41 ..	539/59	330 ..	661/59	932 ..	1085/59
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