1961

C·N·O's

1/61 of 1961 Jan.

to.

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C.N.O.'s 1-31/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
18th January, 1961.

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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10368/60.

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Section 1.
ADMINISTRATIVE AND GENERAL.
1. Issue of Navy Orders—1960.

The last Navy Order issued for 1960 was No. 1075.

(HNB 47/8/7.)

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2.—Concessional Postage, Telegraph and Telephone Rates to and from Members of the Armed Forces.

The question of postal, telegraph and telephone concessions available to members of the Armed Forces has been reviewed by the Government. It has been decided that, as from 1st February, 1961, the following will apply—

(*a*) All postal, telegraph and telephone concessions now extended to members of the Australian Forces located in Australia and New Guinea, including those on postal articles and telegrams addressed to them will be abolished.

(*b*) Mail matter posted to and by Australian service personnel serving in Malaya and Singapore, and in H.M.A. ships attached to the Strategic Reserve when outside Australian waters, will be subject to postal concessions equal to approximately 50 per cent. of the normal corresponding civil rates.

(*c*) Postal concessions will be extended to members of the Forces of other countries serving in Australia in relation to mail to their homelands only, where similar treatment is given by the Government of the countries concerned to Australian personnel serving therein, for mail posted by them back to Australia. The only country at present affected by this decision is the United Kingdom.

2. The rates applicable to personnel concerned in (*b*) and (*c*) above are contained in the Appendixes to this order.

APPENDIX A.

CONCESSIONAL RATES OF POSTAGE ON MAILS ADDRESSED TO MEMBERS OF THE AUSTRALIAN FORCES SERVING IN MALAYA, SINGAPORE OR H.M.A. SHIPS ATTACHED TO THE STRATEGIC RESERVE WHEN OUTSIDE AUSTRALIAN WATERS.

Surface Mail.

Letters, letter cards and post cards	3d. first ounce; 2d. each additional ounce or part of an ounce.
Other articles, including business papers, printed papers and merchandise	3d. first 4 ounces; 2d. each additional 4 ounces or part of 4 ounces.
Books, periodicals and newspapers registered at a General Post Office for special rates	3d. per 8 ounces or part of 8 ounces.
Parcels	Up to 2 lb. .. 2s. Up to 3 lb. .. 2s. 6d. Up to 7 lb. .. 4s. Up to 11 lb. .. 5s. Up to 16 lb. .. 6s. 6d. Up to 22 lb. .. 8s.

APPENDIX A—*continued.*

Air Mail.

Letters	6d. per ½ ounce or part of ½ ounce. 6d. each additional ½ ounce.
Postcards	3d. each.
Other articles	9d. per 2 ounces or part of 2 ounces.
Parcels	3s. 6d. per 8 ounces or part of 8 ounces.

Note: The charges indicated are approximately 50 per cent. of the civilian rates to the areas concerned.

Telegrams	Expeditionary Force Message (EFM) to Malayan Area will continue to apply. The charge is 2s. 6d. per message.

APPENDIX B.

CONCESSIONAL RATES OF POSTAGE ON MAILS ADDRESSED BY MEMBERS OF THE UNITED KINGDOM FORCES SERVING IN AUSTRALIA TO THEIR HOMELAND ONLY.

Surface Mail.

Letters	2d. first ounce; 1d. each additional ounce.
Postcards	1d. each.
Printed papers	½d. per 2 ounces.
Parcels	Up to 3 lb. .. 1s. 7d. Up to 7 lb. .. 2s. 10d. Up to 11 lb. .. 4s. 5d.

Air Mail.

Letters	3d. first ounce; 7d. each succeeding ½ ounce or part of ½ ounce.

(HNB 68/201/6.)

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3.—Standard Method of Referring to Chapters, Articles, Paragraphs, &c., of Documents and Publications.

In accordance with an agreement of SEATO member nations, the standard method of referring to a document or publication is to be by using the number of the chapter, article, or paragraph, &c., but never by using the page number.

2. Any document or publication which needs copying or translating is to have the original numbering and/or lettering of chapters, articles, paragraph, &c., retained. Page numbers may be altered to accord with any new page format.

3. When extracts of documents or publications are made or promulgated, these portions are to bear the same chapter, article or paragraph, &c., numbers as on the original. A new series of page numbers may be started, however, if appropriate.

(HNB 26/201/4.)

Section 2.
PERSONNEL.

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4.—Films and Filmstrips—Instructional—Titles—" Tips on Training and Ideas for Instructors ", Parts 1 and 2 (Serial No. A.130)—Obsolete.

(*A.F.O.* 1796/1959.)

Parts 1 and 2 of the Admiralty instructional film " Tips on Training and Ideas for Instructors " (Serial No. A.130) have both been declared obsolete.

2. All copies of the film are to be withdrawn from service and destroyed.

(DNAS 519/56/83.)

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5.—Instructional Films and Filmstrips—A.1170, " A.G.M.6 and Pattern 5005 Compasses "—Parts 1-4—Distribution.

(*A.F.O.* 2158/1960.)

Copies of the Admiralty instructional film, Serial No. A.1170, " A.G.M.6 and Pattern 5005 Compasses ", Parts 1–4, are being obtained and the initial distribution will be made without demand by the SNSO, Sydney, on the following scale—

H.M.A. Naval Establishments.	*No. of copies.*
F.N.D. (for " L " School)	1
R.A.N. Film Library, Sydney	1

2. This film shows certain types of gyro-magnetic and gyro compasses in use in the Fleet to-day. It is suitable for showing to junior officers and technical ratings courses which have received some instruction in basic magnetic and gyro compass theory. It is also suitable as a refresher for more advanced courses. It consists of four parts—

Part 1—Simply theory of the magnetic and gyro systems and how the A.G.M.6 compass uses both systems with advantage.
This part has a running time of 20 minutes and is issued on one spool.

Part 2—The A.G.M.6 compass, its components and use.
This part has a running time of 16 minutes and is issued on one spool.

Part 3—The pattern 5005 gyro compass, its components and use.
This part has a running time of 9 minutes and is issued on one spool.

Part 4—The combined A.G.M.6 and 5005 gyro compass system and its use.
This part has a running time of 10 minutes and is issued on one spool.

(DNAS 519/56/122.)

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6.—Instructional Films and Filmstrips—SA. 1077, " Minewatching Afloat "—Distribution.

(*A.F.O.* 2160/1960.)

Copies of the Admiralty instructional filmstrip, Serial No. SA. 1077, " Minewatching Afloat " are being obtained and the initial distribution will be made without demand by the SNSO, Sydney, on the following scale—

H.M.A. Naval Establishments.	*No. of copies.*
H.M.A.S. WATSON	1
R.A.N. Film Library, Sydney	1

2. The strip, which is in colour, consists of 49 frames made up as follows—

Part 1—*Preparations.*
Describes the general organization of minewatching afloat; the equipment available and its use.

Part 2—*Operations.*
Shows the action drill and describes the duties of each crew member. General maintenance requirements are also illustrated.

3. A printed training guide will be issued for use with this filmstrip.

(DNAS 519/56/123.)

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7.—Instructional Films and Filmstrips—SA. 1080, " Mechanical Team Sweeping—Coastal Minesweepers "—Distribution.

(*A.F.O.* 1971/1960.)

Copies of the Admiralty instructional filmstrip, Serial No. SA. 1080, " Mechanical Team Sweeping—Coastal Minesweepers " are being obtained and the initial distribution will be made without demand by the SNSO, Sydney, on the following scale—

H.M.A. Naval Establishments.	*No. of copies.*
H.M.A.S. WATSON	1
R.A.N. Film Library, Sydney	1

2. This filmstrip illustrates the advantages and disadvantages of Team Sweeping compared with Oropesa Sweeping, and shows the preparation, passing, and recovery of the sweep. The methods employed—

(*a*) when two sweepers are available, and
(*b*) when more than two sweepers are available are shown.

3. The strip consists of 45 frames and is in colour.

(DNAS 519/56/118.)

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8.—Leave.

Section III of Navy Order 753 of 1960 is to be amended as follows—

Delete the leave table to paragraph 18 and *insert* in lieu—

HOME SERVICE LEAVE.

Category. (1)	*Conditions.* (2)	*Entitlement.* (3)
Basic leave		Twenty-eight days a year or, if service in the leave year is less than twelve months, two days for each completed month plus one additional day for each completed three 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	Fourteen days a year or, if service in a seagoing ship in the leave year is less than twelve months, one day for each completed month plus one additional day for each completed six 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 or employed as a Maintenance Test Pilot		Fourteen days a year or, if borne for less than twelve months in the leave year, one day for each completed month plus one additional day for each completed six 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 R.A.A.F.		(*a*) Fourteen days a year if 100 or more hours or sorties flown, *pro rata* leave being granted on the following basis where a period of less than a year is involved—one day for each month in which eight and one-third or more hours are flown, plus one additional day for each completed six months flying at this rate. (*b*) Seven days a year if less than 100 but not less than 50 hours or sorties flown, *pro rata* leave being granted on the following basis where a period of less than a year is involved—one day for each two months when less than eight and one-third hours but not less than four and one-sixth hours a month are flown.
(*d*) Aircrew trainees		Fourteen days a year or, if an aircrew trainee for less than twelve months in the leave year, one day for each completed month plus one additional day for each completed six months, including any service with the R.A.A.F.
Remote locality leave	For service in the Antarctic, 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	Fourteen days a year or, if service in the remote locality in the leave year is less than twelve months, one day for each completed month plus one additional day for each completed six months.

(HPB 319/1/18.)

UNCLASSIFIED.

9.—Punishment Warrants.

All Punishment Warants and Forms A.S. 246 for Imprisonment and Dismissal *vide* Q.R. & A.I. article 1957 (2) are to be despatched by fastest means and details of despatch reported by signal to the authority to whom they are being forwarded. A similar signal is also to be sent if it can be foreseen that any delay is likely to occur in receiving approval to any Punishment Warrants e.g. by reason of remoteness from the approving authority.

(CNJA 321/6/13)

UNCLASSIFIED.

10.—Ratings—Engineering Branch—Fleet Board Examination for Advancement to Leading Engineering Mechanic.

As from 1st January, 1961, Engineering Mechanics will be required to qualify at a Fleet Board examination before being qualified professionally for advancement to Leading Engineering Mechanic. Ratings who have already passed the professional examination in accordance with A.B.R. 10, Article 1450 will not be required to re-qualify at a Fleet Board.

2. Candidates will be examined on their general knowledge of the following—

Section 1—Ability as a Leading rate—

(*a*) Ability to take charge of—
- (i) squad drill and P.T.;
- (ii) a party to deal with an A.B.C.D. problem;
- (iii) a party for a small evolution, appropriate to the Engine Room Branch.

(*b*) General duties and responsibilities of a Leading hand.

Section 2—Technical Knowledge.

The knowledge required of candidates is primarily that which they should have acquired in the ship in which they are serving, or, if serving ashore, in which they last served.

(*a*) *Machinery Spaces.*
- (i) General knowledge of water tending duties and action to be taken in event of " burst tube ".
- (ii) Operation of auxiliary machinery other than that in the syllabus for A.M.W.C. or that associated with main engines and boilers (e.g. fire and bilge pumps, hull and fire pumps, oil fuel transfer pumps, fresh water pumps, &c.).

(*b*) *Outside Spaces.*

A general knowledge of the following—
- (i) Dipping of oil fuel tanks.
- (ii) Testing of oil fuel tanks for water.
- (iii) Transferring oil fuel.
- (iv) Procedure for embarking and disembarking oil fuel and precautions.
- (v) Pumping out compartments, tanks or bilges by direct or main line suctions.
- (vi) Use of heeling and trimming tanks and methods of flooding and pumping out.
- (vii) Magazine flooding and spraying arrangements.
- (viii) Operation of fresh water systems and readings to be recorded.

(*c*) *General.*
- (i) Internal and external boiler cleaning procedure.
- (ii) Cleaning and preservation of tanks, watertight compartments, &c., the danger therein and precautions.
- (iii) Rigging and operating portable pumps.
- (iv) The duties of L.M. (E) of the Watch under auxiliary conditions including entries to be made in Record of Working of Machinery and Systems Log and Machinery Log under auxiliary conditions; action to be taken in an emergency.
- (v) The various types of lubricants supplied and their uses, principles of lubrication and precautions.

(*d*) *A.B.C.D. vide Chapter* 3 *of A.B.R.* 10.

3. (*a*) Marks are not to be awarded but candidates are graded as—
- (i) Passed.
- (ii) Failed.

(*b*) A candidate who passes in one section only will not be required to repeat that section.

4. As from 1st January, 1961, the basic date on the roster for advancement of ratings to Chief Engineering Mechanic, Petty Officer Engineering Mechanic and Leading Engineering Mechanic will be the last day of the quarter in which they are successful at a Fleet Board examination. However, ratings who are qualified and hold a roster position as at 31st December, 1960, will retain their original basic dates.

5. Where ratings are recommended for examination but are unable to appear before a Fleet Board during a quarter for reasons beyond their control, the cases are to be reported to Navy Office for a decision regarding the basic dates.

6. A.B.R. 10, Chapters 1 and 14 will be amended.

(HPB 311/4/63.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

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11.—Electricity—Shore Supplies of Electricity to H.M.A. Ships.

General.

For the safety of personnel and to avoid damage to a ship's equipment, the connection of a " shore supply " to a ship's electrical system is to be governed by the precuations set out below since there may be occasions when H.M.A. ships are placed at berths where the characteristics of the shore supply are different from those of the ship's electrical system.

2. The whole operation of connecting or disconnecting a shore supply to a ship's electrical system is a combined one for the ship's officers and dockyard officers. It is to be the dockyard officers' responsibility to connect or disconnect the shore end and to assist as necessary the ship's officers at the ship end. The ship's officers are to render all reasonable assistance in handling and securing the flexible shore supply cables. The ship's officers are to be finally responsible for the correct sequence in which the whole operation of connecting or disconnecting is carried out.

3. The flexible cables used for the purpose of providing the external supply will be supplied and maintained by dockyard staff for ports where such staff is available. In other cases, the authority providing the external supply should normally provide these cables.

4. An external source of supply should only be used in parallel with a ship's generators when all its characteristics are similar to the ship's generators, and then only for the possible brief period of changeover from ship to shore supply required to avoid a black-out.

Instructions to Ship's Officers.

5. It is to be ascertained that the shore supply available is of the same nature as the ship's electrical system, i.e., D.C. or A.C., of suitable voltage and frequency. Where the available shore supply has not the same characteristics as the ship's electrical system, the following points should be observed—

(*a*) An external source of supply, the voltage of which exceeds that of the ship's electrical system, is **not** to be connected.

(*b*) Where a ship requires D.C. and the external source of supply is A.C. or vice versa, and providing the voltage is suitable, it may be possible to make use of the external supply, for lighting and for heating but excluding forms of heating employing thermostats. It is to be borne in mind, however, that there is a risk of damage to other electrical equipment under such conditions, and proper precautions are necessary to ensure the isolation of all unsuitable circuits. Such unsuitable circuits include those for electrical motors, meters and generally for all apparatus involving magnetic circuits such as solenoids, relay coils and transformers. The best method of ensuring the isolation of unsuitable circuits will vary considerably in different ships and must be left largely to the discretion of ship's officers but the following points should not be overlooked—

(i) Circuit breakers which have to be left in circuit must be locked " ON " and the operating under-voltage and reverse current coils of both A.C. and D.C. breakers disconnected. As automatic protection will thus **not** be afforded, suitable alternative protection by fuses will have to be provided.

(ii) In larger ships where the use of the normal shore supply connections would necessitate a great deal of disconnecting of subsidiary circuits it may be simpler to take the external supply cables straight to the emergency terminals of those junction boxes directly connected to essential lighting and heating circuits.

(iii) The shore supply circuit is to be made " dead " on shore before the shore supply cables are connected to or disconnected from the ship's shore connection box or terminals.

(iv) The ship's circuits which are to be connected to the external source of supply, are to be checked before connection is made to ensure that they are free from faults.

(v) It is to be ascertained from the dockyard officers that the shore supply is 2 wire unearthed D.C., or 3 phase 3 wire unearthed A.C. as applicable, and that it is suitably protected. D.C. supplies may be protected by a circuit breaker or switch fuses, whilst A.C. supplies should be protected by a circuit breaker.

(vi) It must be made certain that the flexible cable connections at the ship's shore connection box or terminals are correct for polarity in the case of D.C. supplies and phase rotation in the case of 3 phase A.C. supplies. This applies particularly when U.S.N. ships are provided with Australian shore supplies or R.A.N. ships with U.S. shore supplies. The U.S. and British Standard phase colourings do not correspond and connections made on the basis of similar colours between the two systems will lead to incorrect phase rotation.

(vii) In the case of 60 cycle 3 wire A.C. ships receiving a 50 cycle 3 wire A.C. shore supply of suitable voltage, it should be possible to connect rather more of the ship's electrical system, e.g., ventilating fans and certain other motors and switchgear. It is to be ascertained in such cases, however, that the resulting different speed and output of motors is not detrimental and a careful check must be kept on all apparatus to see that overheating does not take place. The line voltage of a 3 wire 50 cycles A.C. shore supply should not exceed 400 for ships having a 440 volts 3 wire 60 cycles A.C. system, due allowance being made for the voltage drop in the shore supply cables.

(viii) In any case of doubt the advice of dockyard electrical officers is to be sought. Where dockyard staffs are not available, the provision of paragraphs 6 to 14 are to be brought to the notice of the authority providing the shore supply.

Instructions to Dockyard Officers.

6. The shore supply to a ship is normally to have the same characteristics as the ship's electrical system. Where such a supply is not available a supply of different characteristics may be given subject to the limitations and precautions referred to in this order.

7. Where the distribution system ashore is an " earthed " system, an " unearthed " supply is to be obtained through the provision of a motor-generator in the case of a D.C. system or a double wound transformer in the case of an A.C. system before connection is made to the ship's electrical system. An " unearthed " D.C. supply from an external A.C. system should normally be obtained through a mercury arc rectifier or rotary converter incorporating a double wound transformer, or through a motor-generator.

8. The supply is to be given through a protective device suitably graded for the load to be supplied. Circuit breakers or switch fuzes may be used for D.C. supplies but switch fuzes are to be avoided wherever possible for 3 phase A.C. supplies because of the danger of single phasing. The protective device is to be located on shore in the most convenient accessible position adjacent to the ship receiving the supply.

9. Where two or more ships are berthed alongside each other, occasions may arise when it is desired to supply them from a single A.C. supply point. This is permissible providing the ships' hulls are effectively bonded together, at not less than two points, so that the ships form one unit electrically.

10. If, for this purpose, the ships are linked through their internal systems via " ship to ship " boxes, it should be appreciated that a considerable voltage drop may be involved and that the supply may not be adequate for testing and tuning of equipment.

11. The maximum fault capacity of the shore supply should not be in excess of that for which the ship's protective gear is suitable.

12. An external supply, the voltage of which exceeds that of the ship's electrical system is **not** to be connected. In this connection, however, due allowance should be made for the voltage drop in the shore supply cables.

13. It is to be confirmed from the ship's officers that the ship's electrical system has been tested to ensure that it is free from fault before any shore connection is made.

14. Assistance is to be given as necessary to the ship's officers to ensure the correct polarity in the case of D.C. supplies and the correct phase rotation in the case of 3 phase A.C. supplies.

15. Navy Order 29 of 1960 is hereby cancelled.

(DEE 1211/51/100.)

(*Navy Order* 29 *of* 1960.)

UNCLASSIFIED.

12.—Aircraft—Power Cartridge for Ejection Seats—Introduction of New Type.

(*A.F.O.* 2909/1959.)

Following changes in the design of ejection gun and in the method of lubrication and because of the requirement for satisfactory operation of the ejection seat at low temperature the following new cartridge is now in service—

KJ 794 Cartridges Seat Ejection Sets No. 4, Mark 2.

2. To facilitate identification the new cartridge is marked with a brown band.

3. Set No. 4, Mark 2 cartridge comprises the following individual cartridges—

1-No. Primary No. 4, Mark 2 (KJ 807).
2-No. Secondary No. 4, Mark 2 (KJ 820).
1-No. Drogue No. 1, Mark 1 (KJ 404).

4. Details of ejection seats for which KJ 794 cartridges are required are listed hereunder—

Gun Type Nos.	4B	4C
Ejection Gun Part Nos. ..	E/MBEU/601SV	E/MBEU/600SV
Stores Ref. Nos.	27/L/1307	27/L/1306
Seat Applicability	4A1	4A2

5. KJ 469 cartridges give a constant rate of rise in acceleration when used in a lightly oiled gun but exceed the specified maximum limiting rate. They are, therefore, to be replaced by KJ 794 cartridges immediately.

6. These cartridges have a provisional life of one year from the date of filling or date of retest which is marked both on the cartridge and on the package, with an ultimate life of four years.

7. As fresh cartridges are loaded at each Maincheck 3 inspection, the date of expiry of the cartridge should not be scribed on the case prior to loading.

(DAS 727/58/14.)

UNCLASSIFIED.

13.—Armament Stores—Cox Submerged Bolt Driving, Punching and Air Bolt Units—Accounting.

(*A.F.O.* 1591/1960.)

With a view to effecting a saving in accounting in H.M.A. ships, Cox Gun Equipment other than timbering items will be supplied and accounted for in sets.

2. Details of the composition and method of packing of these sets together with timbering equipment are given in the appendix to this order.

3. The compositions of the various Cox Gun Equipment outfits are as follows—

(*a*) Bolt/Punch	LZ 210 = 1 Set.
	LZ 223 = 1 Set.
	LZ 222 = 2 Sets.
	LZ 235 = 1 Set.
(*b*) Air Bolt	LZ 236 = 1 Set.
	LZ 248 = 1 Set.
(*c*) Timbering Equipment.. ..	LZ 146 = 4-No.
	LZ 224 = 2-No.
	LZ 432 = 60-No.
	LZ 458 = 24-No.
	LZ 484 = 24-No.
	LZ 020 = 200-No.

4. A contents sheet will accompany each box containing the sets at paragraphs 3 (*a*) and (*b*) above. The sets are to be accounted for in accordance with current accounting instructions in the same manner as Chests, Spare Parts, Complete, &c.

5. Existing outfits should be adjusted as convenient by arrangement with the local R.A.N. Armament Depot and the Naval Armament Store Account amended accordingly.

6. Demands for initial Bolt/Punch and Air Bolt outfits are to bear the appropriate Store Reference Number of each of the sets concerned. Individual items to complete outfits depleted by use will continue to be supplied but demands for this purpose are to be endorsed "To complete LZ.....set", as appropriate.

7. Timbering items will continue to be accounted for individually.

APPENDIX.

COX GUN EQUIPMENT.

Non-Explosive Items.

Box	A	B	C	D	E	F	G	H	I(1)	I(2)
Cox Box No.	19	57M	74M	50	73	73	74M	74	76	76
LZ210 Basic Bolt/Punch, Set No. 1										
LZ 145 Anvil	1									
058 Barrel Bolt	3									
027 Barrel Holder ..	1									
120 Barrel Punch ..	1									

APPENDIX—*continued.*

Box	A	B	C	D	E	F	G	H	I(1)	I(2)
Cox Box No.	19	57M	74M	50	73	73	74M	74	76	76
LZ210 Basic Bolt/Punch, Set No. 1										
LZ 185 Catch	1									
006 Cord	1									
018 Drift	1									
031 Drift	1									
007 Feeder	1									
008 Hammer	1									
039 Ring Nut	1									
030 Rod	1									
046 Screw	1									
198 Screw	1									
090 Screwdriver.. ..	1									
116 Screw Stabilizer ..	1									
012 Spanner	1									
025 Spanner	1									
051 Spanner	1									
064 Spanner	1									
077 Spanner	1									
059 Spring	1									
211 Spring	1									
142 Stabilizer	1									
013 Tommy Bar ..	1									
026 Vice	1									
LZ223 Basic Bolt/Punch, Set No. 2										
LZ 068 Barrel Bolt		6								
120 Barrel Punch ..		6								
276 Block arresting, C ..		9								
289 Block arresting, ½-in...		9								
302 Block arresting, ¾-in...		9								
315 Block arresting, 1-in...		9								
502 Muzzle Piece ..		9								
LZ236 Air Bolt Set										
LZ 497 Adapter Air Bolt ..			12							
029 Barrel Air Bolt ..			4							
038 Spanner			1							
103 Screwdriver, Special ..			2							
Timbering Items										
LZ 146 Barrel Timbering ..				4						
224 Bit Auger							2			
432 Bolt, Cofferdam, 12-in.					30	30				
458 Bolt, Cofferdam, 18-in.							24			
484 Bolt, Cofferdam, 24-in.								24		
020 Ferrule, Wooden ..									100	100

APPENDIX—*continued.*

COX GUN EQUIPMENT.

Ammunition.

Item.	Box C190 Contents.	Sets. Box C190 Contents.	Box C190 Contents.
LZ 222 Bolt/Punch, Ammunition, Set No. 1			
LZ 328 Bolt, Ammunition, No. 2	25		
341 Bolt, Ammunition, No. 3	25		
354 Bolt, Ammunition, No. 4	25		
367 Bolt, Ammunition, No. 5	25		
023 Punch, Ammunition, No. 3	13		
036 Punch, Ammunition, No. 4	13		
049 Punch, Ammunition, No. 5	13		
009 Nuts	105		
011 Registers	105		
065 Washers	250		
LZ 235 Bolt/Punch, Ammunition, Set No. 2			
LZ 380 Bolt, Ammunition, No. 6		40	
393 Bolt, Ammunition, No. 7		40	
406 Bolt, Ammunition, No. 8		40	
062 Punch, Ammunition, No. 6		25	
~~075 Punch, Ammunition, No. 7~~		~~25~~	
009 Nuts		130	
011 Registers		130	
065 Washers		320	
LZ 248 Air Bolt, Ammunition, Set			
LZ 015 Air Bolt, Ammunition, No. 2A ..			12
028 Air Bolt, Ammunition, No. 3A ..			12
041 Air Bolt, Ammunition, No. 4A ..			12
054 Air Bolt, Ammunition, No. 5A ..			12
067 Air Bolt, Ammunition, No. 6A ..			12
080 Air Bolt, Ammunition, No. 7A ..			12
093 Air Bolt, Ammunition, No. 8A ..			12
065 Washers			178

(DAS 728/67/12.)

UNCLASSIFIED.

14.—Gun Mountings—4.5-in. Twin R.P. 41 Mark 6 Series—Shell and Cartridge Hoists—Combined Control and Cut-off Valves.

238/62

It is essential for optimum performance of shell and cartridge hoists that the correct type of shuttle valve is fitted when, for any reason, a combined control and cut-off valve is exchanged.

2. Navy Order Diagram issue 1/61 shows the various types of shuttle valves fitted in combined control and cut-off valves in the R.A.N. Mk. 6 series mountings, and also the type of connections supplied with spare valves to enable fitting in either fixed or revolving structure hoists.

3. The following table details the type of shuttle valve and the position where fitted—

REVOLVING STRUCTURE HOISTS.

Ship.	*Position.*	*Type of Shuttle Valve.*
ANZAC ..	Cartridge and Shell hoists ..	N36470 Rev. Item 24A
TOBRUK ..	Cartridge and Shell hoists ..	N36470 Rev. Item 24A
VOYAGER ..	Cartridge and Shell hoists ..	N36470 Rev. Item 24A
VENDETTA ..	Cartridge and Shell hoists ..	N36470 Rev. Item 24A
VAMPIRE ..	Cartridge and Shell hoists ..	N36470 Rev. Item 24A
YARRA ..	Cartridge and Shell hoists ..	N36470 Rev. Item 24A
PARRAMATTA ..	Cartridge and Shell hoists ..	N36470 Rev. Item 24A

FIXED STRUCTURE HOISTS.

Ship.	*Position.*	*Type of Shuttle Valve.*
ANZAC ..	Cartridge hoists Nos. " 1 " and " 2 " Mtgs.	Y-OB/9136 item 2
TOBRUK ..	Shell hoist No. " 1 " Mtg. ..	Y-OB/9136 item 2
	Shell hoist No. " 2 " Mtg. ..	Y-OB/9136 item 1
VOYAGER ..	Cartridge hoist " A ", " B " and " X " Mtgs.	Y-OB/9136 item 2
VENDETTA ..	Shell hoist " A " and " X " ..	Y-OB/9136 item 2
VAMPIRE ..	Shell hoist " B " Mtg.	Y-OB/9136 item 1
YARRA.. ..	Cartridge and Shell hoists " A " Mtgs.	Y-OB/9136 item 2
PARRAMATTA ..	Cartridge and Shell hoists " A " Mtgs.	Y-OB/9136 item 2

4. Arrangements have been made for a shuttle valve of each type to be supplied with every combined control and cut-off valve provided in " D " spares. As shuttle valves are mated to combined control and cut-off valves the appropriate type of shuttle valve should be assembled when a " D " spare control and cut-off valve is fitted, and the remaining shuttle valves provided for that particular control and cut-off valve returned to the Gunnery Equipment Stores Officer, who is to bring the items to produce.

5. Navy Order 16 of 1959 is hereby cancelled.

(DW 736/59/5.)

(*Navy Order* 16 *of* 1959.)

UNCLASSIFIED.

15.—Guns (Other than Aircraft) Q.F. 2 Pdr. Sub-calibre SU Mark 1 for Q.F. 4-in. Mk. 16*—Repair to Cracked Breech Disc.

(*A.F.O.* 1593/1960.)

A number of Q.F. 2 Pdr. sub-calibre guns have been repaired in R.N. Armament Depots by fitting separate arms to the breech disc. After repair the breech discs have been advanced in mark to N.3 and when issued to service, the arms so provided have been vouchered separately as chargeable components.

2. To avoid confusion, it has been decided to change the Store Reference number of the repaired gun and, action has been taken to amend ship's and depot accounts as follows—

Nomenclature of Gun.	*Present S.R. No.*	*New S.R. No.*
Q.F. 2-pdr. sub-cal. SU Mark 1, for Q.F. 4-in. Mark 16* gun—		
(i) fitted fixed arms (breech disc) ..	DQ 114	DQ 114
(ii) fitted separate arms (breech disc) ..	DQ 114	DQ 153
Arm breech disc Mark N.2	DQ 274	DQ 274

3. This procedure will apply in the R.A.N.

4. Vocabulary of Naval Armament Stores, Naval Proportion Book and Warrant of Naval Armament Stores will be amended.

(DAS 708/51/33.)

UNCLASSIFIED.

16.—Naval Stores (General) (Class F, Group 3)—Gyro Compasses, Patterns 5005 and 5035—Introduction of Motor, Pattern 160416.

(*A.F.O.* 2794/1959.)

To improve the performance of Motors, Pattern F3/5016, it has been decided to modify existing stocks.

2. The modified motor has been allocated a new pattern number and will be added to the Rate Book and Authorized List of Naval Stores under F, Group 3 (N.A.T.O. supply classification Group 6605) as follows—

Pattern.	*Description.*	*Ship's Accounting Classification.*
160416	Motor, 50V. 2-phase, 400 cycles, 2W. for gyro-compasses, patterns 5005 and 5035	Permanent

3. Pattern F.3/5016 is now obsolescent but where it is already in use it will not be replaced by the new version until it becomes defective.

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

(DNAS 519/53/60.)

UNCLASSIFIED.

17.—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. 578. *Classification* " *A* ".

Item:

" (*a*) To fit battery-fed Emergency Navigation Lights—

	Patt. No.
(i) 1 in No. Port Bow light	AP 17248
(ii) 1 in No. Stbd Bow light	AP 17249
(iii) 1 in No. Main Steaming light	AP 17250
(iv) 4 in No. N.U.C. or overtaking or anchor lights	AP 17251

(*b*) Both bow lights to be fitted with base plates and tongues for single tier boxes.

(*c*) Remote switching for the Main Steaming Light AP 17250 is not required ".

References:

(*a*) H.M.A.S. QUIBERON proposed alteration and addition item, temporary distinguishing letter " D ".

(*b*) H.M.A.S. QUEENBOROUGH proposed alteration and addition item, temporary distinguishing letter " N ".

(*c*) FOCAF memoranda A.F. 1933/7 (5413) and A.F. 1907/10 (5415) dated 22nd April, 1960.

(*d*) Navy Order 139 of 1959.

Remarks: The work is to be undertaken by ship's staff and reported to Navy Office when completed.

(DCNTS 1224/51/68.)

(*Navy Order* 139 *of* 1959.)

UNCLASSIFIED.

18.—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. 136. *Classification* " *A* ".

Item: " To provide a Mk. XX telephone in the Bridge Wireless Office for a direct telephone link between the Bridge Wireless Office and Direction Officer's position in lower operations room. The Mk. XX telephone to be positioned at 01H Bridge Wireless Office wired to the telephone key and lamp box No. 2, 30 way A.P. 12624H at Direction Officer's Desk at lower operations room 1H. Approximate length of run 75 feet. Pattern number of cable 9742 ".

References:

(*a*) H.M.A.S. MELBOURNE's form A.S. 1182 dated 22nd January, 1960 T.D.L. " CK ".

(*b*) N.O.L. No. 9440, dated 21st April, 1960.

(*c*) FOICEA's memorandum N.20/14/121 dated 22nd June, 1960.

(DCNTS 1213/52/64.)

UNCLASSIFIED.

19.—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. 139. *Classification* " *A* ".

Item: " Parawash equipment to be removed together with tank and stand situated in Aircraft Component Workshop, after end " C " hangar, 3SAO and 3SZO ".

Note: Item to be carried out by ship's staff. Advice of weight of equipment removed and date of completion of item to be forwarded to Navy Office.

Reference: H.M.A.S. MELBOURNE's T.D.L. " CN " dated 16th August, 1960.

(DCNTS 1213/52/167.)

UNCLASSIFIED.

20.—Naval Stores (General) (Class B, Group 7)—Phosphor Bronze and Naval Brass Strip.

(*A.F.O.* 893/1960.)

Because of difficulties being experienced in the United Kingdom in replenishing naval brass strips for liners, patterns B7/12549–12553 inclusive are being marked " O " in the Rate Book and Authorized list of Naval Stores, B.R. 810. Phosphor bronze strips patterns 12827–12831 are to be issued in the R.N. in lieu.

2. Due, however, to the ready availability of naval brass strip in Australia, this material will continue to be used in the R.A.N. as it is equally satisfactory and more economical. Naval brass strips will continue to be accounted for as patterns 12459–12553 and will be issued in lieu of patterns 12827–12831 phosphor bronze if the latter is demanded.

(DNAS 505/84/18.)

UNCLASSIFIED.

21.—Naval Stores (General) (Class B, Group 8, Part B) Adaptor C.A.V. Type 7045/92 for Fuel Injector Test Equipment—Introduction.

(*A.F.O.* 1741/1960.)

To enable injectors on Enfield H.O.2 and V.S.1 engines to be tested by means of pattern B8B/5752 Fuel Injector Test Equipment, the following item has been introduced—

Pattern No.	*Description.*	*Ship's Accounting Classification.*
B8B/12888	Adaptor C.A.V. Type 7045/92	Consumable.

2. Demands should be forwarded to SNSO Sydney, by H.M.A. ships concerned on the basis of one adaptor per Injector Test Set held. Demands for ships under construction, modernization, &c., will be raised by the storing yards concerned in the normal manner.

(DNAS 505/87/226.)

UNCLASSIFIED.

22.—Naval Stores (General) (Class B, Group 11, Part D)—Grease Gun, Pattern 4720—Substitution by Pattern 6330.

(*A.F.O.* 1935/1960.)

It has been found that in many cases correct grease lubrication is not being achieved by the use of pattern 4720 grease gun. Some types of grease nipples fitted require grease feed at greater pressures than can be obtained by the normal use of this gun.

2. Pattern 6330 grease gun is capable of greater feed pressure and it is to be used for all grease nipples fitted. Pattern 4720 grease guns are to be returned and pattern 6330 grease guns and accessories (i.e., connectors and delivery tubes) demanded in lieu, provided the total allowance of the latter is not thereby exceeded.

(DNAS 506/71/108.)

UNCLASSIFIED.

23.—Naval Stores (General) (Class E, Group 6)—Carbo Wax for use with Mark 20 and Mark 30 A/S Torpedoes.

(*A.F.O.* 477/1960.)

Carbo Wax 4000 has been provided as an item of Naval Stores under Class E, Group 6, for issue to services supplied with mark 20 and mark 30 A/S torpedoes. In view of the limited requirements it is not proposed to add this item to B.R. 810, Rate Book and Authorized List of Naval Stores.

2. Very small amounts are required; one 100 gramme container should suffice for Frigates, while Aircraft Carriers and Air Stations may demand four 100 gramme containers at a time.

3. Demands for this item should be raised on SNSO, Sydney, as required.

(DNAS 512/76/17.)

UNCLASSIFIED.

24. Naval Stores (General)—Forms A.S. 134S—"Shopping Lists"—Preparation.

Demands for consumable stores which are not included in first outfit schedules (A.B.R. 4, Naval Storekeeping Manual, Article 0304 (6), (7) and (8) refers) may be included on forms A.S. 134S "Shopping Lists" with other items.

2. Where this procedure is followed, additional code letters are to be allocated as necessary, and the certificate referred to in A.B.R. 4, Article 0304 (7) and (8) is to be inserted in the "Special Instructions" block of the form A.S. 134S in the manner shown in the appendix to this order.

3. Article 0601 of A.B.R. 4 will be amended.

APPENDIX

AS 134 S

STORES DEMAND

TO: S.N.S.O. SYDNEY

FROM: HMAS. MELBOURNE

SPECIAL INSTRUCTIONS: I certify that items coded F & H are necessary for the reasons stated and that other items or materials available on board cannot be used in lieu or adapted for the purpose. CAPTAIN.

DATE REQUIRED OR PRIORITY: 5/12/60

SHIPS SERIAL No.: 248

REASONS FOR DEMAND NOT CODED BELOW ARE:
F. L Off. for teletype
G. In lieu AS148 25/60
H. L Off. for Eng. room

SHIPS COPY

AS 134 S

STORES DEMAND—MASTER

TO: S.N.S.O. SYDNEY

FROM: HMAS. MELBOURNE

SPECIAL INSTRUCTIONS: I certify that items coded F & H are necessary for the reasons stated and that other items or materials available on board cannot be used in lieu or adapted for the purpose. CAPTAIN.

DATE REQUIRED OR PRIORITY: 5/12/60

SHIPS SERIAL No.: 248

REASONS FOR DEMAND NOT CODED BELOW ARE:
F. L Off. for teletype
G. In lieu AS148 25/60
H. L Off. for Eng. room

DATE: 18/11/60

† FOR DOCKYARD USE ONLY

ITEM No.		PATTERN OF REFERENCE No.	DESCRIPTION			QUANTITY				REASON FOR DEMAND	
1	B11/910-4182		Chisel, cross cut, N.S. 5/16 x 8	C	No	6	2	2		A	1-16C
2	F7/29630		Wrench, Allen, T, 5/32"	C	No	–	–	1		F	
3	B4/901212P		Shackle, Joining, Lugless, ¾"	P	No	4	3	1		B125	1-9B
4	O.N.		Machine, Stapling	P	No	6	5	1		B172	1-11C
5	B2/34403		Bar M.S. flat. ¾" x 3"	C	Pt	12	2	6		A	2-7D
6	E5/1476		Pump, Booster	P	No	2	1	1		B146	3-2A
7	5J/3288		Battery, dry	C	No	60	20	20		A	1-19A
8	B7/		Boltstave, brass, 4" diam.	C	Pt	14	3	6		A	2-6C
9	F10/972-9817		Probe	P	No	2	1	1		G	1-6 B
10	O.N.		Typewriter, Olivetti, F/scap	P	No	3	2	1		B156	
11	F21/63		Box, Junction	P	No	3	2	1		G	1-6E
12	F25/995-2513		Lamps	C	No	24	12	6		A	1-18B
13	B11/910-4889		File, hand, S.E.Sec. cut 12"	C	No	18	6	6		A	1-16F
14	E11/943-2803		Brushes, sweeping, hand	C	No	46	24	12		A	1-20A
15	F15/011-9836		Capacitor	C	No	12	5	3		A	4-2H
16	28F/942-8453		Washer	C	No	90	40	20		A	5-6C
17	F5/2375		Film, 2¾" x 54" for R.D.	C	No	12	2	6		A	6-9E
18	E6/3489A		CO2 Absorbent	C	Lbs	18	6	6		A	1-19C
19	F25/996-6705		Lamp	C	No	–	–	6		H	1
20	F30/972-9842		Switch	C	No	6	1	3		A	1-14B
21	28B/999-2524		Screw	C	No	60	30	10		A	5-6B
22	28FP/33		Pin	C	No	10	Nil	6		A	5-4C

CODE FOR REASONS FOR DEMAND (IF OTHER THAN SHOWN BELOW SHOW WITH CODE IN PANEL ABOVE)
A. TO REPLENISH
B. IN LIEU OF A.S. 131 (ALSO TO BE QUOTED)
C. IN LIEU OF A.S. 134
D. FIRST OUTFIT
E. TO COMPLETE TO ESTABLISHMENT (QUOTE ITEM NUMBER AND REASON IN REM ABOVE)

(DNAS 464/54/295).

UNCLASSIFIED.

25.—Standardization of Tool Store Loan Chits.

The tool store loan chits introduced in Navy Order 908 of 1960 are not to be used for issues of tools on temporary loan from the Naval Store in H.M.A. ships and commissioned establishments. Such issues are to continue to be recorded in the Temporary Loan Book, Form A.S. 1092, *see* A.B.R. 4—Naval Storekeeping Manual, Articles 1201 and 1203.

(DNAS 464/54/281.)

(*Navy Order* 908 *of* 1960.)

UNCLASSIFIED.

26.—Naval Stores (Class F, Group 3)—A.B.C.D.—Introduction and Allowances of Radiac Instruments—Amendment to.

Appendix " E " to Navy Order 97 of 1960 is to be amended as follows—

Radioactive Sources, Type B.110016—

Allowances shown against the Code letters C, D, J, K, N and P to be increased from five to ten.

(DNAS 519/253/1.)

(*Navy Order* 97 *of* 1960.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

27.—Dry Provisions—" Free Demand and Issue " Arrangement.

It has been decided to adopt a " free demand and issue " arrangement for jams, canned fruits and fruit pulps in the R.A.N.

2. The new scheme will be introduced at the same time as the normal revision of the Fixed Issuing Price List for Dry Provisions, i.e., as from the 1st January, 1961.

3. H.M.A. ships and establishments will be free to demand such varieties and quantities of the above items as they may require. Each variety will be individually rated.

4. In the case of jams, the categories A and B as at present indicated will no longer exist.

5. Forms A.S. 462A are to be noted with the particular varieties of jam, &c., issued.

(DV 912/52/94.)

UNCLASSIFIED. Cancelled CNO 8/62

28.—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 such ships for duty.

2. The satchel is to be drawn from the Sick Bay of the parent ship and returned thereto upon return. A signature book of issue and receipt is to be maintained. The non-expendable items are to be checked each time of issue and receipt.

3. 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.

4. The first aid satchel 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.

5. 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.

6. Navy Order 48 of 1959 is hereby cancelled.

(MDG 1002/51/17.)

(*Navy Order* 48 *of* 1959.)

UNCLASSIFIED.

29.—Victualling Stores—Flameproof Blankets for use in Recompression Chambers.

Ships and establishments equipped with recompression chambers are, in future, to carry Blankets, Flameproofed, on the basis of 4 No. blankets per chamber.

2. Supplies are available from the Royal Edward Victualling Yard, Sydney, and the ships and establishments concerned are to demand their requirements accordingly. On receipt of flameproofed blankets, all other blankets now held for this purpose are to be returned to Royal Edward Victualling Yard, Sydney.

3. Flameproofed blankets are not to be washed or reproofed in ships or establishments, but are to be exchanged through Royal Edward Victualling Yard every twelve months, or sooner if they become dirty or soaked with water.

(DV 917/90/56.)

Section 5.
BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

30.—Books—B.R. 3003 (1) Naval Marine Engineering Practice, Volume 1, Distribution.

Navy Order 854 of 1960 is to be amended as follows—

Delete paragraph 3 and *insert* in lieu—

" 3. B.R. 3003 (1) will be issued on the following basis—

(*a*) Gratuitously to all ratings on entry and those with more than twelve months of their current engagements to serve in the Engineering Mechanics Branch (Recruit, 2nd Class, 1st Class, Leading Rate, Petty Officer and Chief Petty Officer.)

(*b*) Gratuitously to all ratings on entry and those with more than twelve months of their current engagements to serve in the Engineering Mechanics Branch of the R.A.N.R. (Recruit, 2nd Class, 1st Class, Leading Rate, Petty Officer and Chief Petty Officer.) "

2. *Add* the following to paragraph 4—

" at a cost of £1 12s. 8d. per copy."

3. *Add* the following to paragraph 5 after TORRENS—

" HARMAN .. .. 1 Copy ".

(DNAS 465/52/351.)

(*Navy Order* 854 *of* 1960.)

UNCLASSIFIED.

31—Magazines—" Underwater ".

(*A.F.O.* 2814/1960.)

Underwater Magazine.

A magazine called " Underwater " is to be produced half-yearly under the auspices of the Director, Undersurface Warfare Division, Admiralty. The purpose of this magazine will be to foster within the Submarine and T.A.S. Branches a broader interest and understanding of the overall " Underwater Warfare Problem ".

2. The magazine will be based on broadly similar lines to the N.D. Bulletin, and will be published in March and September of each year. Its security classification will be RESTRICTED.

3. The following list of subjects for this magazine is not exhaustive but illustrates the range of topics of interest common to the Submarine and T.A.S. Branches. Articles on these subjects are required and may be addressed to—

The Editor,
" Underwater Magazine ",
H.M.S. VERNON,
Portsmouth.

Or

Office of the Flag Officer Submarines,
Gosport.

as appropriate.

Ships and " Boats ".

1. Photographs and details of new construction A/S vessels and submarines (R.N. Commonwealth and N.A.T.O.)—at the Restricted level.
2. Recognition and performance data of other foreign Naval craft—at the Restricted level.
3. Merchant shipping news: new developments (all nations) with photographs and details.

Historical.

4. Early submarines and anti-submarine activities.
5. Famous classes of submarines, ships and A/S aircraft.
6. Convoy battles of the Second World War.
7. Mine Warfare in the Korean War.
8. Bomb and Mine disposal in the last war and post-war clearance.
9. Diving developments over the past 25 years.
10. Typical losses of submarines, e.g., H.M. S/M AFFRAY.
11. Underwater search for crashed aircraft.

The Sea.

12. Oceanography: the sea and what we know about it.
13. The Sea Bottom—some interesting " non-subs ", e.g., wrecks.
14. A/S operating conditions in different sea areas of the world.

Technical, Operational, Tactics.

15. Asdic sweeping techniques.
16. Asdic requirements for a modern submarine/escort.
17. Submarine evasive tactics.
18. Classification of underwater detections.
19. Reduction of underwater noise.
20. Problems of maintenance of equipment (including, for submarines, main engines and auxiliary machinery).
21. Torpedo tactics.
22. Torpedoes—problems of submarine discharge.

Research, Development and Trials.

23. " Under development "—tracing the progress of A/S (S/M) equipment from concept to production and eventual issue to the fleet.
24. Torpedo trials—where and how they are carried out; interpretation of results.
25. TASMANIA—the concentration of Underwater Research Establishments in Portland.
26. The development of new equipment for diving.
27. Minesweeping in the Mediterranean and Home Fleet.

Personnel.

28. The human element in Asdic operating.
29. Diving from the physiological point of view.
30. Personalities in the T.A.S. and Submarine field but only in specially worthy cases and not at the parish magazine level.
31. Changes particularly affecting advancement (promotion), welfare or living conditions of submarines or T.A.S. personnel.

Training.

32. T.A.S./Submarine training problems, e.g., by F.O.S.T./F.O.S./M.
33. The 5-year Building Plan in H.M.S. VERNON.
34. Training Aids in the Fleet and ashore.

Air Operations.

35. The introduction of A/S helicopters—" Pinging from the Air ".
36. Joint Maritime Operations.
37. Tracking by Shackleton.
38. Photographic Reconnaissance in A/S Warfare.

General.

39. Letters to the Editor—problems of general Underwater interest arising at Sea; with official answers.
40. News from Squadrons.
    (*a*) Ship movements, but not personalities except as at 30.
    (*b*) Equipment behaviour and unusual occurrences or expedients in handling.
41. Reprints of T.A.S./Submarine information from publications of Commonwealth, N.A.T.O. and other nations as permissible.

(DTSR 465/1/147.)

With reference to Navy Order 1094 of 1959, Navy Orders 1035 to 1174 of 1958 are now over two years old and may be disposed of.

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
19th January, 1961.

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.

10369/60.

UNCLASSIFIED.

32.—Radiation Hazards—Precautions for Protection of R.A.N. Personnel Concerned with Use of X-ray or Radioactive Materials.

The conditions under which X-ray generating plant and radioactive substances are used in H.M.A. ships and establishments for medical, dental or other purposes must be carefully controlled to prevent any person from receiving excessive exposure to radiation.

2. Radiation is silent, unseen, odourless, tasteless and unfelt; its presence is detected by means of instruments only. It is not destroyed by fire and burning radioactive materials give off dangerous smoke and particles. Repeated exposures, or long continued exposure even to small doses of X-ray or to beta or gamma radiations all of which may be cumulative, can have deleterious and possibly serious effects on the health. Effects may be immediate or delayed due to various factors. A single overdose, if severe, can cause unpleasant and permanent damage to the tissues of the body and may even result in death. Deposition of radioactive materials in the body or the carrying of radioactive materials too near the body is extremely dangerous.

3. It is particularly important that persons in charge of any activities involving the use of X-ray generating plant and/or radioactive substances should be aware of their specific responsibilities with regard to the supervision and execution of safety measures. Operatives must avoid the useful beam, and palpations by the hand during screen examinations must be reduced to an absolute minimum. Protective gloves and aprons are to be worn during such examinations. The lead equivalent thickness of the gloves and aprons is to be at least 0.25-mm. Dental fluoroscopy is not to be undertaken. Dental staff are not to hold films in patients' mouths during X-ray of teeth and the housing of the X-ray tube is not to be held by hand during any exposure.

4. The processes of radiography and the operations involving the use, handling or transit of radioactive substances are, however, prefectly safe if the correct precautions are observed. Various aspects of radiological safety, particularly maximum permissible exposure levels, are constantly being studied and revised and it is probable that changes will be made in the rules as knowledge grows in volume and detail. The present maximum cumulative dose is defined in paragraph 8. It is approximately equivalent to a continuous exposure of 100 m/rem/week.

5. This order describes the procedure to be followed, the checks to be applied and the health surveillance necessary in order to safeguard the health and continued efficiency of all R.A.N. medical, dental and other personnel engaged in these processes or working in the near vicinity. It is to be read in conjunction with any other instructions on safety precautions to be observed in such circumstances.

Checks to be Applied to Personnel.

6. The quantity of X-rays or beta or gamma radiation received externally (often referred to as dose) can be indicated conveniently by means of a suitable device carried on the person. Arrangements are to be made by the officer-in-charge for such a device to be carried whilst on duty by all members who are engaged during whole or part of their working hours in operating an X-ray unit, or employed continuously in the vicinity of a working apparatus or temporarily or continuously in the vicinity of radioactive sources.

7. The Commonwealth X-ray and Radium Laboratory, 30 Lonsdale Street, Melbourne, C.1, has for more than twenty years operated a Film-Badge Service which has been available free of charge to all persons occupationally exposed to radiation. The service was originally established as a means of assessing the amount of external radiation received; if it was found that the levels of radiation approached or exceeded those recommended by the International Commission on Radiological Protection (I.C.R.P.) an investigation of the situation could be made and action taken to reduce future exposures.

8. In recent years, the levels of radiation exposure recommended by the I.C.R.P. as the "maximum permissible levels" have been reduced and the concept of a "weekly maximum permissible dose" has been changed to one of a "maximum cumulative dose" which depends on the age of the person. The maximum cumulative dose, D, to the lenses of the eyes, the blood-forming organs and the gonads, is related to the person's age in years, N, by the formula $D = 5(N-18)$ rem. (The rem is the unit of dose recommended for use in this context by the I.C.R.P. This unit takes account of the relative biological effectiveness of the radiation. A dose of one rem of X or gamma radiation delivered to soft tissue may be regarded for all practical purposes as equivalent to an exposure dose of one roentgen. A millirem is one-thousandth of a rem.) This formula implies that, in general, these organs should receive no more than an average dose of 5 rem (5,000 millirem) per year. There is a further provision in the I.C.R.P. recommendations that the dose to these organs should not exceed 3 rem in any 13 consecutive weeks. The skin should receive no more than 8 rem in any 13 consecutive weeks and the hands and forearms, feet and ankles no more than 20 rem in the same period. In order to check that the new maximum permissible levels are not exceeded, it is therefore necessary to be able to determine the dose continually. It should be noted that these levels do not include any radiation received as a patient from medical exposure necessary for diagnosis or treatment nor the component due to natural background.

9. Since 1st July, 1959, films have been assessed to the nearest millirem. This has made it possible to keep a cumulative record of the dose received by each individual wearing films. It was appreciated that the accuracy of the assessment in many cases was not great, particularly in the assessment of low doses of radiation. Inaccuracies necessarily arise because (1) the films used show relatively small increases in density above the fog level for small doses of radiation and (2) the responses of the films to radiation may vary rapidly with the energy of the radiation. As it was not possible to determine accurately by the previous Film-Badge Service the true energy of the radiation to which the films had been exposed, only as estimated value of the energy could be used for assessment purposes.

Film-Badge Service.

10. As from 5th September, 1960, the previous Film-Badge Service was discontinued and replaced by a new service, so designed that the dose levels will be assessed with greater accuracy. With this new service, special film-badge holders will be issued by the laboratory on loan, so that each person wearing a film will have a holder in which to replace it. The films themselves will also be issued by the laboratory and a charge will be made for these. Details of this new service are set out below.

Registration.

11. All ships and establishments where X-ray units or radioactive materials are employed are to use the Film-Badge Service and are to register with the laboratory beforehand. The registration form is available from the laboratory and must be

completed in all details and returned to the laboratory. Upon receipt of the registration form, the appropriate number of holders will be issued. These holders will be retained on loan by the ship or establishment. Additional holders may be obtained at any time on application.

Issue and Wearing of Films.

12. Films will be issued by the laboratory in accordance with the number of holders held on loan. They will be posted to arrive several working days before first date of use. In general, films will be issued for fortnightly wearing, particularly in those cases where the doses received have been shown to be consistently low over a considerable period of time. In some cases, however, films will be issued for weekly wearing. The recommended period of wearing will be indicated when the films are issued. One extra film will be issued with each batch to act as a control and this will serve as a check that the whole batch has not been accidently exposed to radiation. This control film should be kept in a cool place well shielded from radiation and should be returned with the exposed film for development.

13. The films should be placed in their holders and worn at about breast height. They may be worn at other positions if desired (such as on the feet or hands) but in such cases the position of wearing should be notified. As the object of wearing a film-badge is to enable assessment of the dose received by unprotected parts of the body, particularly the eyes, care should be taken that the film-badge is not covered by protective aprons, or by any other object.

14. If at any time the wearer is required himself to undergo diagnostic radiography the film-badge is not to be worn during the exposure.

Return of Films.

15. Films should be returned to the Commonwealth X-ray and Radium Laboratory, 30 Lonsdale Street, Melbourne, C.1, for development and assessment immediately after wearing. They should be accompanied by the standard report forms completed in triplicate. Films returned later than one month after the initial date of wearing will not be developed and assessed. Further batches of report forms will be supplied on request.

Charges.

16. There will be no charge for the Film-Badge Service or for the holders, but the holders will be subject to an annual audit check. Any holders unaccounted for and those badly damaged will be charged for at replacement cost. Damaged holders should be returned to the laboratory under cover of an explanatory memorandum from the senior officer of the establishment or ship. Films will be charged for at 6d. per film issued (excluding the control film) and accounts will be rendered either monthly or quarterly. Payment, by the relevant officer, is to be made to the Collector of Public Monies, Department of Health, cnr. Spring and Latrobe Streets, Melbourne, C.1.

Special Films.

17. The Film-Badge Service is designed primarily for the determination of personal exposure dose. Occasionally, however, special techniques may need investigation or doses at different positions in rooms may need determination. In these cases, films may be issued on request, but exposure need not necessarily be made in a holder. If the dose recorded on the film is sufficient to indicate that further investigation is desirable this will be noted on the report. Assistance with such investigation will be available from the laboratory on request.

Records.

18. Reports on the assessments will be issued as soon as possible. A record of the cumulative dose received by each person who wears films will be maintained at the laboratory. It is requested that the laboratory be advised of any changes of names of persons wearing films, so that their records can be kept up to date. If a person receives a cumulative dose in excess of 3 rem in any 13 consecutive weeks or a dose which appears to be high in relation to the period in which it was received, the responsible person at the centre using the service will be advised as early as possible. It is recommended, however, that each centre should keep its own records up to date so that the cause of any assessed doses that bring the levels higher than the recommended levels can be investigated promptly.

19. Personnel under the age of sixteen must not be employed in work involving occupational exposure to ionizing radiations.

Health Surveillance.

20. All new personnel for employment in work involving exposure, or probable exposure to ionizing radiation, are to be given a general medical examination prior to proceeding to take up such employment. The medical examination is to include a total blood count and inquiry into any previous radiological exposure, diagnostic, therapeutic, &c. The result of this examination will determine whether the person examined will be considered further for the type of employment proposed.

21. All members engaged continuously or part-time in operating X-ray equipment or handling radioactive materials are also to have a medical examination and a total and differential blood count before commencement of duties and thereafter at six-monthly intervals whilst so engaged, and at such additional times as the senior medical officer may decide. If the member at any time requires diagnostic or therapeutic irradiation of a significant degree, e.g., a Ba. Meal, the question of a temporary or permanent lay-off is to be considered.

22. Routine blood counts are unnecessary in the case of personnel who receive average doses not exceeding one-half of the maximum permissible level averaged over a period of three months.

23. In the case of occupational exposure of the whole body (or a major portion of it) to X-rays, gamma rays or beta rays, the dose received must not exceed the I.C.R.P. recommendations set out in paragraph 8.

24. Under exceptional circumstances of higher exposure, such as an accidental or planned emergency exposure, further exposure is to cease until the total accumulated dose during the period of any 13 consecutive weeks to the blood-forming organs, the gonads or the lenses of the eyes does not exceed 3 rem.

25. It will be noted that on the basis of commencing occupational exposure at the age of eighteen, the formula given in paragraph 8 corresponds to an average weekly dose for full time employment of approximately 100 millirem. If employment is part-time, a higher weekly exposure may be permitted without exceeding the maximum cumulative dose, subject to an over-riding maximum of 3 rem/13 weeks.

26. If a dose exceeding the appropriate limit (*see* paragraph 8) is recorded either through necessity or accidentally, the reason must be investigated and a repetition avoided. If at any time there is reason to believe that a member has been grossly over-exposed, an immediate blood count should be arranged, the worker removed from the task and a written report made to the Naval Board (MDG).

27. During medical examinations, the following rules will apply.

Blood Abnormalities.

(*a*) Total white blood cell counts below 4,000 or above 12,000—disqualifies from employment.

(*b*) In cases where abnormal white blood cell counts are considered due to transient disease, or other temporary conditions, re-examination shall be made on recovery therefrom.

(*c*) Persistently abnormal differential leucocyte counts—disqualifies from employment. Particular attention is to be paid to lymphocytes.

(*d*) Total red blood cell counts below 3.5 million or above 6.5 million—disqualifies from employment.

Breath and Urine.

(*e*) The presence of radioactive substances in the breath or urine—disqualifies from employment. These examinations will only be carried out if the medical officer considers it necessary in view of the history of conditions of exposure.

Other Conditions.

(*f*) Any evidence of previous radiation injury or a history of previous exposure to radiation which in the opinion of the medical examiner might constitute an undue hazard in the event of further exposure—disqualifies from employment.

History.

28. A record is to be made on form A.M. 48 at initial examination of—

(*a*) Family history.

(*b*) Any previous radiation exposure (occupational or accidental).

(*c*) Any doses previously received as a result of X-ray diagnostic examinations or any radiation therapy, including infancy and childhood. (*See* Appendix B for rough estimates if the exact data are not available.)

Follow-up Examinations.

29. On completion of work involving regular exposure to radiation from any source, members are to be re-examined as follows—

(*a*) At the cessation of such activities.

(*b*) At the discretion of the senior medical officer thereafter.

(*c*) At not less than six-monthly periods thereafter for a period of two full years. (The results of such examinations are to be recorded on the personal medical records of the member.) Medical examiners are to be alert for the signs of the effects of chronic radiation in particular—loss of appetite, lack of vitality, dryness and cracking of the skin, loss of hair and weight, excessive longitudinal corrugation and brittleness of the finger nails.

(*d*) Complete blood counts, including haemoglobin estimation and differential leucocyte count, are to be carried out at intervals of not more than six months for a full two years after removal from duties. The blood count should be done in the forenoon before lunch.

(*e*) X-ray of the chest is not essential unless specifically indicated, but should be borne in mind.

(*f*) Analysis of urine and breath samples, where appropriate, should be carried out if facilities are available.

Occasional Work.

30. The extent to which these rules should be applied in the case of members coming into occasional contact with these processes or performing a single short spell of duty depends on circumstances and must be left largely to the discretion of the head of the activity concerned. For general guidance, however, it is considered that a film-badge should be carried (*see* paragraphs 6 to 18) if the work extends to three days, or on every occasion when the radiation level can be excessive, e.g., with portable X-ray equipment. If the work is likely to extend for as long as a month, a blood count is to be carried out before and after the duty.

Special or Emergency Examination.

31. *Over-Exposure to External Radiation.*—Any member subjected to external radiation of 25 roentgens or more, whole body, in a single exposure is to be admitted to hospital for full investigation, and observation until pronounced clear, and follow-up routine is to be instituted thereafter *vide* paragraph 29.

32. *Possible Over-Exposure to Internal Radiation.*—Any members possibly ingesting or inhaling significant amounts of radioactive substances, e.g., contaminated drinking water are to be admitted to hospital for full investigation as required.

33. *Abnormal Findings.*—Any members showing abnormal findings during routine, special, or follow-up examination are to be removed from further exposure to radiation and given an exhaustive examination. A full report on each known case is to be submitted as soon as possible to the Medical Director-General on form A.F. Med. 14 together with a covering letter outlining all relative data. Member's form " Personal Record of Exposure to Radiation " form A.M. 302 is also to be completed.

Examination Records for Personal Papers.

34. The results of physical and laboratory findings and details of the preliminary examination including history, are to be recorded on form A.M. 48 and relevant details entered on " Personal Record of Exposure to Radiation " form A.M. 302. Interim, Final, Special or Follow-up examinations are to be recorded on or attached to " Personal Record of Exposure to Radiation " form A.M. 302. This form is to be made and kept in duplicate and allocated an enclosure number. A corresponding record is to be made in Table 1 of the member's A.F. Med. 4 using the abbreviation " RAY " to describe the form. The original and duplicate copies are to be so marked in red. Form A.M. 302 is designed for inter-service use and local amendment may have to be made to meet the requirements of paragraph 35 of this order, e.g., the block " Record of Individual Dosimeter Readings ", altered to " Record of Individual Film-Badge Readings " and " Daily Totals " altered to cover 52 " Weekly Totals " to cover twelve months requirements.

35. The original of this form is to be attached to the member's medical history documents every twelve months and concurrently the duplicate copy forwarded to Medical Director-General under cover of a transmission note, form A.M. 46z.

36. The form in duplicate raised for the subsequent period is to be accorded a fresh enclosure number taken from Table 1 of the member's A.F. Med. 4.

Security.

37. All reports and histories are to be accorded the same medical confidential category as other medical and personal papers.

Appendix A.

DEFINITION OF TERMS AND PERMISSIBLE SAFETY DOSES.

Alpha particle.—A positively charged particle emitted by certain radioactive substances such as uranium and radium.

Beta particle.—A negatively charged particle emitted by certain radioactive substances. It can penetrate into the body no further than the deeper layers of the skin.

Dose.—Means exposure to and absorption of X-rays or of radiations from radioactive substances (alpha particles, beta particles or gamma rays). *See also* Rad, Rem.

Dose-rate.—Dose received per unit time. Dose-rate may be expressed for example as so many roentgens per hour (r/hr.).

Dosimeter.—Instrument that measures radiation dose.

Film-badge.—A small packet containing photographic film (about the size of a dental X-ray film), the darkening or "fogging" of which by radiation is used to measure individual radiation dosages.

Gamma ray.—An electric-magnetic radiation emitted by some radioactive atoms. It is of the same general nature as X-rays.

Ion.—An atom which is ordinarily electrically neutral that has acquired an electrical charge.

Ionization.—The process by which an atom becomes an ion. Occurs when an atom loses one or more of its electrons and is thus left with a positive charge.

Isotopes.—Forms of a chemical element which have slightly different physical properties but are chemically similar. Many are radioactive.

Maximum permissible dose for occupationally employed personnel—Means the maximum safe amount of radiation allowed, in the light or present knowledge as set out in the current I.C.R.P. Recommendations. (*See* paragraph 8.)

Non-occupational exposure.—Means individual general members and workers, other than radiological workers, who have not been declared fit for occupational exposure to radiation. In the case of prolonged non-occupational exposure, the maximum permissible levels shall be reduced by a factor of not less than 10 below those accepted for occupational exposures, and for continuous exposure is therefore about 10m/rem/week of whole body radiation.

Occupational exposure.—Means members actively employed in duties related to the actual use and control of X-ray equipment or other source of radiation, including work in associated darkrooms, unless the darkroom is efficiently shielded from stray emanations.

Over-exposure.—Means an exceeding of the maximum permissible safety dose either by single exposure or repeated exposures. Some degree of averaging may sometimes be necessary. If a cumulative dose in excess of 3 rem be received in any period of 13 consecutive weeks the worker is to be placed under medical supervision and his duties are to be rearranged so as to involve considerably less exposure for a compensatory period. If the average value of the thirteen weeks in question is less than the maximum cumulative value, the worker can continue on normal duties.

Appendix A—*continued.*

Rad.—Is the unit of absorbed dose of radiation. It is 100 ergs per gramme.

Radiation hazard.—The danger to health arising from exposure to ionizing radiation. It may be due to external radiation or to radiation from radioactive materials within the body.

Radioactivity.—A property of certain elements which causes their atomic nuclei spontaneously to disintegrate, with the emission of one or more of various radiations (e.g., alpha or beta particles, gamma or X-rays) thereby transforming the original elements into others of different chemical or physical properties and eventually into stable (non-radioactive) elements.

Rem.—Roentgen equivalent man (mammal). Quantity of any ionizing radiation that has the same biological effectiveness as 1 rad of 200 to 250 kV. X-rays. One milli-rem is one-thousandth of a rem.

Whole body exposure.—Means exposure of the trunk not necessarily involving exposure of the extremities.

Appendix B.

ESTIMATED AVERAGE SKIN DOSE TO THE PATIENT FROM SOME DIAGNOSTIC X-RAY EXAMINATIONS.

This list is only a rough guide for past exposures as the factors used, tube voltage, screen film combination, distance and filter, differ in each instance and would not be known. The figures may, however, be taken as reasonable averages.

Chest, post/ant	0.1 rem.
Chest, post (photofluoroscopic)	1.0 rem.
Lumbar spine, ant/post	1.5 rem.
Lumbar spine, lateral	5.7 rem.
Pelvis	1.1 rem.
Pregnancy, ant/post	3.6 rem.
Kidney, ureter, bladder (Plain)	1.2 rem.
Abdomen	1.3 rem.
Gastro-intestinal series (6 films)	4.0 rem.
Ba.Meal examination	20 rem.
Gall Bladder	0.6 rem.
Extremities	0.3 rem.
Skull, post/ant	1.3 rem.

(MDG 177/51/37.)

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FOR OFFICIAL USE ONLY.

C.N.O.'s 33-57/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
23rd January, 1961.

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.

10616/60.

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Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

33.—Complements—Divers—Provision for Officers Qualified in Diving Supervision—Amendments.

(*A.F.O.* 2463/1960.)

Some instances have occurred of H.M.A. ships commissioning with no officer qualified to supervise diving operations.

2. It has, therefore, been decided that in future, the minimum requirement of officers qualified in diving supervision should be noted in the appropriate Schemes of Complement.

3. The following amendment as applicable, is accordingly to be made to Schemes of Complement for H.M.A. ships which include divers—

Aircraft Carriers

Insert under " Included in Total Complement "—
2 Officers qualified in Diving Supervision

Destroyers and A/S Frigates and below

Insert under " Included in Total Complement "—
1 Officer qualified in Diving Supervision.

4. It may, however, not always be possible to appoint officers qualified in these duties, and in ships where no diving supervising officer is borne it will continue to be the responsibility of Commanding Officers to arrange for officers to be suitably trained.

(DTSR 331/203/8.)

UNCLASSIFIED.

34.—Electrical Equipment and Trials Unit—Duties and Responsibilities.

The Electrical Equipment and Trials Unit operates as an integral part of the Directorate of the Electrical Engineering Branch. The Unit will make its headquarters in H.M.A.S. KUTTABUL conforming to the administrative orders of the Flag Officer in Charge, East Australia Area. Copies of all correspondence which is to be seen by the Unit are to be addressed to FOICEA marked " copy for EE and TU ". Ratings of the Unit are borne in H.M.A.S. KUTTABUL additional for Electrical Equipment and Trials Unit. Officers of the Unit are appointed to H.M.A.S. LONSDALE for the staff of the Director of Electrical Engineering with accounts borne in H.M.A.S. KUTTABUL.

2. The Director of Electrical Engineering will exercise general control of the programme of work of the Unit and when necessary will decide priority of work after consultation with authorities concerned.

3. The Officer in Charge of the Unit is authorized to correspond direct with the Director of Electrical Engineering on technical matters. Local administrative matters are to be referred to the Flag Officer in Charge East Australia Area.

4. The Unit will keep in close touch with electrical developments and sea opinion regarding operation and maintenance of electrical equipment. It will be guided in its task by the responsibilities of the Director of Electrical Engineering, which are summarized as follows—

(*a*) The Director of Electrical Engineering is responsible for all electrical engineering matters and for the technical suitability of electrical equipment for use in the Naval Service.

(*b*) He is responsible for technical trials to prove that the performance of all electrical equipment is in accordance with the relevant specifications.

(*c*) He is responsible for electrical aspects during appropriate inspections and trials carried out by "user" teams. During such trials he or his representative will attend in order to verify that correct standards and practices have been employed and give such guidance as may be necessary.

5. The Unit is constituted to carry out the following functions—

(*a*) *Introduction of new electrical equipment and systems.*—The Unit will provide expert advice and assistance in the testing, tuning and maintenance of new electrical equipment and systems to ship's officers and others concerned with the equipment during the introductory and familiarization stages. In the performance of this task the Unit will work in close liaison with the instructional staff of H.M.A. Naval Electrical School and the departments of the dockyards concerned with the equipment. In the event of other Electrical Officers being associated with the development and trials of such new equipment and systems, they may be appointed additional to the Unit to assist in the task.

"The Unit will also provide technical assistance and advice prior to and during A/S Mortar and Asdic Calibration."

(*b*) *Trials and establishments.*—The Unit will represent the Director of Electrical Engineering at all electrical trials including the electrical aspect of all equipment and control trials. Where a trials programme has been approved these responsibilities will be co-ordinated at Navy Office. For the present, on gunnery matters, this task will conveniently be discharged concurrently with the technical support provided for the Gunnery Trials Team.

(*d*) *Assistance to ships and establishments on current equipment problems beyond the capacity of fleet or local resources, including pre- and post-refit trials.*—Officers and ratings of the Unit can be made available to assist on electrical equipment problems beyond the capacity of fleet or local resources. The advice of the Unit should be sought where any doubt exists concerning the installation of electrical equipment. This assistance cannot be provided to supplement any shortage of personnel for maintenance.

(*e*) *Visits to ships, craft and establishments building and refitting.*—The Unit is authorized to visit ships, craft and establishments building or refitting and will give any necessary advice from the electrical maintenance aspect to ship's officers and electrical overseers. The duties of ship's officers and overseers remain unaffected. The Unit cannot authorize changes, but recommendations, if beyond the jurisdiction of the overseers, are to be referred by them through the appropriate authority to Navy Office. In the interest of efficiency, overseers concerned are to ensure co-ordination of User Department visits with those of the Unit.

(*f*) *Assistance in the preparation and evaluation of preventive maintenance procedure.*—The Unit will assist in the preparation and evaluation of preventive maintenance procedures, the checking of technical publications and in technical investigations on behalf of Director of Electrical Engineering. For this purpose it will maintain a liaison with ship's officers and fitting out authorities as necessary.

Note: Where the term electrical is used, it includes all radio subjects.

6. Tasks in accordance with sub-paragraph 5 (*e*) will be co-ordinated by Commander Trials, and those arising in accordance with sub-paragraphs 5 (*b*) and 5 (*f*) will generally be co-ordinated within Navy Office (either by Commander Trials or Director Electrical Engineering as appropriate) requests for the services of the Unit on these matters are therefore to be addressed to the Naval Board, copy to FOICEA, and if appropriate, to the User School concerned. Requests for the services of the Unit in accordance with sub-paragraphs 5 (*a*), 5 (*d*) and 5 (*e*), should be made to FOICEA, copy to the Naval Board, Administrative Authority, and if appropriate, to the User School concerned.

7. Reports on inspections and trials carried out in accordance with paragraph 5 (*e*) are to be forwarded as follows—

(*a*) Where the Unit is responsible for preparing the complete report—

(i) to DEE—10 copies for remarks and circulation within Navy Office;

(ii) to the General Manager, for ships building in Naval Dockyards, or the General Overseer for the area for ships building by contract—6 copies for information and appropriate action;

(iii) to the General Manager and/or General Overseer of other Dockyards or areas building ships of the class—1 copy;

(iv) the senior officer standing by the ship—2 copies;

(v) the Commanding Officer of the User School concerned with the equipment, or Commander Trials as appropriate—1 copy

(*b*) Where the Unit is not responsible for preparing the complete report—

(i) to DEE—1 copy;

(ii) to the User School concerned or Commander Trials as appropriate—2 copies;

(iii) to the General Manager or General Overseer concerned with the ship—1 copy.

Note: If at the trial conference the Unit reports a satisfactory trial and in consequence it is decided reports in (ii) and (iii) are not required, a brief note stating the fact is to be forwarded to DEE.

8. For ships in commission and establishments that utilize the services of the Unit in accordance with sub-paragraphs 5 (*a*) and 5 (*d*) reports will normally only be raised on request by those immediately concerned. When reports are rendered they are to be distributed as follows—

(*a*) Commanding Officer of ship or establishment—number of copies to be determined locally.

(*b*) DEE—1 copy.

(*c*) User School, when the service is provided conjointly with the User School —2 copies.

(DEE 1606/3/31.)

4. The Unit will keep in close touch with electrical developments and sea opinion regarding operation and maintenance of electrical equipment. It will be guided in its task by the responsibilities of the Director of Electrical Engineering, which are summarized as follows—

(*a*) The Director of Electrical Engineering is responsible for all electrical engineering matters and for the technical suitability of electrical equipment for use in the Naval Service.

(*b*) He is responsible for technical trials to prove that the performance of all electrical equipment is in accordance with the relevant specifications.

(*c*) He is responsible for electrical aspects during appropriate inspections and trials carried out by "user" teams. During such trials he or his representative will attend in order to verify that correct standards and practices have been employed and give such guidance as may be necessary.

5. The Unit is constituted to carry out the following functions—

(*a*) *Introduction of new electrical equipment and systems.*—The Unit will provide expert advice and assistance in the testing, tuning and maintenance of new electrical equipment and systems to ship's officers and others concerned with the equipment during the introductory and familiarization stages. In the performance of this task the Unit will work in close liaison with the instructional staff of H.M.A. Naval Electrical School and the departments of the dockyards concerned with the equipment. In the event of other Electrical Officers being associated with the development and trials of such new equipment and systems, they may be appointed additional to the Unit to assist in the task.

(*b*) *Equipment evaluation trials and inspections.*—The Unit will carry out evaluation trials and inspections of new and existing electrical equipment, systems and facilities, and assist similarly on modification proposals.

(*c*) *Trials in ships under construction, modernization, conversion and large repairs and in establishments.*—The Unit will represent the Director of Electrical Engineering at all electrical trials including the electrical aspect of all equipment and control trials. Where a trials programme has been approved these responsibilities will be co-ordinated at Navy Office. For the present, on gunnery matters, this task will conveniently be discharged concurrently with the technical support provided for the Gunnery Trials Team.

(*d*) *Assistance to ships and establishments on current equipment problems beyond the capacity of fleet or local resources, including pre- and post-refit trials.*—Officers and ratings of the Unit can be made available to assist on electrical equipment problems beyond the capacity of fleet or local resources. The advice of the Unit should be sought where any doubt exists concerning the installation of electrical equipment. This assistance cannot be provided to supplement any shortage of personnel for maintenance.

(*e*) *Visits to ships, craft and establishments building and refitting.*—The Unit is authorized to visit ships, craft and establishments building or refitting and will give any necessary advice from the electrical maintenance aspect to ship's officers and electrical overseers. The duties of ship's officers and overseers remain unaffected. The Unit cannot authorize changes, but recommendations, if beyond the jurisdiction of the overseers, are to be referred by them through the appropriate authority to Navy Office. In the interest of efficiency, overseers concerned are to ensure co-ordination of User Department visits with those of the Unit.

(*f*) *Assistance in the preparation and evaluation of preventive maintenance procedure.*—The Unit will assist in the preparation and evaluation of preventive maintenance procedures, the checking of technical publications and in technical investigations on behalf of Director of Electrical Engineering. For this purpose it will maintain a liaison with ship's officers and fitting out authorities as necessary.

Note: Where the term electrical is used, it includes all radio subjects.

6. Tasks in accordance with sub-paragraph 5 (*c*) will be co-ordinated by Commander Trials, and those arising in accordance with sub-paragraphs 5 (*b*) and 5 (*f*) will generally be co-ordinated within Navy Office (either by Commander Trials or Director Electrical Engineering as appropriate) requests for the services of the Unit on these matters are therefore to be addressed to the Naval Board, copy to FOICEA, and if appropriate, to the User School concerned. Requests for the services of the Unit in accordance with sub-paragraphs 5 (*a*), 5 (*d*) and 5 (*e*), should be made to FOICEA, copy to the Naval Board, Administrative Authority, and if appropriate, to the User School concerned.

7. Reports on inspections and trials carried out in accordance with paragraph 5 (*c*) are to be forwarded as follows—

(*a*) Where the Unit is responsible for preparing the complete report—

(i) to DEE—10 copies for remarks and circulation within Navy Office;

(ii) to the General Manager, for ships building in Naval Dockyards, or the General Overseer for the area for ships building by contract—6 copies for information and appropriate action;

(iii) to the General Manager and/or General Overseer of other Dockyards or areas building ships of the class—1 copy;

(iv) the senior officer standing by the ship—2 copies;

(v) the Commanding Officer of the User School concerned with the equipment, or Commander Trials as appropriate—1 copy

(*b*) Where the Unit is not responsible for preparing the complete report—

(i) to DEE—1 copy;

(ii) to the User School concerned or Commander Trials as appropriate—2 copies;

(iii) to the General Manager or General Overseer concerned with the ship—1 copy.

Note: If at the trial conference the Unit reports a satisfactory trial and in consequence it is decided reports in (ii) and (iii) are not required, a brief note stating the fact is to be forwarded to DEE.

8. For ships in commission and establishments that utilize the services of the Unit in accordance with sub-paragraphs 5 (*a*) and 5 (*d*) reports will normally only be raised on request by those immediately concerned. When reports are rendered they are to be distributed as follows—

(*a*) Commanding Officer of ship or establishment—number of copies to be determined locally.

(*b*) DEE—1 copy.

(*c*) User School, when the service is provided conjointly with the User School —2 copies.

(DEE 1606/3/31.)

UNCLASSIFIED.

35.—Ensigns and Flags Worn by Naval Establishments.

Navy Order 934 of 1960 is to be amended as follows—

Delete paragraph (*d*) and *insert* in lieu—

" (*d*) Under A.C.T. in column 1—

Delete * after H.M.A.S. HARMAN

Insert * after No. 1 Mast

Insert * after BELCONNEN W/T STATION ".

(DSD 37/2/1.)

(*Navy Order* 934 *of* 1960.)

UNCLASSIFIED.

36.—Medical Documentation—Transmission of Medical History Documents.

Attention is drawn to the importance of the prompt transmission of medical history documents from one ship or establishment to another in accordance with the movements of the members to which they refer.

2. It is particularly important that the medical documents of R.A.N. personnel proceeding to the U.K. or abroad, and all loan and exchange personnel reverting to Royal Navy, be despatched in sufficient time to be available to medical officers upon the member taking up his appointment or draft. Failure to do this hampers the smooth flow of medical documentation procedure.

3. The medical documents of R.A.N. personnel proceeding abroad, and all loan and exchange personnel reverting to Royal Navy, are to be despatched to Medical Director-General, Department of the Navy, Victoria Barracks, Melbourne, S.C.1, for checking and onward transmission to the Admiralty, on the day prior to the departure of the member concerned. All necessary medical examinations are to be completed prior to the despatch of medical documents to the Medical Directorate (Navy Order 935 of 1960 also refers). Form A.M. 46z, covering transmission of documents to Medical Director-General, is to indicate appointment or draft of personnel concerned and authority for movement.

(MDG 327/58/8.)

(*Navy Order* 935 *of* 1960.)

UNCLASSIFIED.

37.—R.A.N. Shore Authorities and Ships in Harbour—Communication Arrangements.

Most shore authorities are served by the R.A.N. Tape Relay Network, the relay stations of which in Canberra, Sydney, Darwin and Melbourne are manned continuously. Shore establishments which are tributary stations off this network normally cease communication watch outside working hours, but watch is resumed if required to transmit or receive priority signal traffic and above.

2. Normally Sydney M.S.O. will be responsible for signal traffic for ships in harbour at Sydney. By arrangement, Melbourne M.S.O. will guard for N.O.I.C. Victoria, G.M.W.D., LONSDALE and ships in Melbourne not connected to the tape relay network. Melbourne M.S.O. operates only between the hours of 0800K and 1800K Monday to Friday, excluding national holidays. Outside of these hours M.S.O. A.C.N.B. will assume guard for these authorities and ships, for priority traffic, which should be routed accordingly. Two tape relay positions are available for ships berthed alongside in Sydney, and two tributary positions for visiting ships in Melbourne. At other Australian ports ships must normally maintain seagoing communication watch, unless special arrangements are made such as a communication guard, or in the case of single operator ships, routeing of traffic by telephone or commercial telegram via the nearest Post Office.

3. The following authorities and their associated establishments are served during working hours by A.M.F. or R.A.A.F. channels. Signals which must reach them outside these times or over the week-end should be made priority, in which case they will be routed to either Canberra or Sydney and then passed by urgent commercial telegram—

N.O.I.C. W.A. (served by R.A.A.F.).
N.O.I.C. S.A. (served by R.A.A.F./TELEX).
N.O.I.C. QLD. (served by A.M.F./TELEX).
N.O.I.C. TAS. (served by A.M.F.).

4. 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. If time permits deferred and routine messages should be despatched by ships and establishments direct to these and other appropriate authorities by airgram or postagram when practicable.

5. N.O.I.C. Qld. and N.O.I.C. S.A. are served by the P.M.G. Teleprinter Exchange Service (TELEX), and by this means normal signal traffic is passed to and from the A.M.F. Tape Relay Network at Brisbane and the R.A.A.F. Network at Adelaide, respectively. As well, during working hours high precedence traffic can be passed direct between these authorities and Canberra or Sydney M.S.O.'s which are also connected to TELEX.

6. These instructions will be included in R.A.N.O.P.'s.

7. Navy Order 269 of 1960 is hereby cancelled.

(HNB 16/1/13.)

(*Navy Order* 269 *of* 1960.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

38.—ABCD Training Policy.

Navy Order 838 of 1960 is to be amended as follows—

(*a*) Paragraph 1 (*c*) (i)—after " Engineer " *add* " Electrical ".

(*b*) Paragraph 1 (*c*) (iv)—*delete* " Seaman (X) and Engineering " and *insert* " Seaman (X), Engineering and Electrical ".

(*c*) Paragraph 1 (*c*) (v)—*delete* " Branch " and *insert* " Special Duties List ".

(DTSR 311/4/16.)

(*Navy Order* 838 *of* 1960.)

UNCLASSIFIED.

39.—Compensation for Loss of, or Damage to, Civilian Clothing.

Compensation is not payable to Naval personnel for the loss of, or damage to, civilian clothing. The Commonwealth does not act as an insurer of personal belongings, including civilian clothing, which may be lost or damaged. It is therefore the responsibility of each member to make any private arrangements desired to effect his own insurance.

2. Instruction 177 of Interim Pay Instructions is being amended.

(DV 906/51/4.)

UNCLASSIFIED.

40.—Compensation for Loss of, or Damage to, Swords and Accessories.

Swords and accessories are not compulsory items of uniform for officers and although available for issue on repayment if desired, compensation is not payable if they are lost or damaged through a casualty of the Service. Any officer who owns a sword is therefore advised to insure it.

2. Instruction 177 of the Interim Pay Instructions is being amended.

(DV 930/51/8.)

UNCLASSIFIED. Cancelled CNO 28/62

41.—Discipline—Reciprocal Powers of Arrest amongst Australian Forces in Malaya.

Consequent upon a decision of the three Chiefs of Staff of the Australian Armed Forces and an amendment to the Defence Force Regulations, Sections 5, 6, 7 and 8, it was agreed that the R.A.N., A.M.F. and R.A.A.F. were considered to be acting together in Malaya and that the police patrols of all three services have, as a result, reciprocal powers of arrest.

2. Powers of arrest, however, are restricted to all officers and ratings of the rate of Leading Seaman and above in the R.A.N., all non-commissioned officers of the rank of Corporal (Bombardier) and above in the A.M.F. and R.A.A.F.

3. Commanding Officers of all H.M.A. ships serving in the Malayan Strategic Reserve are to advise their ships' companies of the implications of paragraphs 1 and 2 ensuring that they understand that an Australian Army or R.A.A.F. Corporal or above who is a member of a shore patrol may, if the circumstances so justify, arrest any Australian Naval rating ashore in Malaya, and that Leading Seamen and above in Naval shore patrols have similar powers of arrest over Australian Army and R.A.A.F. personnel in Malaya.

(CNJA 321/1/6.)

Section 3.

HULL, MACHINERY—EQUIPMENT AND STORES.

UNCLASSIFIED.

42.—Radio and Electrical Test Equipment—Corrosion.

Several cases have been reported where electrical test equipment fitted with dry batteries has been returned to store with the batteries still *in situ*. The subsequent deterioration of the batteries resulted in severe corrosion of the interior of the equipment.

2. Cells or batteries which are allowed to remain in any piece of equipment not being used regularly are liable to deteriorate through local action. Perforation of the zinc container may result. This will allow the electrolyte to come into contact with the interior of the equipment and cause severe corrosion.

3. Users are to ensure that dry batteries are not allowed to remain in equipment which is not in regular use. No equipments are to be returned to store with the batteries still fitted.

4. RANAMO/General/R.63 is relevant in regard to Naval Air Radio and Test Equipment.

(DAMR 517/51/191.)

UNCLASSIFIED.

43.—Signalling—Resistance Unit for 5-in. Hand Signalling Lantern, Pattern F2A/16409—Introduction.

(*A.F.O.* 2361/1960.)

A new resistance unit has been designed for use with 5-in. Hand Signalling Lanterns, pattern F2A/16409, on 24-volt supplies, and together with its component resistance element, has been introduced into the Rate Book and Authorized List of Naval Stores as follows—

Pattern Number. (N.A.T.O. Group No. 5905)	*Description.*	*Ship's Accounting Classification.*
F16/189576	Resistance Unit for 5-in. Hand Signalling Lantern, pattern F2A/16409	P
F16/189577	Resistance Element, interior, for pattern F16/189576	P

2. The new resistance unit supersedes pattern F2B/5500A which has so far been used with 5-in. Hand Signalling Lanterns, pattern F2A/16409, to reduce the voltage from 24 to 12 volts. The new unit is provided with alternative resistance tappings so that a suitable value can be selected to ensure that 12 volts is available at the connection socket for the Signalling Lantern.

3. Existing stocks of pattern F2B/5500A will be retained for use with Aldis Lanterns still in service until replaced by the 5-in. Lantern, pattern F2A/16409. Resistance Units pattern F2B/5500A are to be replaced by pattern F16/189576 by Defect List action when 5-in. Lanterns, pattern F2A/16409 are supplied.

4. Resistance Unit pattern F2B/5500A has been marked " X " in the Rate Book.

(DNAS 518/60/31.)

UNCLASSIFIED.

44.—Condensers and Heat Exchangers—" Branda " Packings—Introduction of.

(*A.F.O.* 2299/1959.)

It has been decided to modify the present method of packing condenser and heat exchanger tubes. The following instructions are to be complied with by ships and authorities concerned.

2. *Main Condensers, Turbo Generator Condensers and Hydraulic Pumping Plant Condensers.*—The previous method of packing these condenser tubes with Cranes S.1.A type, sometimes known as " WILKIE " type, is to be modified as follows—

(*a*) When it is necessary to repack the inlet end the Cranes S.1.A assembly is to be retained (i.e., pattern E2/2835 brass cone and pattern E2/2836 fibre ring).

(*b*) When it is necessary to repack the outlet end, the cranes S.1.A assembly is to be used until existing stocks are exhausted except that the outer metallic packing ring pattern E2/2983 is to be omitted and replaced with two fibre rings pattern E2/2981. The order of fitting the packings will then be—

One fibre ring style 602, $\frac{1}{8}$" (pattern E2/2981).

One linen metallic ring style 601 CN, $\frac{1}{4}$" (pattern E2/2982).

One fibre ring style 602, $\frac{1}{8}$" (pattern E2/2981).

One linen metallic ring style 601 CN, $\frac{1}{4}$" (pattern E2/2982).

Two fibre rings style 602, 2 x $\frac{1}{8}$" (pattern E2/2981).

When existing stocks of pattern E2/2982 and E2/2981 are exhausted, two sets of " Branda " packing E2/4550 are to be substituted. This packing consists of a fibre and metallic ring bound together so that the assembly can be caulked in place in one operation. The packing is to be fitted so that the fibre ring of the first set is at the bottom of the stuffing box and the fibre ring of the second set is at the top of the stuffing box. The first set is to be caulked before the second set is inserted.

3. *All other Heat Exchangers.*—The present method of packing heat exchanger tubes with Cranes standard flexible metallic packing (i.e., one fibre pattern E2/2981 and two linen metallic rings pattern E2/2982 at each end with ferrules) is to be continued until existing stocks are exhausted. Thereafter " Branda " packing pattern E2/4550 will be available and is to be fitted, i.e., with one set at each end with the fibre ring at the bottom of the box and ferrules fitted after packing is caulked in.

4. Pattern E2/2983 all metallic rings are not to be used and the remaining stocks of this pattern which is being deleted from the Rate Book (B.R. 810) are to be disposed of.

5. B.R. 1988 Mechanical Engineering Maintenance Instructions will be amended in due course.

(DME 1102/51/3.)

UNCLASSIFIED.

45.—Main Boilers—Information to be Recorded on Trials.

(*A.F.O.* 2179/1959.)

In order to obtain full value from reports of trials of main boilers at sea, it is desirable that ships fitted with boilers in which the degree of superheat is controlled by dampers, should record the position of the damper(s) when rendering trial reports.

2. H.M.A. ships and administrative authorities responsible for raising form S.346 and D.408 for such ships are therefore to add to page 2 of the form an entry indicating the position of all dampers affecting the degree of superheat.

3. Forms S.346 and D.408 will be amended in due course.

(DME 1211/51/76.)

RESTRICTED.

46.—Ammunition—Small Arms—Cartridges, S.A., 0.303-in., Ball and Tracer—Revised Outfits for Light Machine Guns.

(*A.F.O.* 2744/1960.)

Purpose	To adjust light machine gun outfits of 0.303-in. Ball and Tracer to revised proportions.
Ammunition Item	Revised outfit (rounds per gun). Ctges., S.A., 0.303-in. Ball .. 1,800. Ctges., S.A., 0.303-in. Tracer .. 450.
Action required	H.M.A. ships are to return surplus 0.303-in. Tracer to the nearest R.A.N. Armament Depot at the first opportunity and demand 0.303-in. Ball in lieu to complete outfits to revised proportions.
Publications affected ..	Admiralty has advised the Proportion Book of Naval Armament Stores will be amended. Ship's Warrants will be amended.

(DAS 726/69/55.)

RESTRICTED.

47.—A.S. Mortar Mark 10—Depth Setting Control Panels Mark 2—Periodic Replacements of " Jack In " Units.

Electrical Planned Maintenance Schedule No. 837 for the Depth Setting Control Panels Mark 2, has been amended to include return of Jack In units held for replacement with overhauled units from ashore.

2. This replacement is to be effected at six-monthly intervals by the normal return and demand procedure using forms A.S. 331 and A.S. 134D respectively, but to enable dockyards to provide recently overhauled units, advance information of the requirement is to be indicated by form A.S. 2061Z.

3. Dockyards are to arrange with G.E.S.O. to hold sufficient spares so that recently overhauled units can be provided against the demand notes A.S. 1340 rendered, when the ship reaches the dockyard.

(DEE 737/266/10.)

UNCLASSIFIED.

48.—Photographs of Non-explosive Magazine Stores.

Sets of photographs of non-explosive magazine stores such as drill items, gauges, keys, tools, &c., are being developed, and will be issued without demand by the R.A.N. Armament Depot, Sydney, to all ships in commission.

2. It is intended that the photographs be used in conjunction with the Warrant of Naval Armament Stores for identification purposes.

3. Although the photograph sets are non-accountable, every care is to be taken to ensure that they are not damaged in any way, and they are to be returned to the Armament Depot when paying off into reserve.

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

(DAS 700/55/18.)

UNCLASSIFIED.

49.—Naval Stores (Air)—R.A.F. Vocabulary, Section 5CW—Introduction of Joint Service Catalogue Numbers.

(*A.F.O.* 2970/1960.)

The following items of Air Stores dealt with under Section 5CW have now been allocated Joint Service Catalogue Numbers which are to be quoted in future demands and correspondence—

Old Reference No.	*New Reference No.*
3942	972-9122
3944	972-9123
4638	943-8275

2. Records are to 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.

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

(DNAS 603/55/326.)

UNCLASSIFIED.

50.—Naval Stores (General) (Class B, Group 3)—R.U. Locker, Pattern 31347, for Demolition Charges S.C. 1-lb., Mark N1—Introduction.

(*A.F.O.* 900/1959.)

Consequent upon the introduction of Scare Charges Mark 1 a new type locker to Navy Office drawing 0/3179 has been designed to replace the obsolescent steel type pattern 7832 and added to the Rate Book and Authorized List of Naval Stores under class B, group 3, as follows—

Pattern.	*Description.*	*Ships' Classification.*
31347	R.U. Locker Aluminium Alloy for Demolition Charges S.C. 1 lb. Mark N1.	Portable Fittings.

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

(DNAS 505/71/10.)

UNCLASSIFIED.

51.—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.* 1497/1960.)

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 has been marked "O" in B.R. 810, 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. Pattern E8/60807 will in future be obtained in 8-oz. tubes. As recent purchases have been made of the 2-oz. tube size, however, it will be necessary for 2-oz. tubes to be accepted until expended and until 8-oz. tubes are available. For the time being, therefore, ships and services should indicate the amount of grease required when demanding tubes.

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

4. Navy Order 349 of 1959 is hereby cancelled.

(DNAS 512/87/55.)

(*Navy Order* 349 *of* 1959.)

RESTRICTED.

52.—Naval Stores (General) (Class F)—Audio Frequency Equipment AF100 Series—Allowances of Spares—Amendment.

Navy Order 869 of 1960, Appendix C, is to be amended as follows—

Pattern No.	*Description.*	*Equipment or Major Item for which intended.*	*Allowance or "First Outfit" (See Note).*		
1.	2.	3.	4.	5.	6.
Delete 000-4003 ..	Valve (Supersedes 000-0491)	Pattern 32000, Panel and Patterns 12940/50, Amplifiers	1	1	..
Insert 000-4003 ..	Valve (Supersedes 000-0491)	Pattern 32000, Panel and Patterns 12949/50, Amplifiers	1	1	..
Delete 000-1053 ..	Valve	Pattern 12652 Panel	1	..	1
Insert 000-1053 ..	Valve	Pattern 12652 Panel	1	1	..

(DNAS 517/51/149.)

(*Navy Order* 869 *of* 1960.)

UNCLASSIFIED.

53.—Naval Stores (Technical) (Class F, Group 4) N.A.T.O. Class/Group 5960—Introduction of C.V. 4,000 Series of Valves.

The Appendix to Navy Order 366 of 1960 is to be amended as follows—

Insert * against Pattern 000-4070 and in remarks column against this item *Insert* "For Type A.1961 Amplifiers".

(DNAS 519/254/14.)

(*Navy Order* 366 *of* 1960.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

54.—Books—B.R. 292/59 Ordnance Engineering Manual.

Copies of the above-mentioned publication have now been received and the complete distribution to ships and establishments, and particulars of copies to be issued on personal loan, are as follows—

	No. of Copies.		*No. of Copies*
Navy Office, Canberra ..	4	ALBATROSS	2
Department of the Navy, Melbourne	7	PENGUIN	1
F.O.C.A.F.	1	S.M. 4	3
F.O.I.C.E.A.	1	RUSHCUTTER	8
Capt. D.10	1	LONSDALE	4
Capt. F.1	1	MORETON	2
C.S.T. F.N.D.	30	LEEUWIN	8
MELBOURNE	1	TORRENS	2
Daring Class	3	HUON	2
Battle Class	2	MELVILLE	1
Tribal Class	2	TARANGAU	1
Frigates (Type 15) ..	4	G.O.S.I.E.A.	1
Frigates River Class ..	8	G.O.S.I. Victoria	1
Frigates (Sloop)	2	G.E.S.O. Sydney	3
Frigates (Type 12) ..	4	G.E.S.O. Victoria ..	1
O.M.S.	4	S.W.E. G.M.G.I.D. ..	2
KUTTABUL	4	S.E.E. G.M.G.I.D. ..	2
WATSON	1	S.W.E. Williamstown ..	2
NIRIMBA	2	S.E.E. Williamstown ..	2
O.E.O. Maribyrnong ..	1	O.E.O. Bendigo	1
D.I.N.O. Maribyrnong ..	3	N.A.S.O. Maribyrnong ..	2
D.I.N.O. Sydney	3	N.A.S.O. Byford	2
N.O.I.O. Fremantle ..	1	Proof Range Wakefield ..	1
S.A.S.O. Sydney	5	Proof and Experimental Officer, Department of the Army	1
Personal Issues	300	Spare Copies	48

2. Personal copies are available for gratuitous issue to the following—

(*a*) Engineer Officers (O/E).
(*b*) Ordnance Engineer Officers (SD).
(*c*) Chief Ordnance Artificers.
(*d*) Ordnance Artificers.
(*e*) Ordnance Artificer apprentices.
(*f*) Quarters Armourers 1st and 2nd Class.
(*g*) Air Mechanicians (O)—upon qualifying for General Service Ordnance Duties.

3. Supply Officers should arrange for demands, as necessary, to be placed on the Superintending Naval and Air Store Officer, Sydney.

4. Amendments to B.R. 292 (59) will be made through the " P " Series Admiralty Fleet Orders.

(DW 465/52/292.)

UNCLASSIFIED.

55.—Forms—Form A.S. 507 Quarterly Return of Ratings Recommended for Advancement—Revision.

Form A.S. 507—Quarterly Return of Ratings Recommended for Advancement has been revised. Stocks of the revised form are available on demand from the Superintending Naval and Air Stores Officer, Sydney.

2. On receipt of the revised form, stocks of forms A.S. 507 (1958 edition) are to be destroyed.

(HPB 464/54/109.)

UNCLASSIFIED.

56.—Form A.S. 3080Z—Musician History Sheet—Introduction.
Form A.S. 3081Z—Musician Trade Certificate—Introduction.
Form A.S. 536B—Qualification Sheet for the Rating of Musician—Abolition.

Forms A.S. 3080Z—Musician History Sheet, and A.S. 3081Z—Musician Trade Certificate, have been introduced and are available on demand from the Superintending Naval and Air Store Officer, Sydney.

2. Initially a copy of forms A.S. 3080Z and A.S. 3081Z is to be placed in the Certificate of Service of all Musician rating's borne. For this purpose the forms are to be demanded on the basis of one copy for each Musician rating borne plus 25 per cent. of that number for spares. Thereafter the forms are 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. 536B—Qualification Sheet for the Rating of Musician, has been incorporated in the front page of the History Sheet. In view of this form A.S. 536B is abolished and existing stocks are to be destroyed.

4. Space has also been allotted in the History Sheet for recording details of initial recommendation for higher rates professional course and results of examinations in respect thereof. In consequence the use of form A.S. 442—Application for, and Report of Result of Professional Examination—will be discontinued in respect of examinations for ratings of the Musician Branch.

5. Preparation of form A.S. 3081Z—Musician Trade Certificate—is to be in accordance with Q.R. and A.I., Appendix 10, Part 2.

6. A.B.R. 10, Chapter 28, will be amended in due course to amend reference to the use of forms A.S. 536B and A.S. 442.

(HPB 464/54/214.)

UNCLASSIFIED.

57.—Tuberculosis Patient Sent to Hospital—Use of Form A.M. 220.

Form A.M. 220 has been introduced for use in the Royal Australian Navy and replaces form S. 220 abolished *vide* A.F.O. 1149/59. The form will be issued without demand.

2. Form A.M. 220 is to be prepared in duplicate for all cases of tuberculosis whether pulmonary or non-pulmonary. The duplicate copy is to be forwarded to the Medical Director-General on completion of Part "A"; the original is to be forwarded to the Medical Officer-in-Charge of the hospital to which the patient is sent.

3. Before a patient is discharged to hospital, he or she is, where possible, to be interrogated as to any contact with known or suspected cases of tuberculosis. Any information so obtained is to be inserted on form A.M. 220, care being taken to give the names, ranks or ratings and official numbers of the contacts, or suspected contacts, and all details as to nature of the association.

(MDG 327/57/8.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O. 58/61.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
24th January, 1961.

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.

10615/60.

RESTRICTED.

58.—Naval Stores (General) (Class F)—Electrical and Electronic Stores—Revised Rate Book Classification.

(*A.F.O.* 2096/1960.)

Electrical and electronic spares have been and are being introduced into the new Groups of Class F in accordance with Navy Order 607 of 1959 (*title as above*) and the Appendixes to this order have been prepared to assist all concerned in the identification, &c., of all items introduced or reclassified under Class/Group F.21 since the date of the original order.

2. In the main, the information has already been communicated to the Service in various ways and the Appendixes form a summary to date and therefore cancel all previous communications on the subject.

3. Included in the Appendixes are those instances where the new item supersedes an existing one. Where it has been necessary, to avoid confusion in supply and accounting and possible duplication of stockholding, existing items superseded have been transferred to Class/Group F.21. Also included in the Appendixes are existing items which have been allocated Joint Service Pattern Numbers and as a consequence have been transferred to the new Group to accord, so far as possible, with N.A.T.O. classification.

4. For ease of identification the Appendixes to this order are as follows—

Appendix A

Class/Group pattern or other identification of the old item with a cross reference to the new.

Appendix B

Identification of the new item with a cross reference to the old.

5. As a matter of general information, items which have been transferred without any change in the specification are indicated in Appendix A by an asterisk. Where transfers have been made as a result of supersession of the existing item by one newly introduced into stock they should not be merged unless specific instructions are received in each instance.

6. Action should be taken to adjust the Ledger Pages of Ships' Naval Accounts in accordance with A.B.R. 4—Naval Storekeeping Manual, Article 1812 (*b*) where this has not already been done.

7. Books of reference, drawings, specifications, &c., where they have not been amended will be brought up to date and amendments issued as necessary in due course.

Appendix A.

Old Identification.			*New Identification.*			
Class/ Group.	*Pattern.*	*Description.*	*Class/ Group.*	*N.A.T.O. Group.*	*Pattern JSC No.*	*Description (If Changed).*
B9	W.5845	Clip	F21	5940	940–0856	—
F1A	W.181	Fuselink	F21	5920	059–0110	—
F1A	W.1438	Clip	F21	5940	911–6457	—
F1A	W.2830	Fuse Holder	F21	5920	059–0102	—
F1A	W.3561/A	Fuse	F21	5920	059–1066	—
F1A	A.4690	Mount	F21	5975	972–6267	—
F1A	A.4691	Mount	F21	5975	972–6268	—
F1A	W.9323	Fuse	F21	5920	011–9925	—
F1A	13901	Stuffing Tube	F21	5975	972–6281	—
F1A	13902	Stuffing Tube	F21	5975	972–6282	—
F1A	13903	Stuffing Tube	F21	5975	972–6283	—
F1A	13904	Stuffing Tube	F21	5975	972–6284	—
F1A	13905	Stuffing Tube	F21	5975	972–6285	—
F1A	13906	Stuffing Tube	F21	5975	972–6286	—
F1A	14401	Stuffing Tube	F21	5975	972–6275	—
F1A	14402	Stuffing Tube	F21	5975	972–6276	—
F1A	14403	Stuffing Tube	F21	5975	972–6277	—
F1A	14404	Stuffing Tube	F21	5975	972–6278	—
F1A	14405	Stuffing Tube	F21	5975	972–6279	—
F1A	14406	Stuffing Tube	F21	5975	972–6280	—
F1A	23068	Insulator	F21	5970	943–5008	—
F1A	53954	Terminal	F21	5940	972–9903	—
F1A	57332	Cap	F21	5940	911–4990	—
F1A	57333	Cap	F21	5940	012–0201	—
F1A	57721	Fuse Unit	F21	5920	059–1062	—
F1A	57889	Board	F21	5940	972–9667	—
F1A	60643	Clip	F21	5940	972–8276	—
F1A	60900/A/B	Runner	F21	5975	972–6360	Mount, telescopic
F1A	60901/A/B	Runner	F21	5975	972–6361	Mount, telescopic
F1A	60902/A/B	Runner	F21	5975	972–6362	Mount, telescopic
F1A	60903/A/B	Runner	F21	5975	972–6363	Mount, telescopic
F1A	60904A	Runner	F21	5975	972–6270	Mount, telescopic
F1A	60904/B	Runner	F21	5975	972–6364	Mount, telescopic
F1A	60905/A	Runner	F21	5975	972–6269	Mount, telescopic
F1A	60905/B	Runner	F21	5975	972–6365	Mount, telescopic
F1A	60906/A/B	Runner	F21	5975	972–6366	Mount, telescopic
F1A	60907/A/B	Runner	F21	5975	972–6367	Mount, telescopic
F1A	60908/A/B	Runner	F21	5975	972–6368	Mount, telescopic
F1A	60909/A/B	Runner	F21	5975	972–6369	Mount, telescopic
F1A	60910/A	Runner	F21	5975	972–6370	Mount, telescopic
F1A	60911/A	Runner	F21	5975	972–6371	Mount, telescopic
F1A	60912/A	Runner	F21	5972	972–6372	Mount, telescopic
F1A	60913A	Runner	F21	5975	972–6373	Mount, telescopic
F1A	60914A	Runner	F21	5975	972–6374	Mount, telescopic
F1A	60915/A	Runner	F21	5975	972–6375	Mount, telescopic
F1A	60916A	Runner	F21	5975	972–6376	Mount, telescopic
F1A	60917A	Runner	F21	5975	972–6377	Mount, telescopic
F1A	60918A	Runner	F21	5975	972–6378	Mount, telescopic
F1A	60919A	Runner	F21	5975	972–6379	Mount, telescopic
F1A	61021	Fuselink	F21	5920	911–4115	—
F1A	61041	Board	F21	5940	940–2361	—
F1A	61074	Cap	F21	5940	911–4501	—
F1A	61430	Hood	F21	5999	972–8398	—
F1A	61909	Terminal	F21	5940	972–8799	—
F1A	62073	Fuse Unit	F21	5920	059–1056	—
F1A	62142	Board	F21	5940	940–2367	—
F1A	62143	Board	F21	5940	940–2362	—
F1A	62595	Base	F21	5920	940–1029	—
F1A	62596	Base	F21	5920	940–1030	—
F1A	62597	Base	F21	5920	940–1031	—
F1A	63371	Board	F21	5940	972–8091	—
F1A	63593	Terminal	F21	5940	972–8579	—
F1A	63594	Terminal	F21	5940	911–4339	—

Appendix A—*continued.*

Old Identification.			New Identification.			
Class/ Group.	*Pattern.*	*Description.*	*Class/ Group.*	*N.A.T.O. Group.*	*Pattern JSC No.*	*Description (If Changed).*
F1A	63633	Terminal	F21	5940	056-0881	—
F1A	63738	Terminal	F21	5940	056-0057	—
F1A	64077	Cabinet Receiving	F21	5975	199056	—
F1A	64498	Terminal	F21	5940	056-0881	—
F1A	65264	Clip	F21	5940	911-6457	—
F1A	66242	Cap	F21	5940	911-6280	—
F1A	67684	Box	F21	5920	972-9354	—
F1A	68385	Terminal	F21	5940	972-8798	—
F1A	68391	Connector	F21	5940	972-9937	—
F1A	68393	Cap	F21	5940	972-8317	—
F1A	68645	Fuselink	F21	5920	972-8997	—
F1A	68646	Fuselink	F21	5920	940-2448	—
F1A	70154	Cap	F21	5940	011-9111	—
F1A	70228/A	Clip	F21	5975	70228A	—
F1A	70318	Terminal	F21	5940	972-8800	—
F1A	70410/A	Clip	F21	5975	70410A	—
F1A	70826	Terminal	F21	5940	972-9070	—
F1A	70827	Terminal	F21	5940	972-9071	—
F1A	71322	Contact	F21	5977	972-8400	—
F1A	100028	Carbon Brush	F21	5977	104974	—
F1A	100037	Brush Holder	F21	5977	104979	—
F1A	100069	Cap	F21	5940	940-8314	—
F1A	100148	Cap	F21	5940	940-1690	—
F1A	102930	Cabinet	F21	5975	972-9745	—
F1A	103225	Cap	F21	5940	940-1690	—
F1A	103226	Cap	F21	5940	940-1691	—
F1A	103228	Cap	F21	5940	972-8955	—
F1A	103808	Cabinet	F21	5975	972-8566	—
F1A	103809	Cabinet	F21	5975	972-8567	—
F1A	104583	Fuse	F21	5920	104707	—
F1A	104630	Cabinet	F21	5975	972-9355	—
F1A	104631	Cabinet	F21	5975	972-9356	—
F1A	104633	Rack	F21	5975	972-9350	—
F1A	104634	Rack	F21	5975	972-9358	—
F1A	104814	Cabinet	F21	5975	972-9736	—
F1A	115677	Board	F21	5940	011-9649	—
F1A	115678	Board	F21	5940	011-9650	—
F1A	115679	Board	F21	5940	011-9651	—
F1A	115680	Board	F21	5940	011-9652	—
F1A	115681	Board	F21	5940	011-9653	—
F1A	115682	Terminal Post	F21	5940	011-9867	—
F1A	150176	Cap	F21	5940	940-1689	—
*F1A	Z.116440	Magnet	F21	5999	911-6440	—
*F1A	Z.560082	Board	F21	5940	056-0082	—
*F1A	Z.560083	Board	F21	5940	056-0083	—
*F1A	Z.560084	Board	F21	5940	056-0084	—
*F1A	Z.560086	Board	F21	5940	056-0086	—
*F1A	Z.560087	Terminal	F21	5940	056-0883	—
*F1A	Z.560088	Terminal	F21	5940	056-0088	—
*F1A	Z.560089	Terminal	F21	5940	056-0089	—
*F1A	Z.560091	Terminal	F21	5940	056-0091	—
*F1A	Z.560093	Terminal	F21	5940	056-0093	—
*F1A	Z.560881	Terminal	F21	5940	056-0881	—
*F1A	Z.561121	Board	F21	5940	056-1121	—
*F1A	Z.561122	Board	F21	5940	056-1122	—
*F1A	Z.561123	Board	F21	5940	056-1123	—
*F1A	Z.561124	Board	F21	5940	056-1124	—
*F1A	Z.561125	Board	F21	5940	056-1125	—
*F1A	Z.561127	Board	F21	5940	056-1127	—
*F1A	Z.590100	Fuse Holder	F21	5920	059-0100	—
*F1A	Z.590101	Carrier Fuse	F21	5920	059-0101	—
*F1A	Z.590102	Fuse Holder	F21	5920	059-0102	—
*F1A	Z.591062	Fuse Unit	F21	5920	059-1062	—

Appendix A—*continued.*

Old Identification.			New Identification.			
Class/ Group.	*Pattern.*	*Description.*	*Class/ Group.*	*N.A.T.O. Group.*	*Pattern JSC No.*	*Description (If Changed).*
*F1A	Z.970147	Sleeve	F21	5970	097-0147	—
*F1A	Z.970148	Sleeve	F21	5970	097-0148	—
*F1A	Z.970153	Sleeve	F21	5970	097-0153	—
*F1A	Z.970261	Nut	F21	5999	940-3447	—
*F1A	Z.970262	Washer	F21	5999	097-0262	—
*F1A	Z.970263	Washer	F21	5999	097-0263	—
*F1A	Z.970264	Washer	F21	5999	097-0264	—
*F1A	Z.970265	Washer	F21	5999	097-0265	—
*F1A	Z.970266	Washer	F21	5999	097-0266	—
*F1A	Z.970267	Washer	F21	5999	097-0267	—
F1A	Z.970272	Cover	F21	5999	940-3448	—
*F1A	Z.970300	Shroud	F21	5970	097-0300	—
F2A	4348	Carbon Brush	F21	5977	200589	—
F2A	6796	Carbon Brush	F21	5977	200624	—
F2A	6798	Carbon Brush	F21	5977	200623	—
F2A	8155	Carbon Brush	F21	5977	200239	—
F2A	14025	Carbon Brush	F21	5977	200583	—
F2A	14026	Carbon Brush	F21	5977	200582	—
F2A	14034	Carbon Brush	F21	5977	200590	—
F2A	14046	Carbon Brush	F21	5977	200612	—
F2A	14047	Carbon Brush	F21	5977	200611	—
F2A	14051	Carbon Brush	F21	5977	200314	—
F2A	21660	Carbon Brush	F21	5977	200314	—
F2B	18500	Fuse	F21	5920	200247	—
F2B	18502	Fuselink	F21	5920	200247	—
F2B	18503	Fuselink	F21	5920	200247	—
F2B	18504	Fuselink	F21	5920	200247	—
F2B	18521	Fuselink	F21	5920	940-2215	—
F2B	18522	Fuselink	F21	5920	940-2230	—
F2B	18524	Fuselink	F21	5920	059-0136	—
F2B	18526	Fuselink	F21	5920	059-0132	—
F2B	18534	Fuselink	F21	5920	940-2233	—
F2B	19243	Fuselink	F21	5920	059-0107	—
F2B	19244	Fuselink	F21	5920	059-0108	—
F2B	19245	Fuselink	F21	5920	059-0109	—
F2B	19246	Fuselink	F21	5920	059-0110	—
F2B	19247	Fuselink	F21	5920	059-0111	—
F2B	19248	Fuselink	F21	5920	059-0112	—
F2B	19249	Fuselink	F21	5920	059-0113	—
F2B	19251	Fuselink	F21	5920	059-0114	—
F2B	19252	Fuselink	F21	5920	059-0115	—
F2B	19263	Fuselink	F21	5920	059-0116	—
F2B	19254	Fuselink	F21	5920	059-0117	—
F2B	19255	Fuselink	F21	5920	059-0118	—
F2B	19256	Fuselink	F21	5920	059-0119	—
F2B	19257	Fuselink	F21	5920	059-0120	—
F2B	19259	Fuselink	F21	5920	059-0122	—
F2B	19260	Fuselink	F21	5920	059-0123	—
F2B	19261	Fuselink	F21	5920	059-0124	—
F2B	19262	Fuselink	F21	5929	059-0125	—
F2B	19263	Fuse Carrier	F21	5920	940-1034	—
F2B	19264	Fuselink	F21	5920	059-0126	—
F2B	19265	Fuselink	F21	5920	059-0127	—
F2B	19266	Fuselink	F21	5920	059-0128	—
F2B	19267	Fuselink	F21	5920	059-0121	—
F2B	19273	Fuse Carrier	F21	5920	940-1032	—
F2B	19274	Fuse Carrier	F21	5920	940-1033	—
F2B	19275	Fuselink	F21	5920	059-0129	—
*F2B	Z.590107	Fuselink	F21	5920	059-0107	—
*F2B	Z.590108	Fuselink	F21	5920	059-0108	—
*F2B	Z.590109	Fuselink	F21	5920	059-0109	—
*F2B	Z.590110	Fuselink	F21	5920	059-0110	—
*F2B	Z.590111	Fuselink	F21	5920	059-0111	—

APPENDIX A—*continued.*

Old Identification.			New Identification.			
Class/ Group.	*Pattern.*	*Description.*	*Class/ Group.*	*N.A.T.O. Group.*	*Pattern JSC No.*	*Description (If Changed).*
*F2B	Z.590112	Fuselink	F21	5920	059-0112	—
*F2B	Z.590113	Fuselink	F21	5920	059-0113	—
*F2B	Z.590114	Fuselink	F21	5920	059-0114	—
*F2B	Z.590115	Fuselink	F21	5920	059-0115	—
*F2B	Z.590117	Fuselink	F21	5920	059-0117	—
*F2B	Z.590118	Fuselink	F21	5920	059-0118	—
*F2B	Z.590119	Fuselink	F21	5920	059-0119	—
*F2B	Z.590120	Fuselink	F21	5920	059-0120	—
*F2B	Z.590121	Fuselink	F21	5920	059-0121	—
*F2B	Z.590122	Fuselink	F21	5920	059-0122	—
*F2B	Z.590123	Fuselink	F21	5920	059-0123	—
*F2B	Z.590124	Fuselink	F21	5920	059-0124	—
*F2B	Z.590125	Fuselink	F21	5920	059-0125	—
*F2B	Z.590126	Fuselink	F21	5920	059-0126	—
*F2B	Z.590127	Fuselink	F21	5920	059-0127	—
*F2B	Z.590128	Fuselink	F21	5920	059-0128	—
*F2B	Z.590129	Fuselink	F21	5920	059-0129	—
*F2B	Z.590133	Fuselink	F21	5920	059-0133	—
*F2B	Z.590134	Fuselink	F21	5920	059-0134	—
*F2B	Z.590135	Fuselink	F21	5920	059-0135	—
*F2B	Z.590136	Fuselink	F21	5920	059-0136	—
*F2B	Z.590137	Fuselink	F21	5920	059-0137	—
*F2B	Z.590138	Fuselink	F21	5920	059-0138	—
*F2B	Z.590139	Fuselink	F21	5920	059-0139	—
F4E	W.7483	Terminal	F21	5940	972-8907	—
F4E	W.7484	Connector	F21	5940	972-8517	—
F4E	W.7485	Terminal	F21	5940	972-8519	—
F4E	68424	Board	F21	5940	911-0560	—
F4E	68436	Terminal	F21	5940	972-8797	—
F4E	70839	Board	F21	5940	011-9628	—
F4E	Z.560011	Terminal Block	F21	5940	972-9806	—
*F4E	Z.560056	Terminal Block	F21	5940	056-0056	—
*F4E	Z.560057	Terminal Block	F21	5940	056-0057	—
*F4E	Z.560876	Board	F21	5940	056-0876	—
*F4E	Z.560877	Board	F21	5940	056-0877	—
*F4E	Z.560878	Board	F21	5940	056-0878	—
*F4E	Z.560879	Board	F21	5940	056-0879	—
*F4E	Z.560880	Board	F21	5940	056-0880	—
*F4E	Z.970075	Ferrule	F21	5940	097-0075	—
*F4E	Z.970076	Ferrule	F21	5940	097-0076	—
*F4E	Z.970077	Ferrule	F21	5940	097-0077	—
*F4E	Z.970078	Ferrule	F21	5940	097-0078	—
*F4E	Z.970079	Ferrule	F21	5940	097-0079	—
*F4E	Z.970080	Ferrule	F21	5940	097-0080	—
*F4E	Z.970081	Ferrule	F21	5940	097-0081	—
*F4E	Z.970082	Ferrule	F21	5940	097-0082	—
*F4E	Z.970083	Ferrule	F21	5940	097-0083	—
*F4E	Z.970084	Ferrule	F21	5940	097-0084	—
*F4E	Z.970085	Ferrule	F21	5940	097-0085	—
*F4E	Z.970086	Ferrule	F21	5940	097-0086	—
F9	10H/107	Fuselink	F21	5920	059-0107	—
F9	10H/179	Sleeve	F21	5975	932-5768	—
F9	10H/180	Fuselink	F21	5920	059-0111	—
F9	10AL/210	Mask	F21	5999	932-1229	—
F9	10H/269	Fuse Unit	F21	5920	940-1811	—
F9	10H/321	Fuse Unit	F21	5920	059-0109	—
F9	10AC/325	Nut	F21	5999	940-3447	—
F9	10H/535	Fuse	F21	5920	142-4837	—
F9	10AD/759	Cap	F21	5940	940-2348	—
F9	10AD/812	Cap	F21	5940	911-4501	—
F9	10H/872	Terminal	F21	5940	932-5575	—
F9	10AC/2439	Nut	F21	5999	932-5267	—
F9	10AC/2440	Nut	F21	5999	932-5268	—

APPENDIX A—*continued.*

Old Identification.			New Identification.			
Class/ Group.	*Pattern.*	*Description.*	*Class/ Group.*	*N.A.T.O. Group.*	*Pattern JSC No.*	*Description (If Changed).*
F9	10AC/2481	Coupling	F21	5999	932-5172	—
F9	10AC/2482	Coupling	F21	5999	932-5205	—
F9	10H/2771	Clip	F21	5940	911-6457	—
F9	10AS/2035	Nut	F21	5999	940-3447	—
F9	10AS/3015	Plate	F21	5970	932-6141	—
F9	10AR/3352	Bush	F21	5970	932-5284	—
F9	10AR/3514	Bracket	F21	5999	932-5362	—
F9	10H/4642	Fuse Carrier	F21	5920	932-5514	—
F9	10H/5987	Fuse Unit	F21	5920	932-5515	—
F9	10H/9613	Fuse Unit	F21	5920	059-0109	—
F9	10A/12380	Coupling	F21	5999	932-5785	—
F9	10A/12722	Coupling	F21	5999	932-5557	—
F9	10A/12865	Cap	F21	5940	012-0201	—
F9	10G/14274	Strip	F21	5940	933-0141	—
F9	10H/14498	Board	F21	5940	932-3678	—
F9	10A/14735	Cap	F21	5940	932-5539	—
F9	10A/15330	Cap	F21	5940	940-2288	—
F9	10B/16743	Insulator	F21	5970	932-5305	—
F9	10B/16766	Insulator	F21	5970	911-8213	—
F9	10B/16790	Insulator	F21	5970	932-5404	—
F9	10B/16870	Insulator	F21	5970	932-5525	—
F9	10B/16874	Insulator	F21	5940	932-2080	—
F9	10B/17192	Terminal	F21	5940	911-4339	—
F9	10B/17193	Terminal	F21	5940	100-0031	—
F9	10B/17194	Terminal	F21	5940	940-2783	—
F9	10B/17243	Insulator	F21	5970	943-5008	—
F9	10B/17418	Terminal	F21	5940	933-0144	—
F9	10B/17758	Terminal	F21	5940	933-0144	—
F9	10B/17931	Insulator	F21	5970	932-6185	—
F9	10B/18033	Insulator	F21	5970	932-5270	—
F9	10B/18034	Insulator	F21	5970	932-5271	—
F9	10B/18035	Insulator	F21	5970	932-5280	—
F9	10B/18037	Insulator	F21	5970	932-5272	—
F9	10B/18038	Insulator	F21	5970	932-5273	—
F9	10B/18039	Insulator	F21	5970	932-5274	—
F9	10B/18041	Insulator	F21	5970	932-5275	—
F9	10B/18042	Insulator	F21	5970	932-5276	—
F9	10B/18043	Insulator	F21	5970	932-5278	—
F9	10B/18044	Insulator	F21	5970	932-5277	—
F9	10B/18046	Insulator	F21	5970	932-5281	—
F9	10B/18047	Insulator	F21	5970	932-5279	—
F9	10B/18092	Insulator	F21	5970	932-5269	—
F9	10H/18446	Fuselink	F21	5920	932-2360	—
F9	10H/18530	Terminal	F21	5940	932-5591	—
F9	10A/19112	Cap	F21	5940	933-0108	—
F9	10H/19846	Fuse Holder	F21	5920	059-1056	—
F9	10H/20495	Fuse	F21	5920	142-4838	—
F9	10H/20498	Fuselink	F21	5920	932-5286	—
F9	10H/20975	Fuselink	F21	5920	059-0136	—
F9	10H/20976	Fuselink	F21	5920	059-0138	—
F9	10H/20987	Fuselink	F21	5920	059-0137	—
F9	10H/21010	Fuse Holder	F21	5920	940-1598	—
F9	10H/21178	Terminal	F21	5940	932-2209	—
F9	10H/21674	Clip	F21	5940	940-0856	—
F9	10H/21857	Board	F21	5940	972-9830	—
F9	10H/21894	Fuselink	F21	5940	911-8318	—
F9	10H/21896	Fuse	F21	5920	911-8319	—
F9	10H/21897	Fuse	F21	5920	911-8320	—
F9	10H/21898	Fuse	F21	5920	911-8321	—
F9	10H/21899	Fuse	F21	5920	911-8322	—
F9	10H/22519	Fuse	F21	5920	932-3718	—
F9	10H/22535	Terminal	F21	5940	932-4520	—
F21	056-0011	Block	F21	5940	972-9806	—

Appendix A—*continued.*

Old Identification.			New Identification.			
Class/ Group.	*Pattern.*	*Description.*	*Class/ Group.*	*N.A.T.O. Group.*	*Pattern JSC No.*	*Description (If Changed).*
F21	056-0087	Terminal	F21	5940	056-0883	—
F21	056-0088	Terminal	F21	5940	056-0884	—
F21	056-0089	Terminal	F21	5940	056-0885	—
F21	056-0091	Terminal	F21	5940	056-0886	—
F21	056-0093	Terminal	F21	5940	056-0882	—
*F21	Z.590116	Fuselink	F21	5920	059-0116	—
F21	059-1056	Fuse Unit	F21	5920	012-0231	—
F21	097-0261	Nut	F21	5999	940-3447	—
F21	097-0272	Cover	F21	5999	940-3448	—
F21	911-5682	Terminal Post	F21	5940	011-9867	—
F21	932-0753	Coupling	F21	5999	932-5785	—
F21	932-1085	Connector	F21	5940	972-9937	—
F21	932-1405	Insulator	F21	5970	943-5008	—
F21	932-3484	Sleeve	F21	5975	932-6353	—
F21	932-5507	Cap	F21	5940	012-0201	—
F21	940-0015	Fuselink	F21	5920	059-0130	—
F21	940-1923	Board	F21	5940	972-6024	—
F21	940-1924	Board	F21	5940	972-8627	—
F21	940-1930	Insulator	F21	5970	972-9127	—
F21	940-2034	Fuselink	F21	5920	059-0131	—
F21	940-2035	Fuselink	F21	5920	059-0132	—
F21	972-8081	Board	F21	5940	972-6023	—
F21	972-8578	Terminal Post	F21	5940	100-0031	—
F21	972-8795	Terminal	F21	5940	911-4339	—
F21	972-8997	Fuselink	F21	5920	059-0132	—
*F29	101969	Gland Cable	F21	5975	101969	—
*F29	103496	Connector	F21	5975	103496	—
*F29	943-9739	Panel	F21	5975	943-9739	—
*F29	943-9740	Panel	F21	5975	943-9740	—
*F29	972-9743	Cabinet	F21	5975	972-9743	—
*F29	972-9744	Cabinet	F21	5975	972-9744	—
Sec. 5H 26		Connector	F21	5940	940-0055	—
Sec. 5H 27		Connector	F21	5940	940-0056	—
Sec. 5H 28		Connector	F21	5940	940-0057	—
Sec. 5H 31		Connector	F21	5940	940-0058	—
Sec. 5H 119		Ferrule	F21	5940	940-0059	—
Sec. 5H 124		Terminal Post	F21	5940	972-9909	—
Sec. 5W 1041		Brush	F21	5977	943-3750	—

Appendix B.

New Identification.				Old Identification.		
Class/ Group.	*N.A.T.O. Group.*	*Pattern JSC No.*	*Description.*	*Class/ Group.*	*Pattern No.*	*Description (Where Different).*
F21	5920	104707	Fuselink	F1A	104583	—
F21	5920	200247	Fuselink	F2B	18500	—
F21	5920	200247	Fuselink	F2B	18502	—
F21	5920	200247	Fuselink	F2B	18503	—
F21	5920	200247	Fuselink	F2B	18504	—
F21	5920	011-9925	Fuselink	F1A	W.9323	—
F21	5920	012-0231	Fuse Unit	F21	059-1056	—
F21	5920	059-0100	Fuse Holder	F1A	Z.590100	—
F21	5920	059-1001	Carrier Fuse	F1A	Z.590101	—
F21	5920	059-0102	Fuse Holder	F1A	Z.590102	—
F21	5920	059-0102	Fuse Holder	F1A	W.2839	—
F21	5920	059-0107	Fuselink	F9	10H/107	—
F21	5920	059-0107	Fuselink	F2B	Z.590107	—
F21	5920	059-0107	Fuselink	F2B	19243	—
F21	5920	059-0108	Fuselink	F2B	Z.590108	—
F21	5920	059-0108	Fuselink	F2B	19244	—
F21	5920	059-0109	Fuselink	F2B	Z.590109	—
F21	5920	059-0109	Fuse Unit	F9	10H/9613	—
F21	5920	059-0109	—	F9	10H/321	—
F21	5920	059-0109	Fuselink	F2B	19245	—
F21	5920	059-0110	Fuselink	F2B	Z.590110	—
F21	5920	059-0110	Fuselink	F2B	19246	—
F21	5920	059-0111	Fuselink	F2B	Z.590111	—
F21	5920	059-0110	Fuselink	F1A	W.181	—
F21	5920	059-0111	Fuselink	F9	10H/180	—
F21	5920	059-0111	Fuselink	F2B	19247	—
F21	5920	059-0112	Fuselink	F2B	Z.590112	—
F21	5920	059-0112	Fuselink	F2B	19248	—
F21	5920	059-0113	Fuselink	F2B	19249	—
F21	5920	059-0113	Fuselink	F2B	Z.590113	—
F21	5920	059-0114	Fuselink	F2B	Z.590114	—
F21	5920	059-0114	Fuselink	F2B	19251	—
F21	5920	059-0115	Fuselink	F2B	Z.590115	—
F21	5920	059-0115	Fuselink	F2B	19252	—
F21	5920	059-0116	Fuselink	F2B	19253	—
F21	5920	059-0116	Fuselink	F21	Z.590116	—
F21	5920	059-0117	Fuselink	F2B	Z.590117	—
F21	5920	059-0117	Fuselink	F2B	19254	—
F21	5920	059-0118	Fuselink	F2B	Z.590118	—
F21	5920	059-0118	Fuselink	F2B	19255	—
F21	5920	059-0119	Fuselink	F2B	Z.590119	—
F21	5920	059-0119	Fuselink	F2B	19256	—
F21	5920	059-0120	Fuselink	F2B	Z.590120	—
F21	5920	059-0120	Fuselink	F2B	19257	—
F21	5920	059-0121	Fuselink	F2B	19267	—
F21	5920	059-0121	Fuselink	F2B	Z.590121	—
F21	5920	059-0122	Fuselink	F2B	Z.590122	—
F21	5920	059-0122	Fuselink	F2B	19259	—
F21	5920	059-0123	Fuselink	F2B	Z.590123	—
F21	5920	059-0123	Fuselink	F2B	19260	—
F21	5920	059-0124	Fuselink	F2B	Z.590124	—
F21	5920	059-0124	Fuselink	F2B	19261	—
F21	5920	059-0125	Fuselink	F2B	Z.590125	—
F21	5920	059-0125	Fuselink	F2B	19262	—
F21	5920	059-0126	Fuselink	F2B	Z.590126	—
F21	5920	059-0126	Fuselink	F2B	19264	—
F21	5920	059-0127	Fuselink	F2B	Z.590127	—
F21	5920	059-0127	Fuselink	F2B	19265	—
F21	5920	059-0128	Fuselink	F2B	Z.590128	—
F21	5920	059-0128	Fuselink	F2B	19266	—
F21	5920	059-0129	Fuselink	F2B	Z.590129	—
F21	5920	059-0129	Fuselink	F2B	19275	—
F21	5920	059-0130	Fuselinks	F21	940-0015	—

APPENDIX B—*continued.*

New Identification.				Old Identification.		
Class/ Group.	*N.A.T.O. Group.*	*Pattern JSC No.*	*Description.*	*Class/ Group.*	*Pattern No.*	*Description (Where Different).*
F21	5920	059-0131	Fuselinks	F21	940-2034	—
F21	5920	059-0132	Fuselinks	F21	940-2035	—
F21	5920	059-0132	Fuselinks	F21	972-8997	—
F21	5920	059-0132	Fuselinks	F1A	18526	—
F21	5920	059-0133	Fuselink	F2B	Z.590133	—
F21	5920	059-0134	Fuselink	F2B	Z.590134	—
F21	5920	059-0135	Fuselink	F2B	Z. 590135	—
F21	5920	059-0136	Fuselink	F2B	Z.590136	—
F21	5920	059-0136	Fuselink	F2B	18524	—
F21	5920	059-0136	Fuselink	F9	10H/20975	—
F21	5920	059-0137	Fuselink	F2B	Z.590137	—
F21	5920	059-0137	Fuselink	F9	10H/20987	—
F21	5920	059-0138	Fuselink	F2B	Z.590138	—
F21	5920	059-0138	Fuselink	F9	10H/20976	—
F21	5920	059-0139	Fuselink	F2B	Z.590139	—
F21	5920	059-1056	Fuse Unit	F1A	62073	—
F21	5920	059-1056	Fuse Holder ..	F9	10H/19846	—
F21	5920	059-1062	Fuse Unit	F1A	Z.591062	—
F21	5920	059-1062	Fuse Unit	F1A	57721	—
F21	5920	059-1066	Fuselink	F1A	W.3561A	—
F21	5920	142-4837	Fuselink	F9	10H/535	—
F21	5920	142-4838	Fuselink	F9	10H/20495	—
F21	5920	911-4115	Fuselink	F1A	61021	—
F21	5920	911-8318	Fuselink	F9	10H/21894	—
F21	5920	911-8319	Fuselink	F9	10H/21896	—
F21	5920	911-8320	Fuselink	F9	10H/21897	—
F21	5920	911-8321	Fuselink	F9	10H/21898	—
F21	5920	911-8322	Fuselink	F9	10H/21899	—
F21	5920	932-2360	Fuselink	F9	10H/18446	—
F21	5920	932-3718	Fuselink	F9	10H/22519	—
F21	5920	932-5286	Fuselink	F9	10H/20498	—
F21	5920	932-5514	Fuse Carrier ..	F9	10H/4642	—
F21	5920	932-5515	Fuse Unit	F9	10H/5987	—
F21	5920	940-1029	Base	F1A	62595	—
F21	5920	940-1030	Base	F1A	62596	—
F21	5920	940-1031	Base	F1A	62597	—
F21	5920	940-1032	Fuse Carrier ..	F2B	19273	—
F21	5920	940-1033	Fuse Carrier ..	F2B	19274	—
F21	5920	940-1034	Fuse Carrier ..	F2B	19263	—
F21	5920	940-1598	Fuse Holder ..	F9	10H/21010	—
F21	5920	940-1811	Fuselink	F9	10H/269	—
F31	5920	940-2215	Fuselink	F2B	18521	—
F21	5920	940-2230	Fuselink	F2B	18522	—
F21	5920	940-2233	Fuselink	F2B	18534	—
F21	5920	940-2448	Fuselink	F1A	68646	—
F21	5920	972-8997	Fuselink	F1A	68645	—
F21	5920	972-9354	Base	F1A	67684	—
F21	5940	011-9111	Cap	F1A	70154	—
F21	5940	011-9628	Board	F4E	70839	—
F21	5940	011-9649	Board	F1A	115677	—
F21	5940	011-9650	Board	F1A	115678	—
F21	5940	011-9651	Board	F1A	115679	—
F21	5940	011-9652	Board	F1A	115680	—
F21	5940	011-9653	Board	F1A	115681	—
F21	5940	011-9867	Terminal Post ..	F21	911-5682	—
F21	5940	011-9867	Terminal Post ..	F1A	115682	—
F21	5940	012-0201	Cap	F9	10A/12865	—
F21	5940	012-0201	Cap	F1A	57333	—
F21	5940	012-0201	Cap	F21	932-5507	—
F21	5940	056-0056	Terminal	F4E	Z.560056	—
F21	5940	056-0057	Terminal	F4E	Z.560057	—
F21	5940	056-0057	Terminal	F1A	63738	—
F21	5940	056-0082	Board	F1A	Z.560082	—

APPENDIX B—*continued.*

New Identification.				Old Identification.		
Class/ Group.	*N.A.T.O. Group.*	*Pattern JSC No.*	*Description.*	*Class/ Group.*	*Pattern No.*	*Description (Where Different).*
F21	5940	056-0083	Board	F1A	Z.560083	—
F21	5940	056-0084	Board	F1A	Z.560084	—
F21	5940	056-0086	Board	F1A	Z.560086	—
F21	5940	056-0088	Terminal	F1A	Z.560088	—
F21	5940	056-0089	Terminal	F1A	Z.560089	—
F21	5940	056-0091	Terminal	F1A	Z.560091	—
F21	5940	056-0093	Terminal	F1A	Z.560093	—
F21	5940	056-0876	Board	F4E	Z.560876	—
F21	5940	056-0877	Board	F4E	Z.560877	—
F21	5940	056-0878	Board	F4E	Z.560878	—
F21	5940	056-0879	Board	F4E	Z.560879	—
F21	5940	056-0880	Board	F4E	Z.560880	—
F21	5940	056-0881	Terminal	F1A	Z.560881	—
F21	5940	056-0881	Terminal	F1A	64498	—
F21	5940	056-0881	Terminal	F1A	63633	—
F21	5940	056-0882	Terminal	F21	056-0093	—
F21	5940	056-0883	Terminal	F21	056-0087	—
F21	5940	056-0883	Terminal	F1A	Z.560087	—
F21	5940	056-0883	Terminal	F1A	Z.560883	—
F21	5940	056-0884	Terminal	F21	056-0088	—
F21	5940	056-0885	Terminal	F21	056-0089	—
F21	5940	056-0886	Terminal	F21	056-0091	—
F21	5940	056-1121	Board	F1A	Z.561121	—
F21	5940	056-1122	Board	F1A	Z.561122	—
F21	5940	056-1123	Board	F1A	Z.561123	—
F21	5940	056-1124	Board	F1A	Z.561124	—
F21	5940	056-1125	Board	F1A	Z.561125	—
F21	5940	056-1127	Board	F1A	Z.561127	—
F21	5940	097-0075	Ferrule	F4E	Z.970075	—
F21	5940	097-0076	Ferrule	F4E	Z.970076	—
F21	5940	097-0077	Ferrule	F4E	Z.970077	—
F21	5940	097-0078	Ferrule	F4E	Z.970078	—
F21	5940	097-0079	Ferrule	F4E	Z.970079	—
F21	5940	097-0080	Ferrule	F4E	Z.970080	—
F21	5940	097-0081	Ferrule	F4E	Z.970081	—
F21	5940	097-0082	Ferrule	F4E	Z.970082	—
F21	5940	097-0083	Ferrule	F4E	Z.970083	—
F21	5940	097-0084	Ferrule	F4E	Z.970084	—
F21	5940	097-0085	Ferrule	F4E	Z.970085	—
F21	5940	097-0086	Ferrule	F4E	Z.970086	—
F21	5940	100-0031	Terminal	F9	10B/17193	—
F21	5940	100-0031	Terminal Post ..	F21	972-8578	—
F21	5940	911-0560	Board	F4E	68424	—
F21	5940	911-4339	Terminal	F1A	63594	—
F21	5940	911-4339	Terminal	F9	10B/17192	—
F21	5940	911-4339	Terminal	F21	972-8795	—
F21	5940	911-4501	Cap	F1A	61074	—
F21	5940	911-4501	Cap	F9	10AD/812	—
F21	5940	911-4990	Cap	F1A	57332	—
F21	5940	911-6280	Cap	F1A	66242	—
F21	5940	911-6457	Clip	F1A	W.1438	—
F21	5940	911-6457	Clip	F1A	65264	—
F21	5940	911-6457	Clip	F9	10H/2771	—
F21	5940	932-2080	Insulator	F9	10B/16874	—
F21	5940	932-3678	Board	F9	10H/14498	—
F21	5940	932-4520	Terminal	F9	10H/22535	—
F21	5940	932-2209	Terminal	F9	10H/21178	—
F21	5940	932-5539	Cap	F9	10A/14735	—
F21	5940	932-5575	Terminal	F9	10H/872	—
F21	5940	932-5591	Terminal	F9	10H/18530	—
F21	5940	933-0108	Cap	F9	10A/19112	—
F21	5940	933-0141	Strip	F9	10G/14274	—
F21	5940	933-0144	Terminal	F9	10B/17418	—

Appendix B—*continued.*

New Identification.				Old Identification.		
Class/ Group.	N.A.T.O. Group.	Pattern JSC No.	Description.	Class/ Group.	Pattern No.	Description (Where Different).
F21	5940	933-0144	Terminal	F9	10B/17758	—
F21	5940	940-0055	Connector	Sec. 5H	26	
F21	5940	940-0056	Connector	Sec. 5H	27	—
F21	5940	940-0057	Connector	Sec. 5H	28	—
F21	5940	940-0058	Connector	Sec. 5H	31	—
F21	5940	940-0059	Ferrule	Sec. 5H	119	—
F21	5940	940-0856	Clip	B9	W.5845	—
F21	5940	940-0856	Clip	F9	10H/21674	—
F21	5940	940-1689	Cap	F1A	150176	—
F21	5940	940-1690	Cap	F1A	100148	—
F21	5940	940-1690	Cap	F1A	103225	—
F21	5940	940-1691	Cap	F1A	103226	—
F21	5940	940-2288	Cap	F9	10A/15330	—
F21	5940	940-2348	Cap	F9	10AD/759	—
F21	5940	940-2361	Board	F1A	61041	—
F21	5940	940-2362	Board	F1A	62143	—
F21	5940	940-2367	Board	F1A	62142	—
F21	5940	940-2783	Terminal	F9	10B/17194	—
F21	5940	940-8314	Cap	F1A	100069	—
F21	5940	972-6023	Board	F21	972-8081	—
F21	5940	972-6024	Board	F21	940-1923	—
F21	5940	972-8091	Board	F1A	63371	—
F21	5940	972-8276	Clip	F1A	60643	—
F21	5940	972-8317	Cap	F1A	68393	—
F21	5940	972-8517	Connector ..	F4E	W.7484	—
F21	5940	972-8519	Terminal	F4E	W.7485	—
F21	5940	972-8572	Terminal	F1A	63593	—
F21	5940	972-8627	Board	F21	940-1924	—
F21	5940	972-8797	Terminal	F4E	68436	—
F21	5940	972-8798	Terminal	F1A	68385	—
F21	5940	972-8799	Terminal	F1A	61909	—
F21	5940	972-8800	Terminal	F1A	70318	—
F21	5940	972-8907	Terminal	F4E	W.7483	—
F21	5940	972-8955	Cap	F1A	103228	—
F21	5940	972-9070	Terminal	F1A	70826	—
F21	5940	972-9071	Terminal	F1A	70827	—
F21	5940	972-9667	Board	F1A	57889	—
F21	5940	972-9806	Terminal Block ..	F4E	Z.560011	—
F21	5940	972-9806	Block	F21	056-0011	—
F21	5940	972-9830	Board	F9	10H/21857	—
F21	5940	972-9903	Terminal	F1A	53954	—
F21	5940	972-9909	Terminal Post ..	Sec. 5H	124	—
F21	5940	972-9937	Connector	F1A	68391	—
F21	5940	972-9937	Connector	F21	932-1085	—
F21	5970	097-0147	Sleeve	F1A	Z.970147	—
F21	5970	097-1048	Sleeve	F1A	Z.970148	—
F21	5970	097-0153	Sleeve	F1A	Z.970153	—
F21	5970	097-0300	Shroud	F1A	Z.970300	—
F21	5970	911-8213	Insulator	F9	10B/16766	—
F21	5970	932-5269	Insulator	F9	10B/18092	—
F21	5970	932-5270	Insulator	F9	10B/18033	—
F21	5970	932-5271	Insulator	F9	10B/18034	—
F21	5970	932-5271	Insulator	F9	10B/18034	—
F21	5970	932-5272	Insulator	F9	10B/18037	—
F21	5970	932-5273	Insulator	F9	10B/18038	—
F21	5970	932-5274	Insulator	F9	10B/18039	—
F21	5970	932-5275	Insulator	F9	10B/18041	—
F21	5970	932-5276	Insulator	F9	10B/18042	—
F21	5970	932-5277	Insulator	F9	10B/18044	—
F21	5970	932-5278	Insulator	F9	10B/18043	—
F21	5970	932-5279	Insulator	F9	10B/18047	—
F21	5970	932-5280	Insulator	F9	10B/18035	—
F21	5970	932-5281	Insulator	F9	10B/18046	—

Appendix B—*continued.*

New Identification.				Old Identification.		
Class/ Group.	N.A.T.O. Group.	Pattern JSC No.	Description.	Class/ Group.	Pattern No.	Description (Where Different).
F21	5970	932-5284	Bush	F9	10AR/3352	—
F21	5970	932-5305	Insulator	F9	10B/16743	—
F21	5970	932-5404	Insulator	F9	10B/16790	—
F21	5970	932-5525	Insulator	F9	10B/16870	—
F21	5970	932-6141	Plate	F9	10AS/3015	—
F21	5970	932-6185	Insulator	F9	10B/17931	—
F21	5970	943-5008	Insulator	F9	10B/17243	—
F21	5970	943-5008	Insulator	F21	932-1405	—
F21	5970	943-5008	Insulator	F1A	23068	—
F21	5975	972-9127	Insulator	F21	940-1930	—
F21	5975	70410A	Clip	F1A	70410/A	—
F21	5975	70228A	Clip	F1A	70228/A	—
F21	5975	101969	Gland Cable ..	F29	101969	—
F21	5975	103496	Connector	F29	103496	—
F21	5975	199056	Cabinet	F1A	64077	—
F21	5975	932-5768	Sleeve	F9	10H/179	—
F21	5975	932-6353	Sleeve	F21	932-3484	—
F21	5975	932-9739	Panel	F29	943-9739	—
F21	5975	943-9740	Panel	F29	943-9740	—
F21	5975	972-6267	Mount	F1A	A.4690	—
F21	5975	972-6268	Mount	F1A	A.4691	—
F21	5975	972-6269	Mount, telescopic ..	F1A	60905A	Runner
F21	5975	972-6270	Mount, telescopic ..	F1A	60904A	Runner
F21	5975	972-6275	Stuffing Tube ..	F1A	14401	—
F21	5975	972-6276	Stuffing Tube ..	F1A	14402	—
F21	5975	972-6277	Stuffing Tube ..	F1A	14403	—
F21	5975	972-6278	Stuffing Tube ..	F1A	14404	—
F21	5975	972-6279	Stuffing Tube ..	F1A	14405	—
F21	5975	972-6280	Stuffing Tube ..	F1A	14406	—
F21	5975	972-6281	Stuffing Tube ..	F1A	13901	—
F21	5975	972-6282	Stuffing Tube ..	F1A	13902	—
F21	5975	972-6283	Stuffing Tube ..	F1A	13903	—
F21	5975	972-6284	Stuffing Tube ..	F1A	13904	—
F21	5975	972-6285	Stuffing Tube ..	F1A	13905	—
F21	5975	972-6286	Stuffing Tube ..	F1A	13906	—
F21	5975	972-6360	Mount, telescopic ..	F1A	60900/A/B	Runner
F21	5975	972-6361	Mount, telescopic ..	F1A	60901/A/B	Runner
F21	5975	972-6362	Mount, telescopic ..	F1A	60902/A/B	Runner
F21	5975	972-6363	Mount, telescopic ..	F1A/1	60903/A/B	Runner
F21	5975	972-6364	Mount, telescopic ..	F1A/1	60904/B	Runner
F21	5975	972-6365	Mount, telescopic ..	F1A/1	60905B	Runner
F21	5975	972-6366	Mount, telescopic ..	F1A/1	60906/A/B	Runner
F21	5975	972-6367	Mount, telescopic ..	F1A/1	60907/A/B	Runner
F21	5975	972-6368	Mount, telescopic ..	F1A	60908/A/B	Runner
F21	5975	972-6369	Mount, telescopic ..	F1A	60909/A/B	Runner
F21	5975	972-6370	Mount, telescopic ..	F1A	60910A	Runner
F21	5975	972-6371	Mount, telescopic ..	F1A	60911A	Runner
F21	5975	972-6372	Mount, telescopic ..	F1A	60912A	Runner
F21	5975	972-6373	Mount, telescopic ..	F1A	60913A	Runner
F21	5975	972-6374	Mount, telescopic ..	F1A	60914A	Runner
F21	5975	972-6375	Mount, telescopic ..	F1A	60915A	Runner
F21	5975	972-6376	Mount, telescopic ..	F1A	60916A	Runner
F21	5975	972-6377	Mount, telescopic ..	F1A	60917A	Runner
F21	5975	972-6378	Mount, telescopic ..	F1A	60918A	Runner
F21	5975	972-6379	Mount, telescopic ..	F1A	60919A	Runner
F21	5975	972-8566	Cabinet	F1A	103808	—
F21	5975	972-8567	Cabinet	F1A	103809	—
F21	5975	972-9350	Rack	F1A	104633	—
F21	5975	972-9355	Cabinet	F1A	104630	—
F21	5975	972-9356	Cabinet	F1A	104631	—
F21	5975	972-9358	Rack	F1A	104634	—
F21	5975	972-9736	Cabinet	F1A	104814	—
F21	5975	972-9743	Cabinet	F29	972-9743	—

APPENDIX B—*continued.*

New Identification.				Old Identification.		
Class/ Group.	*N.A.T.O. Group.*	*Pattern JSC No.*	*Description.*	*Class/ Group.*	*Pattern No.*	*Description (Where Different).*
F21	5975	972-9744	Cabinet	F29	972-9744	—
F21	5975	972-9745	Cabinet	F1A	102930	—
F21	5977	104974	Carbon Brush ..	F1A	100028	—
F21	5977	104979	Brush Holder ..	F1A/1	100037	—
F21	5977	200239	Carbon Brush ..	F2A	8155	—
F21	5977	200314	Carbon Brush ..	F2A	21660	—
F21	5977	200314	Carbon Brush ..	F2A	14051	—
F21	5977	200582	Carbon Brush ..	F2A	14026	—
F21	5977	200583	Carbon Brush ..	F2A	14025	—
F21	5977	200589	Carbon Brush ..	F2A	4348	—
F21	5977	200590	Carbon Brush ..	F2A	14034	—
F21	5977	200611	Carbon Brush ..	F2A	14047	—
F21	5977	200612	Carbon Brush ..	F2A	14046	—
F21	5977	200623	Carbon Brush ..	F2A	6798	—
F21	5977	200624	Carbon Brush ..	F2A	6796	—
F21	5977	943-3750	Brush	5W	5W/1041	—
F21	5977	972-8400	Contact	F1A	71322	—
F21	5999	097-0262	Washer	F1A	Z.970262	—
F21	5999	097-0263	Washer	F1A	Z.970263	—
F21	5999	097-0264	Washer	F1A	Z.970264	—
F21	5999	097-0265	Washer	F1A	Z.970265	—
F21	5999	097-0266	Washer	F1A	Z.970266	—
F21	5999	097-0267	Washer	F1A	Z.970267	—
F21	5999	911-6440	Magnet	F1A	116440	—
F21	5999	932-1229	Mask	F9	10AL/210	—
F21	5999	932-5172	Coupling	F9	10AC/2481	—
F21	5999	932-5205	Coupling	F9	10AC/2482	—
F21	5999	932-5267	Nut	F9	10AC/2439	—
F21	5999	932-5268	Nut	F9	10AC/2440	—
F21	5999	932-8362	Bracket	F9	10AR/3514	—
F21	5999	932-5557	Coupling	F9	10A/12722	—
F21	5999	932-0753	Coupling	F21	932-5785	—
F21	5999	932-0753	Coupling	F9	10A/12380	—
F21	5999	940-3447	Nut	F1A	Z.970261	—
F21	5999	940-3447	Nut	F9	10AC/325	—
F21	5999	940-3447	—	F9	10AS/2035	—
F21	5999	940-3447	Nut	F21	097-0261	—
F21	5999	940-3448	Cover	F1A	Z.970272	—
F21	5999	940-3448	Cover	F21	097-0272	—
F21	5999	972-8398	Hood	F1A	61430	—

(DNAS 517/51/176.)

(*Navy Order* 607 *of* 1959.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
27th January, 1961.

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.

59.—Books—Distribution of Non-Accountable Publications during November, 1960.

The non-accountable publications, amendments to A.P.'s and 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 November, 1960.

2. Article 2518 of A.B.R. 4 is relevant.

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 Article 2518 (7) of A.B.R. 4.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date.*
Aeroplane	23rd September, 1960.
Aircraft	Volume 40, No. 2, November, 1960.
Australian Joint Service Catalogue of Telecommunications, Components and Valves	Serial No. 50 (October, 1960).
Australian Joint Service Catalogue of Telecommunications, Components and Valves	Serial No. 51 (October, 1960).
Australian Joint Service Catalogue of Telecommunications, Components and Valves	Serial No. 52 (October, 1960).
The Communicator	Volume 14, No. 2, Summer, 1960.
E.M.E.I. Telecommunications	Issue No. 1—15th July, 1960.
E.M.E.I. Telecommunications	Issue No. 2—10th June, 1960.
Flight	23rd September, 1960.
Guide to Optimum Frequencies ..	(S7/60)—November, December, 1960 and January, 1961.
Joint Services Recognition Journal ..	Volume 15, No. 7, July, 1960.
Joint Services Recognition Journal ..	Volume 15, No. 8, August, 1960.
Manual of the Audit Act, and Treasury Regulations	Issue No. 34, Pages 1–8, dated 15th August, 1960.
Manual of the Audit Act, and Treasury Regulations	Issue No. 35, Pages 1–11, dated 23rd August, 1960.
Manual of the Audit Act, and Treasury Regulations	Issue No. 36, Pages 1–6, dated 15th September, 1960.
N.A.M.A.N.	N.2135–N.2146, dated 31st October, 1960
United Nations Review	Index, July, 1959, Volume No. 6.
United Nations Review	Volume No. 7, No. 3, September, 1960.
United States Naval Institute Proceedings	Volume 86, No. 10, October, 1960.

AMENDMENTS TO B.R.'s, ETC.

B.R. No.	*Amendment No.*
B.R. 31	Q.R. 1/60.
B.R. 122, 20th Edition	Supplement No. 2.
B.R. 129 (3) (2), 5th Edition	Supplement No. 10.
B.R. 129 (4) (1), 17th Edition	Supplement No. 4.
B.R. 129 (4) (2), 17th Edition	Supplement No. 4.
B.R. 157 (53)	Amendment No. 5.
B.R. 177/1959	Amendment No. 1.
B.R. 257/41	Amendment No. 29.
B.R. 333 (2)	Amendments No.'s 58, 59, 60, 61 and 62.
B.R. 677/58	Amendment No. 5.
B.R. 728 (51)	Amendment No. 19.
B.R. 763 (3), 6th Edition	Supplement No. 4.
B.R. 819 (1), 1955—R.N.A.S.—Part 1 ..	Amendments No.'s 14, 15, 16, 17 and 18.
B.R. 1332 (1)	Amendment No. 9
B.R. 1332 (2)	Amendment No. 8.
B.R. 1332 (4)	Amendment No. 7.
B.R. 1332 (12)	Amendment No. 7.
B.R. 1332 (12A)	Section A.S.
B.R. 1492B	Amendment No. 19.
B.R. 1618/1957	Amendment No. 4.
B.R. 1644 (2) (B)	Amendment No. 3.
B.R. 1678 (6)	Amendment No. 3.
B.R. 1678 (8)	Amendment No. 1.
B.R. 1678 (9)	Amendment No. 4.
B.R. 1692	Amendment No. 72.
B.R. 1706	Amendment No. 7.
B.R. 1736 (8)/1955	Amendment No. 1.
B.R. 1736 (18)	Amendment No. 2.
B.R. 1787	Amendment No. 6.
B.R. 1822 (1)	Amendment No. 19.
B.R. 1822 (3)	Amendment No. 4.
B.R. 1822 (11B)	Amendment No. 3.
B.R. 1834	Amendment No. 17.
B.R. 1837 (3), Division R, Section RD ..	Amendment No. 7.
B.R. 1837 (3), Division R, Section RG ..	Amendment No. 5.
B.R. 1837 (3), Division R, Section RJ ..	Amendment No. 6.
B.R. 1837 (3), Division R, Section RK ..	Amendment No. 6.
B.R. 1837 (3), Division R, Section RQ ..	Amendment No. 6.
B.R. 1837 (3), Division R, Section RV ..	Amendment No. 7.
B.R. 1837 (3), Division R, Section RW ..	Amendment No. 7.
B.R. 1837 (3), Division R, Section RX ..	Amendment No. 7.
B.R. 1837 (3), Division R, Section RY ..	Amendment No. 7.
B.R. 1837 (3), Division S, Section SA ..	Amendment No. 7.
B.R. 1837 (3), Division S, Section SB ..	Amendment No. 7.
B.R. 1837 (3), Division S, Section SC ..	Amendment No. 6.
B.R. 1837 (3), Division S, Section SD ..	Amendment No. 7.
B.R. 1837 (3), Division S, Section SG ..	Amendment No. 5.
B.R. 1837 (3), Division S, Section SH ..	Amendment No. 6.
B.R. 1837 (3), Division S, Section SL ..	Amendment No. 6.

AMENDMENTS TO B.R.'S, ETC.—*continued.*

B.R. No.	*Amendment No.*
B.R. 1837 (3), Division S, Section SP	Amendment No. 6.
B.R. 1837 (3), Division S, Section SW	Amendment No. 5.
B.R. 1837 (4), Division T, Section TC	Amendment No. 3.
B.R. 1837 (4), Division T, Section TJ	Amendment No. 4.
B.R. 1837 (4), Division U, Section UQ	Amendment No. 6.
B.R. 1837 (4), Division U, Section UR	Amendment No. 6.
B.R. 1837 (8), Division M, Section MM	Amendment No. 15.
B.R. 1837 (8), Division M, Section MP	Amendment No. 17.
B.R. 1837 (8), Division M, Section MY	Amendment No. 10.
B.R. 1913 (2)	Amendment No. 11.
B.R. 1917 (1)	Amendment No. 44.
B.R. 1917 (2)	Amendment No. 45.
B.R. 1917 (2A)	Amendment No. 33.
B.R. 1919	Amendment No. 15.
B.R. 1946 (3)/54	Australian Amendment No. A.N.1.
B.R. 1950	Amendment No. 46.
B.R. 2047A (1)	Amendment No. 6.
B.R. 2047A (2)	Amendment No. 6.
B.R. 2047A (3)	Amendment No. 6.
B.R. 2047A (4)	Amendment No. 6.
B.R. 2047B (2)	Amendment No. 3.
B.R. 2050 (342)	Amendment No. 4.
B.R. 2050 (408A)	Amendment No. 2.
B.R. 2050 (532)	Amendment No. 2.
B.R. 2050 (681)	Amendment No. 1.
B.R. 2050 (688)	Amendment No. 1.
B.R. 2065 (3)	Amendment No. 9.
B.R. 2065 (4)	Amendment No. 8.
B.R. 2067A	Amendment No. 4.
B.R. 2111 (1)	Amendment No. 2.
B.R. 2111 (2)	Amendment No. 2.
B.R. 2111 (9)	Amendment No. 1.
B.R. 2111 (12)	Amendment No. 5.
B.R. 2111 (15)	Amendment No. 1.
B.R. 2111 (17)	Amendment No. 1.
B.R. 2111 (18)	Amendment No. 1.
B.R. 2116	Amendment No. 3.
B.R. 2124	Amendment No. 7.
B.R. 2125 (4)	Amendment No. 7.
B.R. 2125 (7)	Amendment No. 5.
B.R. 2205	Amendment No. 6.

DISTRIBUTION OF A.F.O. "S.C." SERIES.

Publication.	*"S.C." No.*
A.C.P. 118–1 (European Supplement No. 1)	S.C. 19/60, Change No. 12.
A.C.P. 131	S.C. 16/60, R.N. Correction No. 5.
A.C.P. 131	S.C. 18/60, R.N. Correction No. 6.

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880A, Vol. 1	A.L. 28.
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1086, Book 4, Part 1 (2nd Edition)	A.L. 111, 112, 115 and 115 (Erratum)
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1086, Book 5 (2nd Edition)	A.L. 88.
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1086, Book 9 (2nd Edition)	A.L. 136 and 137.
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C.N.O.'s 60-84/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
31st January, 1961.

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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73. Naval Stores (Air)—Transfer of Certain R.A.F. Vocabulary Section 5Q Stores to Vocabulary Section 5QP.
74. Naval Stores (All Categories), and Machinery Spares—Demanding by Signal.
75. Naval Stores (General) (Class B, Group II., Part E)—Plate, Surface 14-in. x 10-in., Grade B, Cast Iron, Pattern B11E/120-0306—Introduction.
76. Naval Stores (General) (Class E, Group 6)—Sodium Thiosulphate Tablets, Pattern E6/4453 for Use in Oxygen Test Sets, Pattern E2/4480.
77. Naval Stores (General) (Class E, Group 8)—Grease, Shell, Alvania 3 for Gyro Spin Axis Bearings.
78. Naval Stores (General) (Class F, Group 2A, Part 3)—Automatic Emergency Lanterns.
79. Naval Stores (General) (Class K)—Hose, Furnace Fuel Oil, Pattern 6001—Type 12, Frigates—Revised Allocations.
80. Naval Stores (General)—Electric Cable for Underwater Defences—Testing and Storage of Stocks.

SECTION 5.—BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

81. A.B.R. 93—Manual of Victualling Stores.
82. Form A.S. 63—Allotments Declared or Altered—Revision.
83. Handbook of Naval Eyesight and Colour Perception Standards.

SECTION 6—ESTABLISHMENTS.

84. Fires—Precautions against Fires of Electrical Origin in Establishments.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

60.—Collections for Charities.

Because of the large number of requests being received from charitable organizations it has been decided that as a general principle, collections for charities should not be allowed on board ships or in Naval establishments.

(Secretary 123/1/13.)

UNCLASSIFIED.

61.—Creation of Directorate of Armament Supply.

A Directorate of Armament Supply (short title DAS) has been created with responsibility to the 4th Naval Member for the following functions in relation to Armament Stores, Gunnery and Underwater Equipment, and Boom Defence Equipment—

(*a*) Co-ordination of "Staff Requirements" for Capital Projects in conjunction with Director of Weapons and assessment of overall requirements for maintenance purposes in the Fleet and associated installations.

(*b*) Translating those requirements (at (*a*) above) into financial programmes and the preparation of annual sketch estimates—Budgetary control.

(*c*) Procurement involving ordering from local and overseas sources—progressing orders.

(*d*) Distribution of stocks (as approved by the Naval Board) to provide for strategic requirements.

(*e*) Maintenance of stocks, i.e., overhaul, repair and conversion.

(*f*) Issues to and returns from H.M.A. ships and establishments.

2. These functions were previously the responsibility of the Director of Weapons.

3. The address of the Director of Armament Supply is—Department of the Navy, Victoria Barracks, Melbourne, S.C.1.

(DAS 2/204/21.)

Cancelled vide CNO/427/62

UNCLASSIFIED.

62.—Medical Diagnosis—International Classification—Statistics.

Navy Order 620 of 1960 is to be amended as follows—

(*a*) *Renumber* paragraph 6 to read "7".

(*b*) *Insert* the following new paragraph—

"6. *Accidents, Poisonings and Violence.*—As far as practicable, accidents should be tabulated separately under each category of both the E (external cause) and N (nature of injury) classifications. *See* Section II. of Volume II. of the manual."

(MDG 327/54/25.)

(*Navy Order* 620 *of* 1960.)

UNCLASSIFIED.

63.—Planned Maintenance System—Serviceability of H.M.A. Ships—Report by Signal.

In order that the Naval Board and administrative authorities may be informed of the maximum time required to complete all outstanding essential work in each of H.M.A. ships using the R.A.N. system of planned maintenance, the following procedure is to be continued.

2. Ships concerned are to report quarterly for each department—

" The number of full working days required to complete outstanding essential planned maintenance routines and to make good outstanding ship's staff defects."

3. Each department is to make calculations of outstanding manhours of work as described in paragraph 2. These departmental calculations are to be in two parts, one for skilled manhours and the other for unskilled manhours. Of the results of these calculations only the higher figure is to be reported, since the work represented by the smaller figure can be carried out within the maximum time required to complete all this essential work. The calculation is to be made as follows—

$$\text{Days required} = \frac{M + D}{6C}$$

Where M = Total manhours required to complete essential outstanding routines which cannot be abandoned.

D = Total manhours required to make good outstanding ship's staff defects.

C = Skilled/unskilled complement available.

4. Routines which do not affect sea-going efficiency, fighting efficiency or safety will normally be omitted in assessing the figure M. These routines should not be abandoned automatically, but re-considered in relation to the availability of maintenance effort in the subsequent quarter.

5. The report is to be passed by signal, **on the last day of each quarter**, to the ship's administrative authority who is to collate the reports and pass to ACNB by signal in the following form—e.g., Quarterly Serviceability Report, March, 1958.

Ship.	*Hull.*	*Eng.*	*Ord.*	*Elec.*
MELBOURNE	10	14	16	11
VOYAGER	4	3	6	12
QUICKMATCH	8	4	1	1

6. In arriving at the figures given in the report the most favorable conditions are to be assumed for the employment of manpower. This usually corresponds to the " In harbour with shore power " condition.

7. In addition to this routine quarterly report, administrative authorities may call for special reports from particular ships at any time.

8. It is not intended that this report should result in a revision of existing programmes, but rather that the information may be used in assessing the availability of ships for future planning.

8. Navy Order 678 of 1959, Appendix V., will be amended in due course.

(DCNTS 1209/51/58.)

(*Navy Order* 678 *of* 1959.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

64.—Ratings—Electrical Branch—Employment of R.A.F.R. Ratings at Belconnen, Coonawarra and H.M.A.S. HARMAN.

The Naval Board have decided that whilst the present acute shortage of senior Electrical ratings in certain categories persists, R.A.F.R. ratings of the Electrical Branch will be employed at H.M.A.S. HARMAN (Receiving Station) under the same conditions as R.A.F.R. ratings similarly employed on extended service at Belconnen and Coonawarra W/T Stations.

2. Navy Order 734 of 1960 should be noted accordingly.

(HPB 307/4/4.)

(*Navy Order* 734 *of* 1960.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

65.—Shore W.T. Stations—Local Modifications to Equipment.

Arrangements are being made to obtain all contractor's installation drawings of equipment installed under the modernization programmes of Canberra and Darwin W.T. Stations. These drawings will comprise the station " as fitted " drawings.

2. Experience has shown that local unrecorded modifications to equipment and/or layout lead to confusion. They also result in cable ducts and underfloor spaces being filled with redundant cables, and considerable wasted maintenance effort in tracing faults.

3. It is, therefore, essential that no modifications are carried out without prior Naval Board approval. This will ensure that—

(*a*) The proposal is technically examined.

(*b*) The proposal does not conflict with planning.

(*c*) The modification, if approved, is properly recorded in " as fitted " drawings.

(DEE 518/51/388.)

RESTRICTED.

66.—Anti-Submarine—Dome Exchange Outfit—Type 2—Introduction into Service.

(*A.F.O.* 2316/1960.)

Underwater Dome Exchange Outfits have been introduced to enable the domes incorporated in Hull Outfits 1, 7, 15 and 19 series to be removed or exchanged by divers.

2. *Description.*—The equipment shown diagrammatically in Navy Order Diagram Issue 2/61 (1) is in two parts. One, a tubular steel cradle to take the dome, is fitted with buoyancy and trimming tanks and ballast, and can be secured to or used separately from the other, which consists of an expanded metal platform designed to be slung under the ship and on which divers can stand whilst working about the dome.

Air is supplied from a divers pump or other source on board the ship or on the dockside. The dome can be transported in the dome exchange outfit, under tow if necessary, when secured in the cradle and the cradle locked to the platform. When loaded with a dome the outfit must be lowered into the water or hoisted out on its side to facilitate filling or emptying of the dome without putting excessive weight on the slings.

3. When not in use the dome exchange outfit should be stowed in its transport and storage crate. This is made with a removable end for easy access and with a removable top for removal of the outfit. Stowage boxes within the crate are provided to contain slings, special tools, &c.

4. In its crate (overall size 14 ft. x 8 ft. x 6 ft. high) the outfit complete weighs 32 cwt.

5. The few patternized components forming the outfit, mostly tools and accessories, are listed in E. List A/S.252 which will shortly be distributed.

6. The equipment and the special tools provided will be fully described together with methods of use, maintenance, &c., in the handbook B.R. 191, which is expected to be issued shortly. The handbook also gives comprehensive relevant information about the directing gears housed in the domes, dimensions, treatment of domes, &c. As an interim measure pending the introduction of B.R. 191, a limited number of draft copies are being distributed to the principal authorities concerned.

7. *Notes on Use.*—Exchange of domes in Hull Outfits 1 and 7 is complicated by the need to remove and replace the large hull fairing filling plates secured by numerous countersunk screws to the ships' hull plating. In the later Hull Outfits 15 and 19 now being introduced (the former by conversion from Hull Outfit 7) the work is considerably simplified as access to the dome securing bolts is possible well clear of the ship's bottom by the comparatively simple removal of wooden fairing blocks. Furthermore the underwater telephone transducer which in Hull Outfits 1 and 7 is mounted in the dome is, in Hull Outfits 15 and 19, mounted in the raft skirts and so does not need removal with the associated unreeving and re-reeving of its cable. The necessary accessories to facilitate the latter operation will not initially be available with the dome exchange outfits. A modification to Hull Outfit 7 will also be necessary and is being prepared for later inclusion in B.R. 1653.

8. Trials have shown that even with Hull Outfits 1 and 7 the complete dome exchange can be effected in a normal working day if the operation is well organized and a suitable team of trained divers is available. The work is facilitated if certain measures are taken whilst the ship is in dock. These are set out in Appendix B. An item should be included in defect lists, quoting this order, to cover the examination of hull outfits and any work found necessary.

9. *Present and Future Requirements for Underwater Dome Exchange.*—In the past many special dockings have been necessary both to remedy mechanical failures of hull units, particularly those of Hull Outfit 7, and to change domes which have failed due to corrosion or as a result of excessive stresses set up in bad weather. In many cases special dockings have not been immediately possible and ships have had to continue operating with asdic efficiency more or less impaired. When Hull Outfits 7 have been converted to Hull Outfits 15, failures of hull units should be rare but for some years it is probable that dome failures will still require ships to be specially docked unless underwater exchange by divers is possible. Even where domes are undamaged their removal, cleaning off, repainting and replacement by means of the exchange outfits will be the most efficient way of reducing loss of asdic efficiency from fouling of the domes by marine growth. New domes made with glass fibre skins have started trials

at sea and it is hoped that these will greatly reduce the incidence of mechanical failure. Their early introduction on a wide scale is not expected and in the meantime the further strengthening of dome skins is being investigated.

10. A dome exchange outfit Type 3 to deal with the domes of the large Hull Outfits 18 and 20, which are now being installed in some numbers, is under development and is expected to be available in 1962.

11. *Responsibilities.*—The ship's T.A.S. Officer is to be responsible for the overall conduct of the operation of exchange of domes, assisted as necessary by the Diving Officer and Engineering Officer.

12. Normally the minimum complement of a diving team to carry out a Hull Outfit 7 Dome Exchange Operation is 2 C.D.'s and 4 C.A.B.A. divers all of whom are either trained or have had previous experience in this type of equipment. C.D.'s are now trained in dome exchange operations during their qualifying course at H.M.A.S. WATSON and some instruction in the use of the dome exchange equipment will be included in the syllabus for the C.A.B.A. diver's qualifying course. It will, however, be some time before all divers are either trained or have had the opportunity to gain experience in dome exchange operations. Initially, therefore, authorities concerned are to co-ordinate the local diving effort with a view to enabling as many divers as practicable to gain experience in the use of this equipment.

13. *Intended Distribution of Dome Exchange Outfits—Type 2.*—The intended allocation of these outfits is given in Appendix A to this order which shows those already issued. Distribution of the remainder is now starting. At least for the present it is intended that dome exchange outfits will normally be operated only by naval divers in the fleet or based ashore and where possible the outfits at ports or bases will be allocated to naval establishments having diver complements. In some cases it may be necessary for outfits to be allocated to an appropriate dockyard centre. Arrangements at each port will differ for custody, use, maintenance and repair of the outfits. Authorities concerned should make the best arrangements possible to suit local circumstances.

14. Any change in custody of the dome exchange outfits should be reported. Fleet or local orders should instruct ships how to apply for use of the outfits.

15. *Maintenance.*—As with all equipment used by divers a high standard of maintenance of dome exchange outfits and the special tools provided will be essential for their successful use and for reasons of safety. All routine measures of preservation, maintenance and testing as described in the handbook should be within the capabilities of ships' staffs of depot or maintenance vessels to which outfits are allocated. Apart from tools and accessories, component parts of dome exchange outfits are not patternized or available as spares. The intention is that individual parts should be replaced by manufacture by local resources and where necessary dockyard assistance is to be sought for such work. Manufacturing drawings are listed in the handbook and will be supplied as necessary for guidance purposes.

16. *Modifications.*—Dome exchange outfits will be modified as proves necessary by B.R. 1653 procedure. Dockyard assistance should be sought as necessary where modifications to outfits not maintained by the dockyard are outside the capabilities of ships' staff.

17. *Reports.*—Until further notice, brief reports are required at twelve monthly intervals after the receipt of the outfits, or following individual exchange operations if preferred, summarizing the practical use made of the outfits under the following headings—

(*a*) Port, ship or establishment holding the outfit.

(*b*) Composition of diving team.

(*c*) Ships and types of hull outfit whose domes have been exchanged underwater.

(*d*) Reason for exchange—

(i) Practice or training.

(ii) Dome maintenance.

(iii) Dome unserviceable.

(iv) Other.

(*e*) Remarks.

18. Technical reports concerning the use or design of dome exchange outfits should be by normal form S.2022 procedure.

Appendix A.

INTENDED DISTRIBUTION OF DOME EXCHANGE OUTFITS—TYPE 2.

Depot, Repair and Support Ships.

1. H.M.S. HARTLAND POINT*.
2. H.M.S. AUSONIA*.
3. H.M.S. TRIUMPH (on commissioning).
4. H.M.S. TYNE (after reversion to Destroyer Depot Ship).
5. H.M.S. BERRY HEAD (after modernization, if commissioned).
6. H.M.S. DUNCANSBY HEAD (after modernization, if commissioned).
7. H.M.S. RAME HEAD (after modernization, if commissioned).

Dockyards and Bases.

8. Portsmouth (H.M.S. VERNON)*.
9. Devonport (H.M.S. DRAKE and for T.A.S. Training Centre)*.
10. H.M. Dockyard, Chatham.
11. Rosyth (H.M.S. SAFEGUARD).
12. H.M. Dockyard, Gibraltar.
13. Singapore (H.M.S. TERROR).
14. R.N. Base, Portland (H.M.S. OSPREY).
15. Malta (H.M.S. PHOENICIA).

Training and Trials Use.

16. } H.M.S. VERNON*.
17. }
18. H.M.U.D.E. PORTLAND*.

Commonwealth Navies.

H.M.A.S. WATSON*—(For training and operations in Sydney.)
GMWD.
SNSO Sydney—1 spare.

(* Indicates outfits already issued or in course of supply.)

Appendix B.

MEASURES TO FACILITATE USE OF DOME EXCHANGE OUTFIT—TYPE 2

Fairing Filling Plates (Hull Outfits 1 and 7 generally; Hull Outfits 15 or 19 in Type 14 Frigates).

See Navy Order Diagram Issue 2/61 (2).

To facilitate their removal by divers, fairing filling plates fitted with Hull Outfits 1 and 7, where not already so treated, are to be cut into halves along the centre line of the keel. No appreciable gap should be left between the halves, nor any difference in level where they abut. Fitting of butt straps may be necessary to fair the joint.

2. There should be as little " spring " as possible in the plates when being secured in place.

3. There should be as little gap as possible between the hull filling plates and the hull. Either the plate edges should be chamfered and rounded to fair into the hull without recourse to fairing off with " SEMTEX " or other compound, or, preferably, a small fillet around the filling plate should be welded to the hull, close to and equal in depth to the plate, against which the fairing compound can be laid.

Note.—Attention to the above points is particularly necessary where blanking plates used before the installation of the hull outfit having been adapted to serve as filling plates. Where these are generally ill fitting replacement may be necessary.

4. The plate securing screws should be standardized as to length irrespective of whether used in blind or through tappings. Where possible pattern 14482 ½-in. B.S.W. countersunk head, mild steel screws should be used throughout.

5. Screw tappings in the hull should, where defective, be plugged and redrilled and tapped. The countersinks on the filling plates should also be made true with the tapped holes where necessary.

6. Until a varnish or other compound is found which after application to the plate securing screws will set in water to provide self locking qualities, a light smearing of grease should be applied and spot welding or upsetting of metal into the screw slots employed on a proportion of the screws instead. It must be remembered, however, that these screws may next have to be removed by a diver underwater and the locking should not be overdone.

7. The positions of the securing screws should be indicated by durable white paint circles, stencilled on the final bottom coating, around each screw head.

8. *General.*—Dome securing bolts should not have more than about one thread standing proud of the nut when fully tightened. The bolts and nuts should be lightly smeared with grease on final assembly.

9. Excessive force should not be used in tightening dome securing nuts, short handled spanners only being used.

10. The liberal plastering of exposed parts of the raft assembly with grease should be avoided as this can seriously hamper divers.

11. *Work to be Treated as " Defects ".*—Any measures needed to meet paragraphs 1, 2, 3, 4, 5 and 8 above should be undertaken as a defect list item on the next occasion of docking. Special attention to these instructions should be paid in ships, whose docking intervals are being extended.

(DW 518/52/74.)

RESTRICTED.

67.—A/S Mortar, Mark 10—Warning Relay Box, Mark 1, Mod. 1—Fitting of an Additional Safety Relay.

(*A.F.O.* 2539/1960.)

(*a*) *Ships, establishments and authorities concerned* — H.M.A. ships, establishments, dockyards and G.E. Depots holding this equipment.

(*b*) *Equipment affected* .. Warning Relay Box, Mark 1, Mod. 1. Ships still fitted with Warning Relay Box, Mark 1, are to ensure the Mod. 1 to Weapon Control Panel, Mark 2, has been carried out as it will be impossible to incorporate this modification otherwise.

(*c*) *Modification number* .. To be known as Modification 1 to Warning Relay Box, Mark 1, Mod. 1.

(*d*) *Purpose of modification* .. To improve the safety of the equipment during loading operation in the event of a misfire. It has been brought to notice that it is possible for the mounting to be brought to the LOAD position after a hang-fire.

(*e*) *Nature of modification* ..

(i) Obtain from N.S., 1 in No., Relay J.S.C., No. 5945-Z.530283 and 6-ft. of equipment wire, Type 2 (1/.024-in. Black) J.S. No. 910-0140, this order to be quoted as the authority.

(ii) Disconnect all external wiring making sure it is clearly marked for replacement.

(iii) Remove relay panel and terminal panel from case of Warning Relay Box, Mark 1, Mod. 1.

(iv) In the spare space at the bottom right of the relay panel fit the new relay. This relay to be known as S.R.

(v) Connect the coil of the relay to the +60V. and −60V. terminals.

(vi) *L.P. Relay No. 1 Mounting.*—Remove lead from LD terminal to LP1 contact on the L.P. Relay.

(vii) Connect connection 1 on the new relay to LD terminal and connection 2 to the LP1 contact on the L.P. Relay.

(viii) *L.P. Relay No. 2 Mounting.*—To be modified as for L.P. Relay No. 1 Mounting, but using connection 21 for the LD terminal and connection 22 for the LP1 contact on the L.P. Relay.

(ix) Replace panels in the Warning Relay Box making sure that the 2BA single coil lock-washers are fitted to the screws securing the panel.

(x) Reconnect external wiring.

(xi) On completion of this modification all Warning Relay Boxes are to be fitted with a Modification Label, Pattern No. F22/943-2324 and for record purposes suitably marked No. 1 in the space provided.

(*f*) *Note* .. .. .. Fifteen in No. Warning Relay Boxes have been supplied with identification amended in error by the deletion of the Mod. 1 from the raised marking and a modification label marked No. 1 substituted. The modification labels on these 15 Boxes are *Not* to be advanced, i.e., they will remain at I on completion of this modification.

(*g*) *Drawings* .. .. .. Relevant Ships Officers drawings should be amended as above, pending the issue of revised print(s).

(*h*) *By whom to be carried out* By dockyard. Equipment in store to be modified by the authorities concerned.

(*j*) *When to be carried out* .. At the earliest convenient opportunity.

(*k*) *How to be treated* .. As a defect.

(*l*) *Books affected* .. .. B.R. 1709 (3) and B.R. 1709 (1), Chapter I.—" List of A4 Modifications ". These publications will be amended by " P " Series A.F.O.

(*m*) *Report of completion of modification* On completion of this modification, a report, which is to include the manufacturer's name and serial number (if any) of the Warning Relay Box, Mark 1 Mod. 1, is to be forwarded to—

Director of Weapons,
Department of the Navy,
Victoria Barracks,
Melbourne, SC.1.

(DW 707/251/30.)

UNCLASSIFIED.

68.—Bathythermograph Winches—Fitting of an Emergency Brake.

(*A.F.O.* 135/1960.)

An emergency brake has been designed for the above winches which will operate positively in the event of power failure, to avoid the loss of the bathythermograph.

2. The brake will be fitted to all future new winches ordered from contractors.

3. Retrospective fitting of the brake is to be made to all existing bathythermograph winches at present fitted in ships or held in store as spares, and to enable this to be done, sets of brake gear are being purchased for delivery to SNSO Sydney. Full instructions for fitting will be enclosed with each set.

4. Ships concerned should demand the necessary sets of brake gear from the SNSO, and arrange for the work to be carried out by ship's staff, or by Dockyards during refit periods.

5. Winches held in stock by (S)NSO's are to be modified by Dockyard labour as and when opportunity offers, the necessary sets of brake gear being demanded from SNSO, Sydney, when required. The modification should, however, be carried out before issues of winches are made.

(DW 1122/51/5.)

UNCLASSIFIED.

69.—Alteration and Addition Item—Daring Class Destroyers.

The following alteration and addition item is approved for Daring Class Destroyers—

Class List Item No. 50. *Classification* " *A* ".

Item: To modify the main broadcast system in accordance with Garden Island Drawing No. 573/30.

References:

(*a*) Navy Office letter No. 10757 dated 16th May, 1960.

(*b*) FOICEA memorandum N20/1/17 dated 12th September, 1960.

(DCNTS 1215/51/50.)

UNCLASSIFIED.

70.—Alteration and Addition Item—H.M.A.S. DIAMANTINA.

The following alteration and addition items are approved for A.S. Frigate (Mod. River) H.M.A.S. DIAMANTINA—

Class List Item No. 609.

Item: Remove starboard bathy. winch and provide a new winch similar to the oceanographic one, but on a smaller scale, to work to approximately 1,000 metres depth.

Class List Item No. 610.

Item: Provide heavy weather access door to accommodation either by fitting a door from wardrobe lobby space to weather-deck port or re-arranging wardrobes and fitting hatch to wheelhouse.

Class List Item No. 611.

Item: Re-position A.C. control unit on the starboard F and A bulkhead of the lobby, lower deck frames 96–100 and fit 3 cu. ft. D.A.R. in laboratory.

Class List Item No. 612.

Item: Transfer present laboratory W.T. office phone to lab-scientist accommodation.

Class List Item No. 614.

Item: Fit an echo sounder repeater in the laboratory by fitting a change-over switch in the recorder circuit with an additional recorder in the laboratory.

References:

(*a*) Garden Island Plan 25/172 (Report of DIAMANTINA's Oceanographic Sea Trials).

(*b*) Navy Office letter No. C4694 dated 15.12.59.

(*c*) FOICEA memorandum N20/5/10 dated 3.11.60.

Note.—The above items are presently applicable to H.M.A.S. DIAMANTINA only, and should be entered in the Record of Alterations and Additions of other ships of the class with appropriate notation.

(DCNTS 1224/1/9.)

UNCLASSIFIED.

71.—Boats—Supplies of Drinking Water.

(*A.F.O.* 2848/1960.)

In order to reduce the size and weight of stores and equipment carried in ships' boats and so obviate the need to strengthen lifting appliances, it has been decided that, when embarked in future new construction and modernized ships, ships' boats will carry their supplies of drinking water as follows—

Permanent Emergency Supply for Crew	Water, canned, 20-oz. cans (3 each per crew).
Additional Temporary Supply (Recreation—Long absences)	Two in number, 4½-gallon jerrycans for water.

2. Ships concerned are to demand their initial requirements and replacements of canned water from the nearest Victualling Yard.

3. The jerrycans will be supplied without demand as part of the first outfit of Naval Stores.

4. Out of sight locker stowage will be provided in all new construction ships' boats for which the canned drinking water will be supplied in the present rectangular outer tinplate container, holding 6 No. cans of water, graduated drinking cups and spike can-openers. As cans may be easily damaged, care is to be taken to avoid rough handling of the pack. The outer container is to be examined at least once every twelve months, and any damaged or badly rusted containers returned to the nearest H.M.A. Victualling Yard.

5. Irrespective of their external appearance, the containers are to be returned to the nearest H.M.A. Victualling Yard on the expiry of their three-year life calculated from the date of packing shown on each container.

(DV 912/109/11.)

UNCLASSIFIED.

72.—Deck Coverings in H.M.A. Ships—Policy.

Navy Order 830 of 1960 is to be amended as follows—

APPENDIX.

Delete section—" Magazines and Shell Rooms ".

Substitute the following in the tables—

Ammunition Stowage and Handling Compartments	Magazines and Shell Rooms, including handling rooms, bombrooms, &c.	Deck painted overall (A) with treadstrips (D) fitted in walking spaces
	4.5 SL Magazines and Gun Bays. Rocket preparing rooms in aircraft carriers. Area of deck at top and bottom of revolving structure cordite hoists in 4.5 in. Mk. 6 turrets on which cartridge loading numbers stand (CNO 646/1960)	Deck painted under stowages only (A). Elsewhere deck is to be left bare steel with treadstrips (D) fitted in walking spaces. (CNO 816/1959)
	Torpedo pistol rooms .. Torpedo stowage spaces in aircraft carriers	Decks to be left bare (CNO 816/1959)

Notes to Appendix.

Note D.—*Delete* reference to note K.

Substitute reference to note L.

Note F.—*Delete* last sentence.

Substitute following new sentence—

"The tiles are to be laid up to the bulkheads, lockers, stowages, &c., with a turned up fillet at the boundaries".

Note G.—*Add* following new sentence—

"The tiles are to be turned up the bulkhead for 3 inches to form a radiused corner to facilitate drainage and cleaning".

2. Navy Order 996 of 1960 and ACNB message 261F of 29th November, 1960 are hereby cancelled.

(DNC 1211/51/178.)

(*Navy Orders* 816 *of* 1959 *and* 646, 830 *and* 996 *of* 1960.)

UNCLASSIFIED.

73.—Naval Stores (Air)—Transfer of Certain R.A.F. Vocabulary Section 5Q Stores to Vocabulary Section 5QP.

(*A.F.O.* 2972/1960.)

A new R.A.F. Vocabulary Section 5QP has been introduced which includes the following items at present in R.A.N. use under Section 5Q—

Ref. No.	*Description.*
38	Ammeter, Tongtest, 0–50, 0–100, 0–200 amps.
155	Voltmeter, moving coil 15–0–15 volts.
164	Leads, 3 ft. long.
181	Meter, frequency, 1,200–2,000 cps. (Superseded by Ref. 25604.)
878	Voltmeter, moving coil 3–0–3, 30–0–30 volts.
880	Voltmeter, moving coil, 0–150 volts.
2477	Ammeter, ground testing.
25001	Ohm-meter, safety NI Mk. 1, 0–5 ohms.
25002	Ohm-meter, safety NI Mk. 3, 0–2 megohms.
25284	Voltmeter, moving coil, 0–400 volts.
25604	Meter, frequency, 1,200–2,000 cps.

2. The new R.A.F. Vocabulary Section should be quoted in future on vouchers and correspondence.

3. Records are to be amended accordingly. H.M.A. ships and establishments should adjust their ledgers in accordance with Article 1812 (*a*) of A.B.R. 4.

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

(DNAS 603/55/325.)

UNCLASSIFIED.

74.—Naval Stores (All Categories), and Machinery Spares—Demanding by Signal.

(*A.F.O.* 3054/1960.)

When Naval Stores (all categories) of machinery spares are urgently required and a signalled request is made for supply, forms A.S. 134 are *not* required to be prepared by the service requiring supply as the necessary vouchers will be raised by the Depot supplying the stores.

2. A.B.R. 4—Naval Storekeeping Manual—will be amended.

(DNAS 400/51/82.)

UNCLASSIFIED.

75.—Naval Stores (General) (Class B, Group II., Part E)—Plate, Surface 14-in. x 10-in., Grade B, Cast Iron, Pattern B11E/120–0306—Introduction.

(*A.F.O.* 1496/1960.)

The following item has been introduced as an item of Naval Stores to replace on the same scale, Plate, Surface, pattern B11E/910–7813—

Pattern No.	*Description.*	*Ship's Accounting Classification.*
B11E/120/0306 ..	Plate, Surface, 14-in. x 10-in. Grade B, Cast Iron	Permanent

2. Plate, Surface, pattern B11E/910–7813 will be marked "O" in the Rate Book. Existing stocks will be issued until exhausted.

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

(DNAS 506/71/84.)

UNCLASSIFIED.

76.—Naval Stores (General) (Class E, Group 6)—Sodium Thiosulphate Tablets, Pattern E6/4453 for Use in Oxygen Test Sets, Pattern E2/4480.

(*A.F.O.* 3144/1958.)

Owing to their age, the condition of Sodium Thiosulphate tablets (tablet D) pattern E6/4453 in Oxygen Test Sets, pattern E2/4480 is suspect. H.M.A. ships and services holding Test Sets pattern E2/4480 should forward demands for one bottle of pattern E6/4453 Sodium Thiosulphate tablets to SNSO, Sydney, who will arrange supply from stocks recently received from the United Kingdom.

2. When supplied, services concerned should arrange for tests to be carried out with the new tablets in comparison with an equal number of the old. In the event of any significant difference, remaining stocks of old tablets should be discarded and additional bottles of the new tablets demanded as necessary.

3. The rate of deterioration of Sodium Thiosulphate tablets is dependent upon storage conditions. Stocks of these tablets should be kept in their sealed containers and stowed in a cool and dry place.

(DNAS 512/76/8.)

UNCLASSIFIED.

77.—Naval Stores (General) (Class E, Group 8)—Grease, Shell, Alvania 3 for Gyro Spin Axis Bearings.

Advice has been received from the Admiralty that Shell Alvania 3 Grease is to continue in use for the lubrication of gyro spin axis bearings in radar and weapon stabilizers.

2. Due to the small quantities involved, this grease will not be held by Naval Stores but is to be obtained by local purchase as required.

3. Navy Order 868 of 1960 is relevant.

(DEE 512/87/32.)

(*Navy Order* 868 *of* 1960.)

UNCLASSIFIED.

78.—Naval Stores (General) (Class F, Group 2A, Part 3)—Automatic Emergency Lanterns.

Automatic Emergency Lanterns, patterns 16012, 16012A, 16025 and 16258 are basically the same, but each contains a relay of a different voltage which determines the pattern number of the lantern.

2. The " bare " lantern (i.e., less relay) has been allocated pattern No. 16457 and the pattern numbers referred to in paragraph 1 are obsolete. All lanterns held on charge under the pattern numbers referred to in paragraph 1 are to be converted to—

(*a*) Automatic Emergency Lantern (less relay), pattern 16457; and
(*b*) Relay (under appropriate pattern number).

3. Forms A.S. 127, quoting this Navy Order as authority, are to be used to record the conversion.

4. Relays are to be removed from the lanterns before the lanterns are returned to the Naval Store Depot. Lanterns with relays fitted will not be accepted at the Naval Store Depot.

5. Chapter 10 of Naval Storekeeping Manual, A.B.R. 4, will be amended.

(DNAS 518/60/34.)

UNCLASSIFIED.

79.—Naval Stores (General) (Class K)—Hose, Furnace Fuel Oil, Pattern 6001—Type 12, Frigates—Revised Allocations.

The allowances to Type 12 Frigates of hose, F.F.O., buoyant rubber, 6 in. x 15 ft. pattern K/6001 and the appropriate cap and plug are now as follows—

Pattern 6001, hose, F.F.O., buoyant rubber 6 in. x 15 ft. ..	6—No.
Pattern 6007, cap protecting, galvanized steel	6—No.
Pattern 6008, plug protecting, galvanized steel	6—No.

2. Supply will be arranged by the respective storing yard in the normal manner.

3. Attention is drawn to the necessity for rigidly securing the breakable spool coupling to the deck when additional hose lengths are used at the amidships position for fuelling from aircraft carriers, in order to facilitate smashing the breakable spool in an emergency.

4. Navy Order 675 of 1960 is hereby cancelled.

(DNAS 523/51/106.)

(*Navy Order* 675 *of* 1960.)

UNCLASSIFIED.

80.—Naval Stores (General)—Electric Cable for Underwater Defences—Testing and Storage of Stocks.

Experience gained over the past few years in the testing of underwater cables renders some modification to previous instructions desirable. The pattern numbers of the cables concerned are as follows—

660, 13139, 13140, 13150, 13153 } and all variants of these patterns.

2. Periodical testing of the following Seaward Defence Cables is no longer required, but tests should be carried out prior to issue.

13135, 13138, 13142, 13149 } and all variants of these patterns.

3. Future testing of the above cables is to be carried out as follows—

Frequency of Testing.

4. With the exception of the cables quoted in paragraph 2, the cable on drums should be tested every three years, and for cable immersed in water tanks, tests should be made at periods of three to six months.

5. *Methods of Test.*

(*a*) *Drummed Cable.*

(i) Continuity test on all cores. The standard ohmmeter (*see* paragraph 9) should *not* be used for this test.

(ii) Insulation resistance of each core after one minute's electrification with the 500-volt direct reading ohmmeter (*see* paragraph 9). The value recorded should be not less than 1,500 megohms per 1,000 yards. The resistance should be measured between the core under test and the remaining cores and armour bonded to " earth ".

(iii) Visual examination of the outer layer of the cable and the cable ends.

(iv) Visual examination of drum. Drum to be in good condition and fully battened. If doubt exists as to the length of cable on the drum the cable should be measured. If the drum is defective the cable should be re-wound on to a good drum and the whole length of cable examined visually while this is being done. The electrical tests at (i) and (ii) should be carried out after re-winding. If satisfactory, the drum should then be fully battened.

(v) Should any doubt exist as to the satisfactory condition of the serving or armour, further layers should be examined, the cable being entirely re-wound on to another drum if necessary. Where the serviceability of the dielectric is in question, samples should be sent to the General Manager, Garden Island, for test. At least seven samples each 9-in. long of insulated cores are to be cut one yard from the free end of the cable and labelled with pattern No., drum No., contract No., date of manufacture and maker if known.

(vi) Before testing, both ends of the cable should be opened up and cores separated. On each core the insulation should be stripped over a short distance and the tape turned back. A stop watch should invariably be used for timing the period of electrification to ensure comparable accuracy between insulation tests carried out by different operators. After test, the ends of cable should be lapped with two layers of rubber tape, followed by two layers of black adhesive tape and then dipped in hot bituminous compound.

(vii) Drums of cable surveyed and found serviceable should be clearly and permanently marked as follows—

Pattern No.
Length of cable; Serial No. of cable length.
Drum or coil No.
Gross weight.
Contract No.
Tested in accordance with C.N.O. 80/1961.
Date of test.

(viii) A certificate of test in accordance with the appendix to this order is to be made out in duplicate by the testing staff for each drum of cable found serviceable, one signed copy being retained locally by the testing staff, the other being forwarded to the Director of Electrical Engineering, Department of the Navy, Victoria Barracks, Melbourne, S.C.1, within one month of the test being carried out.

(ix) The above methods of testing will usually reveal existing faults especially those of a serious nature, but there are limitations, as in any method of dry testing, to the extent to which incipient faults may be revealed. Wet testing is naturally more searching but is particularly undesirable if the cable is subsequently to be stored out of water for any appreciable time, as it will hasten deterioration.

(x) If, however, time and facilities permit, a test in water of any cable just prior to issue is advantageous and should be effected whenever possible. This will minimize the risk of defective cable being laid with the resultant necessity of recovery and laying of fresh supplies.

(xi) It is emphasized that such water testing is only to be carried out when it is known that the cable will be going into service within a short period of time.

(xii) The cable should be completely immersed either in a tank or in shallow sea water. Arrangements must be made for inner and outer ends to be brought out above water level. If the inner end is too short to enable this to be done, a watertight connection may be made to a further piece of cable. At least twelve hours immersion should be given before the test is conducted.

(xiii) The cable should be tested in accordance with sub-paragraphs (*a*) (i) and (*a*) (ii), and the test certificate marked accordingly.

(*b*) *Cable in Wet Tanks.*

(i) As (*a*) (i).

(ii) As (*a*) (ii).

(iii) Particular attention should be paid to changes in insulation resistance, whether up or down, since the previous test, due allowance being made for temperature changes. The perfect cable should show sensibly similar values of insulation resistance for each core and this value, if the cable is rubber insulated, will probably depreciate slowly over the first 6–12 months of immersion to a level of about 80 per cent. of the initial, after which it should become stable. Polythene insulation should show no corresponding decline.

(iv) The test should always be carried out on new cable immediately on the completion of coiling down from the cable ship. Visual observation should be maintained during the process of coiling down and a note kept of any incidents of severe kinking, chafing or other damage likely to prejudice the life of the cable either during storage or subsequent laying.

(v) The tests on newly landed cable should be repeated within a week or so of landing and the results, together with any reports of physical damage, submitted to the Naval Board with copies to G.M.G.I.D. as soon as possible. No attempts should be made at this stage to repair any fault that may be revealed.

(vi) In the event of faults becoming evident during periodical routine testing, especially if such faults should be in the nature of a "dead earth", attempts should be made to locate the fault and a report submitted to the Naval Board. The report should give particulars of the fault, previous history of the cable and a statement as to whether repair is deemed to be justified, and, if so, whether it is within the capacity of available staff, or whether the simple expedient of cutting out the fault is recommended.

(vii) Should the cable not be readily accessible or if the fault is of an obscure nature, e.g., intermittent low resistance, which would make precise location a difficult task, the case should be reported to the Naval Board, giving as much information as possible.

(viii) A certificate of test in accordance with the appendix to this order is to be submitted for each cable tested in the same manner as for drummed cable (*see* sub-paragraph (*a*) (viii)).

Action to be taken regarding Unserviceable Cable.

6. Any cable found to have defective serving but to be otherwise serviceable should not be condemned but should be reported to the Naval Board for consideration whether it is to be re-served.

7. Any cable found to be completely unserviceable for reasons other than defective serving, as provided for in paragraph 6, should also be reported to the Naval Board for disposal instructions, and to consider the need for replacement. These reports are to be accompanied by a copy of the relevant test certificate.

Storage.

8. Drums of underwater cable are to be stored in the best available conditions of cool, secure, covered storage. Details of such drums which cannot be stored in covered accommodation are to be reported to the Naval Board.

Test Equipment.

9. The following test equipment and no other is to be used for the tests referred to in paragraphs 5 (*a*) (ii) and 5 (*b*) (ii)—

(*a*) Direct reading ohmmeter, range 2–2,000 megohms for 500 volts. A suitable instrument is manufactured by Evershed and Vignolles.

(*b*) Eight in number, 60-volt dry batteries, A.P.21089, connected in series in a portable container. A drawing of a suitable container is shown in Navy Order Diagram Issue 2/61.

(*c*) Standard 5 megohm resistance.

10. At frequent intervals the standard resistance should be used to check the accuracy of the instrument. Should the instrument read incorrectly with the standard resistance connected, correction is not to be attempted by use of the infinity adjustment, but it is to be reported as defective.

APPENDIX.

CERTIFICATE OF TEST OF UNDERWATER ELECTRIC CABLE IN ACCORDANCE WITH NAVY ORDER 80 OF 1961.

To be completed by Testing Staff.

Details of Cable—

Core No.*	Continuity Yes or No.	‡ Insulation Resistance (megohms) after minute's electrification.	Insulation Resistance megohms 1,000 yds.

A.P.....
Length on drum or coil.....
Serial No. of cable length.....
Drum or coil No.....
Date of manufacture.....
Manufactured by.....
C.P. No. (if known) C.P.4A/ /
Condition of serving and armour outer layer.....
Condition of inner layers, if examined.....
Condition of dielectric.....
General Manager, Garden Island report, if samples forwarded.....
Condition of drum.....
Has drum or coil been clearly marked in accordance with C.N.O. 80/1961.....
Date of test.....
Found serviceable/unserviceable.
Tested by.....
Signature.....
† Asst. Electrical Engineer.
Foreman Electrical Branch.
Inspector of Electrical Fitters.

* Or taken clockwise in rotation if un-numbered.
† Delete as appropriate.
‡ Infinity readings are not required.

Readings above 2,000 megohms should be shown as 2,000+.
Those below 2,000 megohms should be estimated as accurately as possible.
Very high readings should be checked.

2. In the case of completely serviceable cable found on defective drums, the despatch of the certificate should be withheld until the cable has been re-wound on a serviceable drum or the existing drum repaired and fully battened.

(DEE 519/73/99.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

81.—A.B.R. 93—Manual of Victualling Stores.

A.B.R. 93, Manual of Victualling Stores, is in course of distribution and is effective on receipt. Personal issues will not be made.

2. Future additions and amendments will be promulgated in Navy Orders and included in the Manual periodically. Except for minor alterations, amendment will be effected by re-issuing complete pages.

3. The following Navy Orders are hereby cancelled—

1959		1960
90	454	19
111	469	20
114	526	128
198	546	129
199	547	145
253	548	186
254	569	203
301	587	222
331	589	223
332	591	240
351	611	242
352	637	402
371	660	403
372	663	567
396	818	596
399	910	721
422	1011	871
423	1012	
	1049	

4. The following articles of Consolidated Orders and Regulations are hereby cancelled—

420–429
431–445
451–453
457
459
461
463–469
472–483
487–510
Appendix 11.

5. The following Interim Pay Instructions have been suspended and necessary amendments will be issued in due course—

161/1
162/1 to 4
162/5 (1)
162/6
163/1 to 3
164/1
164a/1
165/1 to 8
165/9 (1)
165/10 (*c*), (*f*), (*h*), (*i*), (*j*)
166/1
167/1
168/1 and 2
169/1
170/2
177/13
178/4 (1) (*a*), (*b*) and (*c*)
178/4 (2)
255/1 to 3
255/5 (1)
256/2
260/21.

(DV 465/58/96.)

UNCLASSIFIED.

82.—Form A.S. 63—Allotments Declared or Altered—Revision.

Form A.S. 63—Allotments Declared or Altered has been revised, and supplies will be available on demand from SNSO, Sydney, following completion of printing.

2. On receipt of supply of revised forms, unused stocks of current form A.S. 63 should be destroyed, and advice of last consecutive number used furnished to Navy Office.

(DNAS 464/54/93.)

UNCLASSIFIED.

83.—Handbook of Naval Eyesight and Colour Perception Standards.

The Handbook of Naval Eyesight and Colour Perception Standards is to be amended in manuscript as follows—

Paragraph 51.

Add the following sentence at the end of the paragraph—" When spectacles are prescribed for apprentices, artificers and artisans, arrangements are to be made for lenses of hardened glass to be supplied at public expense."

Appendix C.

In " Remarks " column *delete* second paragraph which now reads—" Simple hypermetropic astigmatism dioptre " and *insert* in lieu—" Simple hypermetropic astigmatism 1.0 dioptre."

Appendix D.

(*a*) In " Initial Test " column *delete* the last sentence of the first paragraph which now reads—" Myopic astigmatism (simple or compound) is not to exceed 0.75 dioptre " and *insert* in lieu—" No myopia or myopic astigmatism is allowable."

(*b*) In " Requalifying Test " column *delete* the first sentence in the first paragraph which now reads—" Both eyes to be healthy and vision not less than 6/12 in each eye tested separately by Snellen's type " and *insert* in lieu—" Both eyes to be healthy and vision not less than 6/9 in each eye tested separately by Snellen's type."

2. Navy Order 580 of 1960 is hereby cancelled.

(MDG 327/53/26.)

(*Navy Order* 580 *of* 1960.)

Section 6.
ESTABLISHMENTS.

UNCLASSIFIED.

84.—Fires—Precautions against Fires of Electrical Origin in Establishments.

A number of fires occurring in establishments are due to electrical defects, short circuits or the careless use of electric radiators. The following instructions should be carefully observed.

Flexible Leads.

2. The use of trailing flexible electrical leads is to be kept to a minimum. Defective flexible leads of all types are a fire danger. Leads should be maintained in good condition and should always be disconnected from the electricity supply (by switch or removal of plug) when not in use.

Circuits and Fuzes.

3. There is little danger of fire from electrical defects and short circuits if fuzes fitted in the fuze boxes are of correct carrying capacity for the circuits they are intended to protect; the danger arises when such fuzes are replaced by fuzes of higher carrying capacity. Replacement of fuzes should be carried out by competent personnel only, and care should be taken that fuze wire of the correct current carrying capacity is used in each case.

Electricity Supplies.

4. When rooms are vacated electric circuits should be switched " OFF ".

5. The main switches controlling the electricity supplied to buildings should be switched " OFF " at close of business each day, if this is practicable.

Electric Heating.

6. Electric radiators should be fitted with guards complying with the Standards Association of Australia Wiring Rules, Standards Association of Australia Approval and Test Specification for Electric Radiators and with the rules of the local electricity supply authority.

7. Control switches should be located where they can be clearly seen and properly manipulated.

8. Indication that non-luminous electric radiators are "ON" and "OFF" should comply with the requirements of the Standards Association of Australia Wiring Rules and with the rules of the local electricity supply authority. It may be necessary to make provision for this by—

(*a*) ensuring that when tumbler switches are fitted the tumbler knob is in the raised position when the switch is "OFF", and in the "down" position when the switch is "ON";

(*b*) fitting a more suitable type of switch;

(*c*) connecting an approved indicator, such as a red pilot lamp, in the circuit.

Air Circulation in Convector Type Electric Radiators.

9. Care should be taken that free circulation of air around tubular-type and through convector-type radiators is not impeded. Obstructions will cause overheating and fire may result, particularly if the obstruction is caused by combustible material, e.g., clothes.

Separation from Inflammable Material.

10. Where a wall-type radiator is installed in or adjacent to inflammable material, the radiator must be installed in accordance with the Standards Association of Australia Wiring Rules and with the rules of the local electricity supply authority.

Mail Rooms.

11. Guards (fenders) should be placed around electric radiators at such a distance as to preclude the possibility of mail being scorched.

Additional Electrical Equipment.

12. Additional electrical equipment, whether permanent or temporary, is to be connected to the electrical circuits only with the sanction of the responsible authority.

13. If any unauthorized apparatus is found it should be disconnected and, if it is Service property, withdrawn.

14. Strict disciplinary action should be taken against persons who are found to have tampered, without authority, with electrical fittings in general and with fuzes in particular.

15. It is the duty of the Heads and Captains of Establishments to ensure that the above instructions, which also apply to official residences and married quarters, are understood and obeyed by all personnel.

(DEE 1446/1/15.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O. 85/61.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
1st February, 1961.

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.

466/61.

RESTRICTED.

85.—Instructional Films Held in the R.A.N. Film Library, Sydney.

The appendix to this order lists all 16 mm. instructional films available on loan from the R.A.N. Film Library, Sydney. The list will be revised annually and re-promulgated in Navy Orders.

2. The procedure to be followed in obtaining loans of films from the R.A.N. Film Library, Sydney, is outlined in A.B.R. 4, Naval Storekeeping Manual, Chapter 18, Article 1829.

APPENDIX.

16 MM. INSTRUCTIONAL FILMS HELD BY R.A.N. FILM LIBRARY, SYDNEY, AS AT 1ST NOVEMBER, 1960.

All local inquiries should be made by contacting the R.A.N. Film Centre, Woolloomooloo, or by telephoning Garden Island Ext. 434 or 482.

Patt. No.	*Title.*	*Part Nos. and/or Reels.*
A32	Aircraft Recognition, Part No. 147. The F80	1
A66	Taking Soundings	1–2
A83	Tracing on Earth	1–2 Reels
A84	Anchor Work (Obsolescent)	1–4
A109	Depth Charge Release Gear	1–2 Reels
A110	Gyro Compass	1–4
A111	Meet the Ship (Obsolescent)	1–4 Reels
A118(*a*)	Fighter Tactics and Fleet Fighter	1 Reel
A121	Handling Ships	1–7
A122	C/M of the Ford V8 Marine Engine	1–2 Reels
A124	Aircraft Gun Maintenance	1–6
A147	Ships Safety (Obsolescent)	1–4 Reels
A150	C/M of Asdic Equipment	1–2
A151	The H/M of the L.L. Cable	1–4 Reels
A153	The Lead Acid Battery	1–4
A163	How an Aircraft Flies	1–2
A164	Introduction to Naval Gunnery	1–3, 5–8, 9–11 (Rev.)
A189	Use of Instructional Films and Film Strips	1–2 Reels*†
A191	Duties of Lookouts	1–4*
A242	Principles of Asdic Operating Procedure (Obsolescent)	1–4 Reels
A269	Gyro Rate Unit (Obsolescent)	1–2 Reels
A270	Gyro Compass	Part 1*†
A272	Hydraulics	1–2 Reels*
A307	Depth Charges	1–2 Reels
A323	Naval Air Reconnaissance (Obsolescent)	1–2
A325	A/C Firefighting on N/A Stations (Obsolescent)	5–7
A338	It's Up to You—(Rehabilitation)	1 Reel
A339	Orthopaedic Rehabilitation	1–2

Where indicated * Training Guides for use with the films are also available.
Where indicated † requests for loan should be forwarded to H.M.A.S. WATSON.

APPENDIX—*continued.*

Patt. No.	*Title.*	*Part Nos. and/or Reels.*
A347	Armature Winding	1–4
A349	Naval Patrol (Obsolescent)	1–3 Reels
A355	Submarine Technical Series	1–2
A359	Drivers Beware of Aircraft	1–4 Reels
A377	Mine Laying	1–2
A417	Turbine Blading	1–2 Reels
A420	Oil Fuel Combustion	1–3 Reels*
A433	Relative Velocity	1
A452	Practical Visual Signalling	1–2 Reels
A453	Hydrophone Effects and H.E. Operating Procedure	1–2
A454	Centimetric Oscillators	1–3*
A455	The Torpedo	1–2 Reels
A457	Aid to Civil Power	1–3 Reels
A458	Specialized Warning Radar Display. *Restricted*	Part 1*
A460	Embalming of Aircraft	1–2 Reels
A463	Charting the Seas	1–3 Reels
A465	Survival	1–3 Reels
A469	Action, Information, Organization and Direction *Confidential.* (Obsolescent)	1–2
A470	Naval Salutes	1–2 Reels
A471	Surfing in Small Boats	1–2 Reels*
A472	Defence Against Chemical Warfare. *Restricted*	1–2*
A473	A.A. Gun Discipline	1–2
A474	Mooring Work	1–3 Reels
A484	The Naval Artificer	1–5 Reels
A487	Report from the Sea Bed	1–2 Reels
A493	Ditching an Aircraft	1–2 Reels
A496	Naval Bombardment	1–3*
A503	Submarine Batteries and Propulsion	1–3 Reels
A505	Submarine Control	1–2 Reels
A515	Stabilization	1–2*
A516	On Guard	1–3 Reels
A519	Protection in Atomic Warfare	1–3
A520	Diving	1–4
A521	Type 170 Asdic and A/S Mortar Mk. 10. *Confidential*	1–2
A530	Spray Painting	1–3
A531	Ship Handling in Ice	1–2†
A538	Replenishment at Sea	1–4
A539	Coastal Navigation and Pilotage	1–4 Reels
A540	Care of Gunnery Explosives	1–2 Reels
A564	The Oil Servo Unit Mk. 5	1–3
A565	A.A. Defence of Ships. *Restricted*	1–2 Reels
A572	Effects of Electronic Jamming on Radar. *Restricted*	1–2 Reels
A592	Effects of Interference on Radar	1 Reel
A593	Spithead Review, 1953	1–2 Reels
A594	Hints to Instructors	1–3 Reels

Where indicated * Training Guides for use with the films are also available.
Where indicated † requests for loan should be forwarded to H.M.A.S. WATSON.

APPENDIX—*continued.*

Patt. No.	*Title.*	*Part Nos. and/or Reels.*
A595	Interception Technique	1–5
A596	Coronation Procession	1–2 Reels
A599	Minesweeping	1
A600	Gun Auto System—Testing and Tuning	1–4
A601	The Universal Display Unit	1–2 Reels
A607	Basic Fleetwork. *Confidential*	1–2
A608	Somebody's Listening Now	1–3 Reels
A614	Boats and Boatwork	1–9
A615	Submarine. *Restricted.* (Obsolescent)	1–2
A624	Introduction to Naval Communications—Errors are Expensive	1–3 Reels
A625	Ship Husbandry	1–2
A626	C.R.B.F.D. and S.T.A.A.G.	1–5 Reels
A633	Anti-Surface Ship Torpedo Firing	1–3
A634	Commando Rifle Troop in the Encounter Battle	1–4 Reels
A635	Survival at Sea	1–2
A641	Asdic Contacts. *Confidential*	1–3 Reels
A643	Incidents in Runway Control	1–2 Reels
A644	Naval Helicopters	1–3 Reels†
A659	Exercise Sleeping Beauty	1–2 Reels
A665	The Risks You Run. *Confidential*	1–2 Reels
A667	Introduction to Gunnery Radar	1–2
A670	Operation of A/S Helicopters. *Confidential*	1–2 Reels
A672	This is T.A.S.	1–3 Reels
A1056	Warning Radar	1–3
A1059	Upkeep of the Fleet	1–4 Reels
A1061	Operation Awkward. *Confidential*	1–3 Reels
A1064	Fleet Work Study	1–2
B104	Principles of Height Finding	1 Reel
B175	Ordnance Q.F. 40 No. 3	1 Reel
B176	Ordnance Q.F. 40 No. 4	1 Reel
BC60	Battery and Dynamo	1–3
BC765	You Too can Get Malaria	1–3 Reels
BC991	Offensive Air Support	1 Reel
BC1053/6	Road Sense	1–4
BC1093	All informed	1
BC1103	All informed	2
BC3002	Borne on Two Wings	1–2 Reels
BC7464	Alliance for Peace	1–3 Reels
C73	Knots, Lashings and Lifting Gear	1–3
C160	Thermionic Valve	1–4 Reels
C908/910	C/M of Ropes	1–3
C2466	In Your Interest	1–2 Reels
C4600	Packaging for the R.A.F.	1–6 Reels
C5440	Broadcast Control. *Secret*	1–3 Reels
C5696	Sonobuoy. *Secret*	1–4 Reels
C5728	Instructional Technique	1–2†
C5810	Aircraft Recognition—The Gannet	1 Reel

Where indicated * Training Guides for use with the films are also available.
Where indicated † requests for loan should be forwarded to H.M.A.S. WATSON.

APPENDIX—*continued.*

Patt. No.	*Title.*	*Part Nos. and/or Reels.*
C6134	Aircraft Recognition—The Bison	1 Reel
C6136	Aircraft Recognition—The Badger	1 Reel
C6138	Aircraft Recognition—The Flora	1 Reel
C6140	Aircraft Recognition—The Fresco	1 Reel
C6142	Aircraft Recognition—The Mystere	1 Reel
C6144	Aircraft Recognition—The Thunderstreak	1 Reel
C6146	Aircraft Recognition—The F89D Scorpio	1 Reel
C6148	Aircraft Recognition—CF100	1 Reel
C6283	Aircraft Recognition—Brittania	1 Reel
C6285	Aircraft Recognition—Super Sabre	1 Reel
C6287	Aircraft Recognition—B66	1 Reel
CNI 167	Sea Hawks R.N.	1–2 Reels
D535	Desert Victory	1–6 Reels
D540	Tunisian Victory (Obsolescent)	1–8 Reels
D568	A Sailor is Born	1–2 Reels
D569	Hong Kong	1–2 Reels
D570	Up Periscope	1–3 Reels
D576	The Colonies and Britain	1–2 Reels
E634	Air Parade	1–3 Reels
E635	History of the Helicopter	1–3 Reels
E674	Rugby Union Football	1–3
E680	Spotlight on Flying Sailors (Obsolescent)	1–2 Reels
E682	The British Monarchy	1–2 Reels
E697	The Queen's Navy	1–2 Reels
E733	The Acid Test	1 Reel
E763	Bronze Welding of Cast Iron. *Silent*	1–2 Reels
E764	Depositing Stallite with Oxy-Acetylene Flame	1 Reel
E765	Fabrication of Steel Parts	1 Reel
E766	Oxy-Acetylene Welding in Automobile Engineering	1–2 Reels
E767	Elementary Instruction in Oxy-Acetylene Welding	1–4 Reels
E768	Advanced Oxy-Acetylene Welding Techniques	1–4 Reels
E769	Oxygen in Industry—The High Temperature Flame	1–3 Reels
E778	Principles of Ultrasonics	1–2 Reels
E785	How the Motor Car Works	1
E787	Gas Turbine	1–2 Reels
E793	English Criminal Justice	1–2 Reels
E796	The Wildcat	1–4 Reels
E800	Float and Fight	1–3 Reels
E817	Principles of Gas Making	1–2 Reels
E819	The "H" Bomb	1–2 Reels
E831	How Television Works	†
E874	High Speed Flight	1
E924	Operation Buffalo. *Confidential*	1
E950	NATO Security Film—Document 449	1–2 Reels
E1010	Radioactive Fall-out	1–3
E1105	High Speed Flight	2
E1194	Rugby Union Football	1–2 Reels

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APPENDIX—*continued.*

Patt. No.	*Title.*	*Part Nos. and/or Reels.*
E952 ..	*Encyclopedia Brittanica Physics Course* Atomic Physics Unit VII.	1–9 Lessons
E953 ..	Electronics Unit VIII.	1–8 Lessons
H98 ..	True Glory	1–9 Reels
H529 ..	The Story of Abide With Me	1–2 Reels
H530 ..	From Fear to Faith	1–2 Reels
H531 ..	Ruth	1–4 Reels
H542 ..	The Prior Claim	1–4 Reels
H544 ..	Time and Eternity	1–4 Reels
H533 ..	God of Creation	1–4 Reels
H534 ..	God of the Atom	1–4 Reels
H535 ..	Voice of the Deep	1–3 Reels
H538 ..	Dust and Destiny	1–4 Reels
H541 ..	Hidden Treasure	1–4 Reels
H564 ..	Bible Background	1–4 Reels
H1112 ..	Glass Eyes that See	1
H1113 ..	Experiences with an Eel	1
H1229 ..	The Mystery of the Three Clocks	1–3 Reels
14L/314 to 319 inclusive	Daily Inspection of a Spitfire	1–5
MA4939 ..	Moisture-proofing and Fungi-proofing of Signal Corps Equipment	1–2 Reels
MN42 a–b ..	The Diesel Engine	1–2
MN47 ..	Marine Diesel Engines for Power Boats	1–2 Reels
MN61F ..	Damage Control. Elements of Stability	1–4 Reels
MN73 ..	Flashing Light Signals	1 Reel
MN119F ..	Aerology. The Warm Front	Part 6
MN119H ..	Aerology. Flying the Weather Map	Part 8
MN119L ..	Aerology—Weather and Radar	Part 12
MN202 a–z ..	Rules of the Nautical Road	Parts 1–37
MN1027 a–c ..	Hand to Hand Combat	1–3
MN1145 ..	Abandon Ship	1
MN1547 a–b ..	U.S.N. 20 mm. Machine Gun	1–2
MN1719C ..	Divide and Conquer	1–6 Reels
MN2867B ..	Radex A.S.B. *Confidential*	Part 2
MN5321A ..	For Which We Stand—Men of the World	1 Reel
MN5321B ..	For Which We Stand—Let's Get This Straight	1–2 Reels
MN5321C ..	For Which We Stand—To be Held in Honour	1–2 Reels
MN5321D ..	For Which We Stand—Pulling Your Weight	1–2 Reels
MN5321E ..	For Which We Stand—Religion in the Navy	1–2 Reels
MN5321F ..	For Which We Stand—You Think It's Luck	1–2 Reels
MN5321G ..	For Which We Stand—The Golden Moment	1–3 Reels
MN6732C ..	Naval Steam Turbine Casualties	Part 3
MN6990 ..	Discipline Pays Off	1 Reel
MN7407A ..	Marine Gas Turbine Engines	1–2 Reels
MN7484 ..	Artificial Respiration	1†
MN7969 ..	The Story of Naval Aviation	1–3 Reels
MN9161B ..	Guided Missiles	1–2 Reels

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APPENDIX—*continued.*

Patt. No.	*Title.*	*Part Nos. and/or Reels.*
MF45/8354 ..	Guided Missiles	1–2 Reels†
MN9243 ..	The Chaplain Comes Aboard	1–2 Reels
OA1062 ..	Radar Type 984, Comprehensive Display System. *Confidential*	1–3 Reels
OE384 ..	Rotating Magnetic Fields	1 Reel†
OE385 ..	Squirrel Cage Rotor Principles	1 Reel†
OE386 ..	Split Phase Motor Principles	1–2 Reels
OE387 ..	Repulsion Motor Principles	1 Reel†
OE391 ..	Wound Rotor Controllers	1–2 Reels
SFR177 ..	Desert Rock. *Confidential*	1–3 Reels
TFI204 ..	Position Finding on the Earth	1–2 Reels
TFI206/9 ..	Telegraphic Printers—Operation, General Principles, Trans. System Rec and Print Mechanism	1–4
TFI290 ..	Celestial Navigation	1–2 Reels
TFI470 ..	Elementary Electronics—Vacuum Tubes, Elementary Theory of Diode Tubes	Part 1†
TFI471 ..	Elementary Electronics—Triode and Multi Purpose Tubes	Part 2†
TFI544, 545 and 547	Celestial Navigation	1–5 Reels
TFI546 ..	Celestial Navigation	1 Reel†
US1133 ..	Mess Personnel—Profit and Loss in the Kitchen	1
USC 200 ..	It's Up To You	1–2 Reels
Non-Patt. ..	Artificial Respiration—The Holger Neilson Method	1 Reel†
" ..	Automotive Trouble Shooting	Part 7 only
" ..	Battle of the Bismark Sea	1 Reel
" ..	Chemical Effects of Electricity	1 Reel
" ..	Coronation Cruise of H.M.A.S. SYDNEY	1–4 Reels
" ..	Facts of Faith	1–4 Reels
" ..	Film Loops—Association Football	1 Reel
" ..	Flying Careers in the R.A.N.	1–2 Reels
" ..	The Frogman	1–10 Reels
" ..	Gateway to Adventure	1–3 Reels
" ..	Kokoda Trial	1 Reel
" ..	Locating One—One Wolf. *Confidential*	1–2 Reels
" ..	Loop Absorbers—For Film Loops—Association Football	1 Reel
" ..	Mechanized Patrols	1–6 Reels
" ..	Naval Occasions—Editions Nos. 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14	1–2 Reels
" ..	Operation Buffalo	1 Reel
" ..	Power Unit, The	1–2
" ..	Primary Cell, The	1 Reel
" ..	R.A.N. College	1–2 Reels
" ..	Royal Salute	1–2 Reels
" ..	Salvage of R.M.S. " Empress of Canada "	1–4 Reels
" ..	Senior Service, The	1–2 Reels

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APPENDIX—*continued.*

Patt. No.	*Title.*	*Part Nos. and/or Reels.*
Non-Patt.	Silent Battle	1–3 Reels
"	Watchdogs of the Pacific	1 Reel
"	Welcome Aboard	1 Reel
"	Wings over the Navy	1–2 Reels
"	Women in the Navy	1–2 Reels

(DNAS 519/56/49.)

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REGISTRAR

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FOR OFFICIAL USE ONLY.

C.N.O.'s 86-103/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
6th February, 1961.

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.

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Section 1.

ADMINISTRATIVE AND GENERAL.

RESTRICTED.

86.—ACNB General Messages.

In accordance with Navy Order 336 of 1959, the state of ACNB general messages as at 1st January, 1960, is shown in the appendix to this order.

APPENDIX.

The following F messages may now be withdrawn—

1960—
122 *see* C.N.O. 986/60.
198 *see* C.N.O. 860/60.
256 *see* C.N.O. 1032/60.
261 *see* C.N.O. 72/61.
267 *see* C.N.O. 2/61.

2. As at 0001Z, 1st January, 1960, the following F messages are still in force—

1960—

034	051	068	070	071	094	102	103	104	107
145	148	160	178	184	200	208	209	217	218
219	224	228	237	247	254	262	264	268	272
273	275	277	278	279	280	283	284	285	286

3. The following RF messages may now be withdrawn—

1960—
021 027 029 030 031

4. As at 0001Z, 1st January, 1960, the following RF messages are still in force—

1960—
019 022 026 032 033

(HNB 77/5/8.)

(*Navy Order* 336 *of* 1959.)

RESTRICTED.

87.—Trials Organization for H.M.A. Ships Building, Modernizing or Converting.

This order is issued as an interim measure pending the issue of comprehensive publications on the building, maintenance and refitting of H.M.A. ships and the associated trials organizations.

2. The intention in this order is to outline briefly the Trials Organization for ships building and provide a simple guide to the general conduct of the necessary trials and inspections. Separate instructions will shortly be issued on the various aspects of refitting.

The Aim of the Organization.

3. The aim of the trials organization is to ensure that—

(*a*) Trials of equipment 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.

The Organization.

4. The organization consists of Commander Trials, User School Teams (e.g., Gunnery, T.A.S., N.D., and Communications), E.E. and T.U. who normally represent the Director of Electrical Engineering, representatives of other Branches from Navy Office as appropriate, (e.g., MDG, DGS, DNAS and D of V) and Overseers.

Commander Trials.

5. (*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.

(*f*) 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.

6. To avoid subsequent alterations Commander Trials will visit ships under construction, modernization or conversion as necessary, to consult with Overseers and ships officers on the following items, insofar as they affect habitability and seagoing and fighting efficiency—

(*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.

7. On matters of routine connected with trials programmes, *vide* paragraphs 5 (*a*) and 6, Commander Trials is authorized to correspond direct with the Overseers and Trials Officers concerned.

Gunnery Trials Team.

8. The terms of reference of the Gunnery Trials Team include responsibility for carrying out trials and inspections of equipment in ships building, modernizing or converting, and in establishments, in accordance with the relevant publications and orders, where installation of or alteration to gunnery equipment is involved.

Electrical Equipment and Trials Unit.

9. Included in the terms of reference of the E.E. & T.U. is the responsibility for representing the Director, Electrical Engineering at all electrical (including radio) trials, including the electrical aspect of all equipment and control trials. For the present on gunnery matters, this task will conveniently be discharged concurrently with the technical support provided for the Gunnery Trials Team in accordance with current instructions.

10. The Unit is authorized to visit ships, craft and establishments building and will give any necessary advice from the electrical maintenance aspect to Ship's Officers and Electrical Overseers. The duties of Ship's Officers and Overseers remain unaffected. The Unit cannot authorize changes, but recommendations, if beyond the jurisdiction of the Overseers, are to be referred by them through the appropriate authority to Navy Office. In the interests of efficiency, Overseers concerned are to ensure co-ordination of User Department visits with those of the Unit.

11. Where a routine inspection is held conjointly with a representative of a User School or Division, the latter shall receive two copies of E.E. & T.U.'s report, one of which is to accompany the User's report, which should indicate concurrence or otherwise.

Other Trials Officers.

12. In the case of other equipment or requirements the inspection or trial will be carried out by the Officer appointed for such duty on the staff of the User School concerned, or representatives of the Navy Office Branch concerned. When any of these officers require the assistance of E.E. & T.U. this will be arranged by Commander Trials.

13. Generally the procedure for the conduct of Trials is to be as follows—

(*a*) Programme for Advance Inspection and Trials are submitted to Navy Office by the Dockyard General Overseer in the following forms—

(i) Advanced inspections of layout, &c.	Short programme at least four weeks before required inspection. (When not possible to include in overall programme)
(ii) Overall programmes for Trials and completion	As early as practicable but usually about eighteen months before commissioning.

(*b*) These programmes are co-ordinated and amended as necessary by Commander Trials, and after Naval Board approval are issued to all concerned. The programmes indicate the authorities responsible for conducting and reporting on the Trial or Inspection.

(*c*) The instructions for the conduct of individual trials are at present contained in B.R. 1921, which in turn is amplified in matters of detail by other references which deal with specific trials, e.g., Confidential Navy Order 46 of 1959 for radio trials, User School pamphlets and B.R.'s.

Alterations, &c.—Authority of Trials Officers, Dockyard Officers and Overseers.

14. *Minor Alterations.*—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. In all other cases alterations must receive Naval Board approval. 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. 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. *Modifications or Improvements to Existing Arrangements.*—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. Special reports on these items are not required and items should be included in the normal report mentioned in paragraph 14.

Reports of Trials and Inspections.

16. Officers responsible for reporting on inspections and/or trials are to forward reports to the authorities concerned as indicated below. *Reports are to include all items which are found to be not in accordance with drawings, specifications or handbooks*

in which requirements are stated or which do not meet performance requirements. Where a trial consists of various detailed tests which do not result in an item of omission or defect such tests should be listed as satisfactorily completed.

(*a*) The Secretary, Department of the Navy — 10 copies.

(b) FOR SHIPS BUILDING IN THE SYDNEY AREA –
GENERAL MANAGER, NAVAL DOCKYARD, GARDEN ISLAND, SYDNEY. — 3 COPIES
CAPTAIN OF THE PORT, SYDNEY — 2 COPIES
GENERAL OVERSEER AND SUPT. OF INSPECTION EAST AUSTRALIA AREA — 15 COPIES
(INCLUDES 10 COPIES FOR COCKATOO DOCKS AND ENGINEERING CO. PTY. LTD.)

(c) FOR SHIPS BUILDING IN THE MELBOURNE AREA –
THE GENERAL MANAGER, WILLIAMSTOWN DOCKYARD — 8 COPIES

18. Navy Order 378 of 1959 is hereby cancelled.

(DTSR 1211/204/14.)

(*Confidential Navy Order* 46 *of* 1959 *and Navy Order* 378 *of* 1959.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

88.—Naval History Prize—1961.

The subject for the 1961 Admiralty Naval History Prize is—

" The Navy and the Egyptian Expedition, 1798–1802 ".

2. The competition is open to officers of the R.A.N. and W.R.A.N.S. for the award of prizes and certificates of merit. Prizes range from a first prize of £50 and a medal to a third prize of £20, with additional supplementary prizes of £20 or less at Admiralty discretion.

3. Rules of the competitions, particulars of books recommended for study and copies of " Hints to Competitors " can be obtained from the Director of Naval Education Service, Department of the Navy, Navy Office, Canberra.

4. Navy Order 274 of 1960 is hereby cancelled.

(DNES 38/6/5.)

(*Navy Order* 274 *of* 1960.)

UNCLASSIFIED.

89.—R.A.N.R. Subordinate Officers (Seaman Specialist) Syllabuses for Examination for Promotion to Sub-Lieutenant and Lieutenant R.A.N.R.

The qualifications for promotion of R.A.N.R., subordinate officers are shown in Naval Reserve Regulations and Instructions (Provisional), Chapter V.

2. Seaman specialist officers are required to pass the following examinations—

(*a*) *Acting Sub-Lieutenant to Sub-Lieutenant, R.A.N.R.*—

(i) Reserve Officers' Indoctrination Course.
(ii) Seamanship.
(iii) Preliminary Navigation and Direction (N1).

Other Trials Officers.

12. In the case of other equipment or requirements the inspection or trial will be carried out by the Officer appointed for such duty on the staff of the User School concerned, or representatives of the Navy Office Branch concerned. When any of these officers require the assistance of E.E. & T.U. this will be arranged by Commander Trials.

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in which requirements are stated or which do not meet performance requirements. Where a trial consists of various detailed tests which do not result in an item of omission or defect such tests should be listed as satisfactorily completed.

(*a*) The Secretary, Department of the Navy	10 copies.
(*b*) (i) The General Manager of the Dockyard (for ships building in a Naval Dockyard); or (ii) The General Overseer of 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.

17. For details of radio trials reference should be made to Confidential Navy Order 46 of 1959 or the latest issue as appropriate.

18. Navy Order 378 of 1959 is hereby cancelled.

(DTSR 1211/204/14.)

(*Confidential Navy Order* 46 *of* 1959 *and Navy Order* 378 *of* 1959.)

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(DNES 38/6/5.)

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(*a*) *Acting Sub-Lieutenant to Sub-Lieutenant, R.A.N.R.*—

(i) Reserve Officers' Indoctrination Course.
(ii) Seamanship.
(iii) Preliminary Navigation and Direction (N1).

(*b*) *Sub-Lieutenant to Lieutenant, R.A.N.R.*—

(i) Navigation and Direction (N3).
(ii) Gunnery (G1).
(iii) Torpedo and Anti-Submarine (T1).
(iv) Communications (C1).
(v) Damage Control.
(vi) Marine Engineering.
(vii) Electrical Power and Distribution.

3. When subordinate Seamen specialist officers are appointed to H.M.A. ships or establishments for annual continuous training, the Reserve Training Establishment concerned is to indicate the particular training required.

4. On completion of course or training, officers should be examined and the results reported to the Director of Naval Reserves, copy to the R.A.N.R. Training Establishment concerned. Unless otherwise stated, 60 per cent. is required for a pass.

5. The appendix to this order indicates details of the examinations, the standard required and the syllabus for training.

APPENDIX.

SECTION I.—PROMOTION FROM ACTING SUB-LIEUTENANT TO SUB-LIEUTENANT, R.A.N.R.

A. Reserve Officers Indoctrination Course.

This is carried out at Flinders Naval Depot and is normally the first A.C.T. performed by a Reserve Officer. The dates of courses are promulgated in current Navy Orders.

B. Seamanship.

Officers are to qualify in Seamanship before being classed for other instruction. The examination consists of two parts—

(*a*) Written examination forwarded by the Director of Naval Reserves, on request, in February and August.
(*b*) Oral and practical examination conducted by a board convened by the local naval authority. This is to consist of at least three officers (Seaman specialist) of whom two are to be serving officers. The board should be convened as near as possible to the date of the written examination.

2. Marks allocated for each subject and pass marks required are as follows—

Subject.	*Max. Marks.*	*Pass Marks.*
(*a*) O.O.W. Duties and Rule of the Road	100	60
(*b*) Boatwork	100	50
(*c*) Organization	100	50
(*d*) Anchor Work	90	45
(*e*) Rigging	90	45
(*f*) General Knowledge	100	50
(*g*) Communications	20	15
(*h*) Examination Paper (forwarded by D.N.R.)	100	50
Total..	700	Total marks required for pass 420.

APPENDIX—*continued.*

3. Failure to obtain the required pass marks in subjects (*a*) or (*h*), or a total of 420 or a failure in any two of the other subjects will constitute a total failure and the candidate will require to be completely re-examined in not less than three months' time. A failure in one subject, other than (*a*) or (*h*) will entail the candidate being re-examined by ship's officers in that subject not less than one month and not more than three months after the original examination.

4. *Syllabus.*

(*a*) *Officer of the Watch and Rule of the Road.* (R.I., Chapter 31 and Chapter 36).

(i) General responsibility at sea and in harbour, single ship and in company.
(ii) The keeping and the supervision of the Deck Log.
(iii) The safety of the ship. Handling ship. Effect of rudder and screw. Station keeping. Precautions when entering and in fog. Man overboard. Instruments used by O.O.W.
(iv) Night rounds.
(v) Radio and steam pipe safety precautions. Safety of men on upper deck.
(vi) Taking charge and handing over the watch at sea. General conduct of the ship.
(vii) Watertight integrity. Routine duties. Lookouts. Sea boats. Signals and lights.
(viii) Taking charge and handing over the watch in harbour. General duties.—Lifesaving precautions in boats. Firearms. Responsibility for fuelling. Ammunitioning. Man aloft. Radio hazards. Ceremonial Safety of ship. Defaulters and drunken men. Moving ship in harbour.
(ix) Definition of Captain, Commanding Officer, &c. (Q.R. & A.I., pages xiv to xvi).
(x) Rule of the Road.
(*a*) Thorough knowledge of the regulations for the prevention of collision at sea, including the radar aspect.
(*b*) Lights and signals used by aircraft.
(*c*) System of buoys and buoyage in Australia.

(*b*) *Boatwork.* (Seamanship Manual. Volume II., 1951, Chapter VIII.).

(i) Practical Boatwork. To handle a boat under oars, sail or power. To take charge of and instruct trainees under oars or sail. To con a ship or boat.
(ii) Thorough knowledge of all types of boats and their equipment. Care and maintenance of boats and sails. Handling boats under special conditions of wind and weather.
(iii) Evolutions in boats—Beaching
Torpedo recovery
Laying out hawser.
(iv) Use of lightboat, seaboat, nightboat.

(*c*) *Organization.* (Seamanship Manual, Volume II, 1951, Chapter IV.).

(i) Internal organization of a frigate from building and commissioning through a commission to paying off. General knowledge of organization of a cruiser or destroyer. General knowledge of organization of a Naval Air Station and Naval Air Squadrons.

APPENDIX—*continued.*

(ii) Divisional Officers' duties (Q.R. & A.I., Chapter XXXII., Section III.). Advancements, requests, punishments, &c.

(iii) The regulations and organization for the marking and working of W/T doors. General principles of the stowage of stores and store rooms. The fire main system. The principles of damage control.

(*d*) *Anchor Work.* (Seamanship Manual, Volume II., 1951, Chapter IX.).

(i) Anchors, cables, capstans, cable holders and windlasses. Cable gear and fittings, particularly as fitted in frigates and minesweepers.
(ii) Maintenance, survey and testing of anchors and cables.
(iii) Working anchors and cables. Mooring and unmooring. Clearing hawse or foul anchor. Securing head and stern to buoy. Slipping from buoy.
(iv) Lay out anchor as carried in a frigate.
(v) Evolutions in anchor work.
(vi) Towing and taking in tow.
(vii) Knowledge of target work.
(viii) Replenishment at sea (oiling, storing, ammunitioning, &c.). (Chapter XII.).

(*e*) *Rigging.* (Seamanship Manual, Volume I., 1951, Chapter V. Seamanship Manual. Volume II., 1951, Chapter VI.). A thorough knowledge of—

(i) Rigging of masts and yards on a frigate.
(ii) Care, maintenance and preservation of steel, hemp or grass hawsers.
(iii) Boat's falls and tackles. Care, maintenance routine and tests.
(iv) Rig sheers and derricks.
(v) Knowledge of minesweeping. (Seamanship Manual, Volume II., 1951, pages 441–453).
(vi) Responsibilities for rigging (standing and running).
(vii) Working and breaking strains of wires and hawsers.

(*f*) *General Knowledge.*

(i) Messing. Accommodation. Leave. Etiquette.
(ii) Care and maintenance of C.B.'s and S.P.'s.
(iii) Ship and aircraft identification.
(iv) The organization of the Naval Board.
(v) Letter writing (official correspondence).
(vi) How to initiate a signal.
(vii) Acknowledgment of appointments

(*g*) *Communications.* The communications examination for the rank of Lieutenant, R.A.N.R., will be taken in two parts, the practical here, as part of the Seamanship examination and a written paper separately. (*See* Section II. D.). The practical standard required, shown as speed in words per minute/passing percentage, is—

Flashing reception	8/90
Flashing transmission	6/80
Semaphore reception	10/90
Semaphore transmission	8/80.

APPENDIX—*continued.*

C. Navigation and Direction. (Course N1.)

The examination for this course will be set and marked by H.M.A.S. WATSON who will forward papers, on request, for examinations to be held in mid-February, mid-May, mid-August and mid-November.

2. Full details of pass marks required and lecture notes, &c., are contained in " R.A.N.R. Navigation and Action Information Training Guide ", dated 13th March, 1958, issued by H.M.A.S. WATSON.

3. *Syllabus.*

(*a*) *Warning Radar.*
(i) Basic radar set.
(ii) Factors affecting performance of radar.
(iii) Radar sets in use and their performance.

(*b*) *A.I.O.*
(i) A.I.O.—Objects and functions.
(ii) Air and surface plotting.
(iii) A.R.L. tables.
(iv) A.I.O. in small ships.

(*c*) *Navigation.*
(i) *General.*
(*a*) Definitions.
(*b*) Charts and publications, supply and correction.
(*c*) Ship's track, D.R., E.P. and allowance for tide.
(*d*) Gyro and magnetic compass—principles.
(*e*) Fixing and practical pilotage.
(*f*) Anchoring.
(*g*) Use of radar for navigation.
(*h*) Ship's handling and station keeping—briefly.
(ii) *Tides.*
(*a*) Tidal definitions.
(*b*) Prediction of tides and tidal streams at standard and secondary ports.
(iii) *Astronomics and Chronometer.*
(*a*) Zone times and standard time.
(*b*) Chronometers and watches.
(*c*) Rising and setting of heavenly bodies.

SECTION II.—PROMOTION FROM SUB-LIEUTENANT TO LIEUTENANT R.A.N.R.

A. Navigation and Direction. (Course N3.)

This course may be carried out either in the Reserve Training Establishment or as a two weeks' course at H.M.A.S. WATSON. Officers must pass course N1 prior to attempting this course.

2. H.M.A.S. WATSON will set and mark examination papers which will be forwarded on request. Examinations in Reserve Training Establishments are to be held to coincide as near as practicable with the completion dates of Course N3 as promulgated by Navy Order.

3. Full details of pass marks required and lecture notes, &c., are contained in " R.A.N.R. Navigation and Action Information Training Guide " dated 13th March, 1958, issued by H.M.A.S. WATSON.

APPENDIX—*continued.*

4. *Syllabus.*

(*a*) *Warning Radar.*

(i) Revision of syllabus for Course N1.
(ii) Height determination.
(iii) Radar identification.
(iv) Operational use of warning radar.

(*b*) *A.I.O.*

(i) Revision of syllabus for Course N1.
(ii) T.A.S. aspect of A.I.O.
(iii) Internal and external communications.
(iv) R/T procedure.
(v) Enemy reporting.
(vi) Aircraft direction.

(*c*) *Navigation.*

(i) *General.*

(*a*) Revision of syllabus for Course N1.
(*b*) Radio fixing aids.
(*c*) Navigational instruments.
(*d*) Simple relative velocity problems and their graphical solution.

(ii) *Tides.*

Revision of syllabus for Course N1.

(iii) *Astronomics and Chronometer.*

(*a*) Revision of syllabus for Course N1.
(*b*) The celestial sphere.
(*c*) True altitude.
(*d*) Hour angle.
(*e*) The astronomical position line.
(*f*) Meridian passage.
(*g*) Standard method of sun and star sights.
(*h*) Polaris.
(*i*) Identification of stars and planets.
(*j*) The sextant.

B. *Gunnery.* (Course G1.)

This course may be carried out either in a Reserve Training Establishment (Course G1) or as a one week's course at Flinders Naval Depot (Course G2).

2. C.S.T.F.N.D. will set and mark examination papers which will be forwarded, on request, in February and August.

3. Full details of the syllabus and lecture notes are contained in the " Australian Gunnery Training Manual ".

C. *Torpedo Anti-submarine.* (Course T1.)

This course may be carried out either in a Reserve Training Establishment (Course T1) or as a one week's course at H.M.A.S. WATSON (Course T2).

2. H.M.A.S. WATSON will set and mark papers which will be forwarded, on request, in February and August.

APPENDIX—*continued.*

3. There are two syllabuses for Course T1. Syllabus A is to be carried out in establishments where an A/S attack teacher is fitted and an A/S instructor is borne. Syllabus B is to be carried out when no A/S attack teacher is fitted.

D. *Communications.* (Course C1.)

This course may be carried out either in a Reserve Training Establishment (Course C1) or as a one week's course at Flinder's Naval Depot (C2).

2. C.S.T.F.N.D. will set and mark examination papers which will be forwarded, on request, in June and December.

3. Full details of the syllabus are contained in the " Australian Communication Training Manual ".

E. *Damage Control and Defence against Atomic, Biological and Chemical Warfare.*

The course may be carried out either in a Reserve Training Establishment or in a ship at sea during A.C.T. The examination, which is to consist of two sections comprising D.C. & A.B.C. respectively is to be conducted by ship's officers. A mark of 60 per cent. in each section will be required for a pass to be awarded. Results are to be reported to the Director of Naval Reserves and to the Captain of the Reserve Training Establishment.

2. The duration of the course is five days of which three days is to be devoted to D.C. Instruction and two days to A.B.C.

3. *Damage Control Syllabus.*

(*a*) *Stability.* Fundamental principles; centre of buoyancy; Metacentre righting moment causes; reserve of buoyancy, dangers of free surface and top weight; difference between list and roll and countermeasures for each; jettisoning bill.

(*b*) Strength of small ships; arrangements of countermeasures (e.g., flooding for ballast) to reduce tendency to break ship's back after heavy damage and flooding.

(*c*) *W/T Integrity.* Marking and control of openings; care, maintenance and testing of W/T compartments, doors, hatches, scuttles and valves.

(*d*) Flood-fighting arrangements, pumps, ejectors and system in frigates or fleet minesweepers; portable pumps; counter-flooding arrangements for correcting heel and trim.

(*e*) Types of fire-fighting equipment supplied to frigates and smaller craft; layout of fire main and supply in frigates and smaller craft. Magazine and inflammable store flooding and spraying; methods of introducing foam into and releasing steam in main machinery spaces; steps to prevent re-ignition ; types and use of breathing apparatus; precautions to be taken before entering a compartment which may contain poisonous or explosive gases or lack of oxygen; types of gas to be expected after explosions.

APPENDIX—*continued.*

4. *A.B.C. Syllabus.*
   (*a*) *War Gases.* Characteristics; effects; methods of detection and decontamination; medical aspects of Chemical warfare and First Aid measures; personal cleansing Parts I. and II.
   (*b*) Duties of gas sentries.
   (*c*) *Accidental Gases.* Characteristics; medical effects and First Aid measures.
   (*d*) *Respirators.* General description of respirators in use in the service; effectiveness against war or accidental gases; contents of haversacks and their uses; maintenance and testing.
   (*e*) A.B.C. Control and Risk markings and " Conditions ".
   (*f*) A.B.C. Organization; pre-wetting and shelter station arrangements.
   (*g*) *Atomic Warfare.* An elementary knowledge of Atomic Explosions; of the effects of radiation and of the ranges at which damage or casualties may occur from heat, blast and radiation after the explosion of a low air burst nominal bomb. Medical aspects decontamination after Atomic attack.
   (*h*) *Radiac Instruments.* The use of Pocket Dosimeter and Contamination Meter No. 1.

F. *Marine Engineering.*

This course may be carried out either in a Reserve Training Establishment or in a ship during A.C.T. The examination is to be conducted by ship's officers and results reported to the Director of Naval Reserves.

2. The duration of course is three days.

3. *Syllabus.*
   (*a*) Definition of " The Engineer Officer "—B.R. 16.
   (*b*) Duties and responsibilities of Engineer Officer—B.R. 16.
   (*c*) Duties of Engineer Officer of the Watch—B.R. 16.
   (*d*) General knowledge of duties of:
      Regulating Chief Stoker.
      Engineer Officer's Writer.
      Chief Engineroom Artificer.
   (*e*) General knowledge of:
      Engine Room Register.
      Engineering Master Log.
      Engineering Master Record.
      Record of Defects.
      Engineer Officer's Note Book.
      Difference between " Naval Stores " and " Engineering Equipment ".
      General layout of machinery and boilers in H.M.A. Ships.
      Time required and steam raising orders.
      Importance of purity of feed water.
      Causes of black and white smoke.
      Curves of performance, endurance at various speeds, economical speed.
      Distilling plant, importance of water economy.
      Steering gear, including alternative and steering by hand.
      Various methods of fuelling.
      Precautions while fuelling.
      Effects on stability when fuel tanks are low and necessity for flooding with sea water in certain circumstances.
      Docking, periods between docking.
      Precautions in dock, movement of weights, magazine flooding, fire main.

APPENDIX—*continued.*

G. *Electrical Power and Distribution.*

This course may be carried out either in a Reserve Training Establishment or in a ship during A.C.T. The examination is to be conducted by ship's officers and results reported to the Director of Naval Reserves.

2. The duration of course is three days.

3. *Syllabus.*
   (*a*) Supply and distribution of power in small ships:
      (i) Methods of control—switchboards.
      (ii) Effects of damage—loss of manpower, local damage shock.
   (*b*) Safety arrangements:
      (i) Function and position of fuzes; overloads, &c.
   (*c*) Emergency arrangements:
      (i) Sources of emergency supplies.
      (ii) Use of flexible cables, bulkhead terminals.
      (iii) Emergency equipment—use and care and maintenance.
      (iv) Emergency lighting.
   (*d*) Communications:
      (i) The sound-powered telephone.
      (ii) Emergency telephone.
   (*e*) Organization:
      (i) Handling of supply system.
      (ii) Repair organization and stores.
      (iii) Maintenance records.
      (iv) Electrical Officer's list of fixtures, portable fittings and spare gear.
   (*f*) Responsibilities of electrical personnel in frigates and F.M.S.'s.
   (*g*) B.R. 1294—Damage Control Manual—Chapters 10 and 12 as applicable to small craft:
      (i) B.R. 268 (36)—Electrical Manual, Volume II. Main electrical supplies in light craft.

(DNR 313/53/22.)

UNCLASSIFIED.

90.—W.R.A.N.S.—Examination Dates for Cook and Regulating Ratings.

Examinations for Petty Officer Wran Regulating, Leading and Petty Officer Wran Cook in 1961 will be held at Flinders Naval Depot on the following dates—

Petty Officer Wran Regulating—
2nd May, 1961—Written Paper.
3rd May, 1961—Power of Command.
Leading Wran Cook—
21st March, 1961.
19th September, 1961.
Petty Officer Wran Cook—
21st April, 1961.
3rd November, 1961.

2. A three week course will be held at the School of Cookery, Flinders Naval Depot before the examinations for Leading and Petty Officer Wran Cook.

(HPB 311/6/6.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

91.—Wireless—Type 691/691 EF. Transmitter and Type CUH Receivers—Modification of Blower Motors A.P. 67067 to A.P. 67067A.

Navy Order 633 of 1960 is to be amended as follows—

Delete paragraph 3 and *insert* a new paragraph 3 to read as follows—

"Grease X.G. 274, pattern E8/943-9814, is to be used for the lubrication of the bearings in the A.P. 67067A blower motor."

(DEE 518/51/67.)

(*Navy Order* 633 *of* 1960.)

UNCLASSIFIED.

92.—Ammunition—Propellant—Landing—Destruction—Report.

(*A.F.O.* 3126/1960.)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached the age limit.

Propellant lots and sub-lots affected.	*Type.*	*Nature of ammunition, &c., which may be involved.*
RNC 1061 ..	SC 061 ..	Q.F. 5.25-in.; Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in. (F.A.)
RNC 1064 ..		
RNC 1072 ..		
RNC 1073 ..		
RNC 1082 ..		
RNC 1190XA ..		
RNC 1195XA ..		
RNC 3742XL ..		
RNC 1069 ..	SC 103 ..	Q.F. 5.25-in.; Q.F. 4-in.
RNC 1485XC ..		
RNC 1493XC ..		
RNP 89XL ..		
RNC 1067 ..	SC 109 ..	Q.F. 4.7-in.
RNC 1187XA ..		
SPDN 6345 ..	FNHP 020 ..	Q.F. 40/60.
SPDN 6362 ..		
SPDN 6364 ..		
SPDN 6401 ..		
SPDN 6402 ..		
SPDN 6409 ..		
SPDN 6463 ..		
SPDN 6474 ..		
SPDN 6475 ..		
SPDN 6477 ..		
SPDN 6626 ..		
BS 18307XA ..	SUK 1.7-0.6	Motor rocket, 2-in.

Action to be taken by H.M.A. ships, &c. Return to nearest R.A.N.A. Depot as early as practicable; if unable to comply within three months from the date of this order, report specially to Navy Office for instructions. N.M. and E.R. B.R. 862, Article 211, and N.C.R. B.R. 862A, Article 53, paragraphs 6, 7 and 9, refer.

Action to be taken at R.A.N.A. Depots Separate instructions have been issued.

(DAS 729/57/61.)

RESTRICTED.

93.—Guns—Q.F. 40/60, Mark 10 (L.H. and R.H.)—Modification to Facilitate Removal of D.V. 262 Pin, Axis.

(*A.F.O.* 2964/1960.)

The following modification is approved—

Gun	Q.F. 40/60 Mark 10, L.H. and R.H. Gun.
Parts affected	Cradle Mark 1, twin guns.
Purpose	To facilitate the removal of DV 262 PIN, Axis from L.H. and R.H. guns assembled in cradle and mounting.
Nature of modification ..	Removal of excess metal from lug for firing plunger. Drilling of ⅜-in. dia. hold in underside of cradle of R.H. gun and top of cradle of L.H. gun.
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.
Amendment to Schedule of Modifications	Q.F. 40/60 Mark 10 and accessories— Cancel Serial No. 42. Insert Serial No. 44.
Changes in nomenclature	None.
Changes in allowances ..	None.
Publications affected ..	None.

2. Navy Order 599 of 1959 is hereby cancelled.

(DAS 708/51/49.)

(*Navy Order* 599 *of* 1959.)

RESTRICTED.

94.—A/S Weapons—A/S Mortar, Mark 10—"A" End Mounting—Barrel Fired Indicating Lamp Box Resilient Mountings.

(*A.F.O.* 3043/1960.)

(*a*) *Ships and establishments affected*	Ships and establishments so fitted, Gunnery Equipment Depots and Dockyards
(*b*) *Type of equipment* ..	A/S Mortar Mark 10 Mounting.
(*c*) *Part of equipment affected*	"A" End Mounting—Bracket and Resilient Mountings of the Barrel Fired Indicating Lamp Box.

(*d*) *Modification number* .. To be known as Modification No. 17 to Mounting. N.B. B.R. 1709 (1) Chapter 1, " List of ALL Modifications "—will be amended by " P " Series A.F.O.

(*e*) *Purpose of modification* To fit a more reliable and robust Shockproof Vibration mounting.

(*f*) *Nature of modification* .. To remove existing Lamp Box Bracket, 3 in No. Resilient Mountings A.P. 61321 and 6 in No. Securing Clips A.P. 57736 and replace by a new Lamp Box Bracket, drawing U.C.W. 4002/392 and 3 in No. Shock/Vibration Mountings. Type L. AP.E. 2C/2144.

(*g*) *How to be done* .. (*a*) Remove 3 in No. bolts securing Lamp Box Bracket to End " A " Mounting and retain for securing new Lamp Box Bracket.

(*b*) Dismantle the Lamp Box Bracket assembly, retaining the Lamp Box and 6 in No. nuts and bolts holding the resilient mountings to the Bracket and Lamp Box. All other items, i.e., Lamp Box Bracket, 3 in No. resilient mountings AP.61321 and 6 in No. Securing Clips AP.57736 are redundant (*see* Clause " M ").

(*c*) Re-assemble as follows—

(i) Secure 3 in No. Shock/Vibration Mountings, Type " L " AP. E.2C/2144, to the feet of the Lamp Box, using 3 in No. Hex. head Bolts $\frac{5}{16}$ B.S.W. x $\frac{3}{4}$ Long AP. B.2d/33321 so that the 2 in No. securing holes in each mounting lie vertically above one another when the box is in its fitted position.

(ii) Secure the feet of the Shock/Vibration Mountings to the new nuts and bolts previously retained and 6 in No. $\frac{1}{4}$-in. Shakeproof Steel Lock Washers, AP. B.10F/3672 making sure that the cutaway portion of the new bracket is in the same relative position to the Lamp Box as that of the old one.

(iii) Secure whole assembly to End " A " Mountings, using 3 in No. securing bolts previously retained.

(*h*) *By whom to be done* .. Establishments, Gunnery Equipment Depots and Dockyards.

(*i*) *When to be done* .. As convenient.

(*j*) *How to be treated* .. As a defect.

(*k*) *Disposal of redundant items* To be scrapped locally.

Navy Order 1033 of 1959 is relevant.

(DW 736/285/8.)

(*Navy Order* 1033 *of* 1959.)

UNCLASSIFIED.

95.—Alteration and Addition Item—Daring Class Destroyers.

The following alteration and addition item is approved for Daring Class Destroyers—

Class List Item No. 51. *Classification* " *A* ".

Item:

(*a*) " To transfer the existing A.P. 1712M tape type repeater in the Operations Room from gyro compass circuit No. 21 to circuit No. A.

(*b*) To fit an additional A.P. 1712M tape type repeater and connection box A.P. 1867A at the L.O.P. in the Operations Room and wired to gyro compass circuit No. B."

References:

(*a*) A.F.O. " A " series 172/60, item No. 394.

(*b*) Navy Office Letter No. 04806 dated 12th August, 1960.

(*c*) G.M.W.D. memorandum 238/63/162 (2311) dated 28th September, 1960.

(*d*) FOICEA memorandum N20/1/37 dated 24th November, 1960.

(DCNTS 1215/251/52.)

UNCLASSIFIED.

96.—Alteration and Addition Item—Daring Class Destroyers.

The following alteration and addition item is approved for Daring Class Destroyers—

Class List Item No. 47. *Classification* " A ".

Item: " To fit following ABCD facilities in accordance with Navy Order 365 of 1959—

(*a*) Emergency lighting (consisting of a portable floodlight, pattern 17081) in H.Q.1.

(*b*) A Monitoring Officer's position in H.Q.1.

(*c*) A direct telephone line from the Monitoring Officer to H.Q.1 –T.C.B.

(*d*) Two direct telephone lines from the H.Q.1–T.C.B. to telephones in monitoring positions on upper deck—

(i) on outboard side of forward bulkhead to OA's workshop adjacent to replenishment phone position;

(ii) in athwartships passage immediately forward of entrance to " B " Boiler Room ".

References:

(*a*) Navy Order 365 of 1959.

(*b*) H.M.A.S. VAMPIRE's Final ABCD inspection report.

(*c*) Navy Office letters Nos. C.0954 and 09982 dated 13th October, and 3rd December, 1959.

(*d*) GMWD memorandum 238/63/100 (3235) dated 30th December, 1959.

(*e*) FOICEA memorandum N18/5/12 dated 31st March, 1960.

(DCNTS 1215/251/36.)

(*Navy Order* 365 *of* 1959.)

UNCLASSIFIED.

97.—Naval Stores (General) (Class E, Group 5)—Cylinder, Light Alloy, Pattern 1165—Introduction.

(*A.F.O.* 3056/1960.)

Future purchases of the small aluminium alloy cylinder for Clearance Diving Breathing Apparatus, Pattern E5/5561A, Shallow Water Breathing Apparatus, Pattern E5/5562A and Swimmer Canoeist Breathing Apparatus, Pattern E5/8450 will be to a revised specification and the cylinder has been allocated a new pattern number E51165.

2. The new cylinder is interchangeable with Cylinder Pattern E5/5564 which should continue to be demanded until stock has been expended.

(DNAS 512/74/73.)

UNCLASSIFIED.

98.—Naval Stores (General) (Class E, Group 5)—Withdrawal from Service of Mine Recovery Outfits.

(*A.F.O.* 2434/1960.)

It has been decided that the Mine Recovery Breathing Apparatus, Pattern E5/5555 and the Mine Recovery Suit, Pattern E5/5550, is to be withdrawn from service and that its function will be temporarily taken over by the Clearance Diving Breathing Apparatus, Pattern E5/5561A, pending the introduction of the Mine Disposal Diving Outfit.

2. Clearance Diving Teams and Units and the Commanding Officer, H.M.A.S. WATSON should therefore arrange to return this equipment, which is listed in the appendix, to SNSO, Sydney, to whom instructions as to disposal will be issued separately. Only serviceable equipment should be taken on store charge.

APPENDIX.

Pattern No.	Description.	Components for each.	
		Team.	Unit.
5550	Helmet and jacket, complete	6	3
5552	Trousers, small	4 prs.	2 prs.
5553	Trousers, large	4 prs.	2 prs.
5546	Belts, waist, metal	6	3
7560	Body band, complete with clamping screw and nuts	6	3
7988	Breastropes, unbraided, 300 ft.	4	2
7565	Strap, front weight	12	6
5548	Weight, front, brass, 40 lb.	6	3
5549	Weight, leg, lead, 7 lb.	12	6
3805	Union nut and joint for dress testing	1	1
7561	Perspex window and frame for helmet	—	—
7564	Valve relief, complete	—	—
7563	Visor securing bolt and wing nut	—	—
7562	Visor frame, windows and clamping plates complete for front eye assembly	—	—

APPENDIX—*continued.*

Pattern No.	Description.	Components for each.	
		Team.	Unit.
	Consumable.		
7567	Blank for helmet connections	12	6
7568	Cuff, rubber	8	4
7569	Gratings and spindles	6	4
7570	Pins, hinge, small	6	4
7571	Pins, hinge, large	6	4
7572	Pins, split	6	4
7574	Screws	6	4
7573	Springs, outlet valve	6	4
7577	Washers, joint, visor for helmet	6	4
7578	Washers, housing valve seating in helmet	6	4
7576	Windows, visor	6	4
	Permanent.		
5555	Apparatus, breathing for mine recovery	6	3
7526	Breathing tube, short, assembly, fitted complete with blanks	6	3
7527	Breathing tube, long, assembly, fitted complete with blanks	6	3
3795	Gauge, test, with adaptor	2	1
3796	Gauge, back pressure, with adaptor	2	1
7528	Reducer valve, complete	2	1
7541	Spigots and filters, screwed, for reducing valve	6	3
7542	Spigots and filters, screwed, for cylinder cross piece	6	3
7543	Spigots and filters, screwed, for by-pass unit	6	3
	Consumable.		
3811	Cleaner, jet, for reducer valve	6	3
3812	Cleaner, jet, for reducer (wire and brass)	6	3
7532	Collar valve	12	6
7533	Diaphragm, moulded type	6	3
7534	Diaphragm, rubber	6	3
7531	Handwheel, by-pass unit	2	1
7529	Injector, venturi tube	6	3
7535	Jets, venturi, for reducer	6	3
7538	Leathers, gland, for by-pass unit	12	6
7539	Nuts, Simonds, 2BA, for by-pass unit	6	3

APPENDIX—*continued.*

Pattern No.	Description.	Components for each.	
		Team.	Unit.
	Consumable—continued.		
7536	Rings, keep, inner	6	3
7537	Rings, keep, outer	6	3
7544	Seatings for cylinder valves	6	3
7545	Sleeves for cylinder valves	6	3
7546	Spindles for cylinder valves	6	3
7547	Springs for cylinder valves	6	3
7548	Tubes, breathing, I.R., for by-pass unit ..	3	1
7530	Valves, cylinder, complete	2	1
7540	Valves, by-pass, complete	2	1
3810	Washers, for test and back pressure gauges (in sets of 12)	6 sets	3 sets
7550	Washers, canister to reducer	50	30
7551	Washers, lug to reducer	6	3
7552	Washers, joint, for reducer	24	12
7553	Washers, assembly joint	24	12
7554	Washers, spindle, for cylinder valve	24	12
7555	Washers, friction, for cylinder valve	24	12
7556	Washers, joint, for by-pass unit	24	12
7557	Washers, for breathing tubes for by-pass unit ..	24	12
7558	Water seals	10	5

(DNAS 512/74/64.)

UNCLASSIFIED.

99.—Naval Stores (General) (Class F, Group 25)—Safety Handlamps, Patterns F25/202755, F25/8115, and 8115M—Revised Allowances.

(*A.F.O.* 2128/1960.)

Allowances of safety handlamps have been revised and are now as shown in the appendix.

2. Ships in commission and operational reserve should adjust holdings to the new allowances. Supply to new construction ships and ships re-storing after refit, &c., will be arranged by the Storing Yards in the normal manner. Quantities required for fitting should be demanded by Overseers or Dockyard Officers in the usual way.

3. Pattern F25/202755 has a non-ferrous outer case and is intended for use in magazines, aviation fuel dangerous areas, and in compartments where inflammable gas or vapour is known or suspected to be present. The allowances provide for explosives spaces to be equipped to the following scales and distribution is to be arranged accordingly—

Aircraft Carriers—

3 per main magazine, handing, bomb, missile, shell and warhead rooms.
1 per R.U. and weather deck magazine, preparing room and gun bay.

All other ships—

2 per main magazine, handing, missile, shell and warhead rooms.
1 per R.U. and weather deck magazine and gun bay.

4. Patterns F25/8115 and 8115M (formerly dealt with under Class F, Group 2, Part A) are obsolescent but are suitable for use in SAFE areas and compartments. When stocks of these patterns have been expended pattern F25/202755 will be supplied for all purposes.

5. Navy Order 399 of 1960 is hereby cancelled.

APPENDIX.

Ship or class of ship.	*Total allowances.*	*Allowances of individual patterns.*		*Remarks.*
		F.25/202755.	F.25/8115(O) *or* 8115M(O).	
Carriers	148	98	50	Includes requirements for Emergency Flight Deck lighting and 25 per cent. spares
Destroyers—				
Daring Class ..	40	28	12	
Others	20	20	—	
Frigates—				
Type 12	20	20	—	
Type 15	16	16	—	
(Sloop)	12	9	3	
(River)	10	6	4	
Ocean Minesweepers	6	6	—	

(DNAS 519/75/7.)

(*Navy Order* 399 *of* 1960.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

100.—Victualling Stores—Gloves for Photographic Purposes—Change in Supply Arrangements.

(*A.F.O.* 2626/1960.)

As from 1st February, 1961, Director of Victualling will be responsible for the supply of gloves for photographic purposes. Stocks of gloves, India rubber, patterns 4865, 4866 and 4867 held in H.M.A. ships and establishments on that date are to be transferred without financial charge from the Naval Store Account to the Loan Clothing Account on form A.S. 549 quoting this order as authority.

2. Separate instructions have been issued regarding the transfer of residual stocks held by the Naval Store Department to Royal Edward Victualling Yard.

3. No further purchases of pattern 4865–7 gloves will be made. When stocks are exhausted, Victualling Yards will meet demands for gloves for photographic purposes by the supply of gloves, rubber, anti-gas.

4. The allowances of gloves for photographic purposes are as follows—

Aircraft carriers and R.A.N. Air Stations .. .. .. 6 pairs.

5. Demand Issue Notes are to be endorsed " Required for photographic purposes ".

(DV 917/90/61.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

101. Form A.S. 548—Workbook for Navigating Officers of H.M.A. Ships—Scale of Issue.

The maximum scale of issue of this form is as follows—

(*a*) *Ships in Commission*—

MELBOURNE	12 No. per year.
Darings	6 No. per year.
Battle Class	
Type 15's and 12's	
H.M.A.S. SWAN	
All other ships	3 No. per year.

(*b*) *Shore Establishments*—

H.M.A.S. WATSON	12 No. per year.
H.M.A.S. ALBATROSS	3 No. per year.

2. Demands in excess of the above are to be supported by letter.

(DNAS 464/54/296.)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED.

102.—Captain Cook Graving Dock, Sydney—Conditions, Docking and Associated Charges and Docking Instructions.

It has been found necessary to make certain amendments and additions to the conditions and docking and associated charges for the operation of the Captain Cook Graving Dock, Sydney. These, together with approved docking instructions, have been included in this order.

2. The dock will be made available for the docking and repair of commercial shipping and foreign warships, but at all times will remain under the control of the Naval Board.

3. The dock must be considered primarily as a very important British Commonwealth defence unit which should be kept in the highest state of efficiency and readiness and, to ensure that priority for British Commonwealth defence shipping and other naval requirements will be secured at all times, its operation will be on the condition set out hereunder—

(*a*) Approved shipbuilding and ship repair firms shall be permitted to carry out, under conditions laid down by the Naval Board, repair work upon merchant ships and warships which have been docked.

(*b*) Should more than one private firm require the use of the dock at the same time, the priority will be decided by the General Manager, H.M.A. Naval Dockyard, Garden Island, New South Wales.

(*c*) The actual docking of warships and commercial ships will be carried out by dockyard personnel under the control of the responsible dockyard officer.

(*d*) Certain underwater work on docked vessels, as determined by the responsible dockyard officer, will also be carried out by the dockyard.

(*e*) The dockyard may make available such workshops, plant and machinery for work required by Commonwealth and State Government departments and instrumentalities, approved private contractors, or firms repairing docked vessels, as the responsible dockyard officer shall decide, and upon such terms as are mutually agreed upon, provided that dockyard personnel supervise and operate such plant and machinery.

4. Conditions for the use of the dock are set out in Appendix A and, whilst these conditions permit work to be performed inside vessels by the owners or the contractors, in general the work of cleaning and painting a ship and outside work in the dock will be carried out by the dockyard. Should it not be convenient for the dockyard to do this, however, it will be competent for the owners to arrange with the responsible dockyard officer to employ outside contractors to assist as necessary.

5. The attention of the master of any ship seeking the use of the dock is to be drawn to these conditions by the General Manager and the appropriate application form for the use of the dock signed by, and a copy of the conditions issued to, the owners, or agent before the ship docks.

6. The docking charges for the use of the dock are set out in Appendix B.

7. The docking dues included in Appendix B will apply to commercial shipping and foreign warships only and will not be levied on ships of the Royal and Dominion Navies.

8. The charges to be levied for the use of services and ancillary equipment, such as cranes, are set out in Appendix C.

9. Charges for the hire of any of the dockyard workshop plant and machinery and work performed by dockyard personnel, will be computed by the General Manager, H.M.A. Naval Dockyard, Garden Island, on a basis as approved from time to time by the Naval Board.

10. Docking instructions for the use of the dock are set out in Appendix D.

11. The appendixes to this order are being incorporated in East Australian General Orders, as necessary.

12. The Captain Cook Dock is capable of accommodating the majority of large ships afloat and has been designed in two sections to enable medium sized ships to be docked in one section simultaneously with smaller ships in the other section. Special facilities such as shoring towers are provided to ensure the safe docking of such ships.

13. All applications for, and communications concerning, the use of the dock and associated machinery and equipment are to be addressed to the General Manager, H.M.A. Naval Dockyard, Garden Island, New South Wales.

14. Navy Order 751 of 1959 is hereby cancelled.

Appendix A.

CONDITIONS FOR THE USE OF THE CAPTAIN COOK GRAVING DOCK.

1. Application for the use of the dock is to be made to the General Manager, H.M.A. Naval Dockyard, Garden Island.

2. An application to use the dock for any vessel, the shape of which demands that the blocks be prepared in a special manner to suit it, must be accompanied by a plan showing the shape, or by such information in writing as will enable the necessary disposition to be made.

3. The vessel shall, while docking, undocking, and in the dock, be entirely at the risk of the owners, and the Commonwealth of Australia shall not be responsible for any damage to the vessel however occasioned.

4. The officers, crew and workmen of any vessel in the dock shall adhere strictly to regulations in force for the time being respecting the dock and dockyard premises.

5. The applicant shall indemnify the Commonwealth and keep it indemnified against all actions, claims and demands whatsoever in respect of any injury howsoever occasioned, occurring to any person, other than employees of the Commonwealth, except as stated hereunder, on or about the vessel while in dock, or within the precincts of the dockyard, unless the applicant can prove that such injury resulted from negligence of the Commonwealth or its servants. The applicant shall also indemnify the Commonwealth and keep it indemnified against all actions, claims and demands made by virtue of the provisions of the Commonwealth Employees' Compensation Act, or other Acts, in respect of injury to an employee or employees of the Commonwealth, unless the applicant can show that such injury did not result from the negligence of the applicant or his servant or servants.

6. The applicant shall indemnify the Commonwealth and keep it indemnified against all actions, claims and demands whatsoever in respect of any damage or delay, howsoever occasioned, occurring to any property of the Commonwealth, as a result

Appendix A—*continued.*

of the presence of the vessel in the dock or within the vicinity of the dockyard premises, unless the applicant can prove that such damage or delay resulted from negligence of the Commonwealth or its servants.

7. The applicant shall be responsible for and liable to make good any damage to blocks, shores, or stages, or to the dock, caisson, keel blocks or other property, plant or material of the Commonwealth occasioned by—

(*a*) the vessel, her engines, or equipment;

(*b*) the act or omission of any person on or employed in connection with the vessel.

Provided, however, that nothing in this clause shall render the applicant liable for any negligence of the Commonwealth or its servants.

8. When by and at the risk and expense of the master or owners, and to the satisfaction of the responsible dockyard officer, the ship has been brought to rest and secured at the approximate docking down position, the vessel shall be under the control of the said dockyard officer, and the directions of this officer shall henceforth be implicitly and promptly carried out.

9. The master or owners of the vessel when so required shall provide the necessary rope and a sufficient number of officers and crew on board the vessel for the purpose of warping the vessel in and out of the dock, lifting shores on board, attending to such orders as are given by the pilot or by the responsible dockyard officer, and assisting generally.

10. The vessel is to be trimmed upright to the satisfaction of the General Manager of the dockyard and any surplus weight, whether cargo or otherwise, is to be removed before the ship enters the dock, if so required by the General Manager of the dockyard. The correct draught of the vessel is to be given in writing by the master to the General Manager before the ship enters the dock.

11. No vessel with explosives or combustible, or dangerous, or inflammable substances on board will be permitted to enter the dock without the prior approval of the General Manager.

12. Any vessel, in respect of which an application has been made for the use of the dock, not arriving at the appointed time, will be liable to forfeit its turn to use the dock, and the master or owners of any such vessel shall be liable for any expenditure properly incurred on their account.

13. No ashes, slops, or rubbish shall be deposited in the dock or on the roadways around the dock or wharf except in places allotted for same, and when so deposited, cartage will be charged for the removal of such ashes, slops or rubbish to a place of disposal.

14. Whilst the vessel is supported by the blocks of the dock, no major weights, fuel, stores, nor cargo of any description shall be shipped or unloaded or moved within the vessel, nor shall the quantity of water in her boilers and tanks be altered except by permission of the General Manager. The master of the vessel shall be responsible that the trim and heel on undocking are the same as on docking.

15. No work other than as may be permitted by the dockyard officers shall be performed upon or about the vessel while she is in the dock or in the vicinity of the dockyard premises. It shall normally be permissible for the owners or their contractors to perform work inside the vessel, but repairs to the outside of the hull and

APPENDIX A—*continued.*

work on underwater fittings shall be carried out by the dockyard or by contractors arranged for and approved by the dockyard officers. The dockyard shall be responsible for all work performed in the workshops of the dockyard.

16. The Commonwealth shall have a lien on the vessel for expenditure properly incurred by the Commonwealth on behalf of the owners of the vessel and for which the owners are liable, until the owners have fulfilled their liabilities to the Commonwealth.

17. In and insofar as any delay or failure in the completion of the work which the Commonwealth contracts to perform, or in the docking, or undocking of the vessel, is caused by strike or lockout, or by any combination of or restriction or cessation of work by workmen of the Commonwealth or of any other corporation, firm, or person, or by accident, fire, force majeure, the act of the Queen's enemies, the act of God, bad weather, or by any act or default of the owners of the vessel or their servants, or by any other cause whatsoever, not absolutely within the control of the Commonwealth, or by a Department performing any docking and/or rendering other services to and for any vessel or vessels under contract for the carriage of Her Majesty's mails, such delay or failure shall not constitute any default or breach of contract on the part of the Commonwealth.

18. In the event of any breach of these conditions being committed, the General Manager, or other proper officer of the Commonwealth, may at once cause the removal of the vessel out of the dock and away from the vicinity of the dockyard premises, and the owners of the vessel shall be liable for, in addition to all other charges, any loss or expenses occasioned to or incurred by the Commonwealth in removing the vessel.

19. The charges to be made for the use of the dock, equipment and services shall be as set out in Appendixes B and C respectively. These charges will include the cost of the pumping, shoring and unshoring, also providing requisite shores, staging, planks, wedges, &c., for normal docking. Any such equipment supplied for special work will be charged for and all such staging, &c., must be returned in the same condition as when received, and stacked as directed. The charges do not include special blocks, special shores, or overtime. The cost of these will be in addition to the charges in Appendixes B and C. Docking charges shall begin from the time the caisson is restored to place after the vessel has entered the Dock, provided that pumping and emptying of the dock is accompanied in normal time, and, subject to clause 16 hereof, will cease when the vessel clears the dock, provided that no delay in undocking has been caused by the dockyard, in which event due allowance shall be made. Should wind, weather, or tide not permit a vessel to be undocked when all work thereon is completed, she may be allowed to remain in the dock without additional charge, subject to the decision of the General Manager, but no demand or claim for demurrage is to be made in respect of such detention. The tonnage on which the charges are based is the gross registered tonnage as shown in Lloyd's register, or, if not appearing therein, then upon the gross tonnage shown in the vessel's official certificate.

20. The General Manager shall have the right to refuse for docking any vessel which, in his opinion, due to leakage of oil-fuel or other cause, is not in a satisfactory condition to enter the dock, and he may require such steps to be taken as are considered practicable to remove the cause or to mitigate the effects of such unsafisfactory conditions before the vessel enters the dock.

APPENDIX A—*continued.*

21. The right of determination of priority between vessels requiring the use of the dock at the same time shall rest with the General Manager, and, in the event of any vessel having to be undocked specially to permit a naval vessel to be docked, no charge will be levied for the re-docking of the firstmentioned vessel, but the Commonwealth will not be liable for any expense, loss, or liability incurred by the owners or agents as the result of such undocking and re-docking.

22. The master, officers and crew shall, while the vessel is docking, undocking, and in the dock, comply strictly with the docking instructions contained in Appendix D.

APPENDIX B.

SCHEDULE OF DOCKING CHARGES.

Gross Tonnage.	*Docking Dues (first day or part thereof).*	*Daily Rent (for each succeeding day).*
Vessels not exceeding 6,000 tons	£400 flat charge ..	£100 flat charge
Vessels exceeding 6,000 tons and not exceeding 30,000 tons	£400 plus 1s. 3d. for every ton in excess of 6,000 tons	£100 plus 4½d. for every ton in excess of 6,000 tons
Vessels exceeding 30,000 tons	£1,900 plus 5s. 4d. for every ton in excess of 30,000 tons	£550 plus 4d. for every ton in excess of 30,000 tons

(*a*) The charge for docking dues includes the day of admission up to midnight, from which time daily rent is to be charged.

(*b*) Charges for any portion of a day, after the first day, are to be as follows—

(i) First six (6) hours or portion thereof—a quarter of a day to be charged.

(ii) Over six (6) hours and not exceeding twelve (12) hours—one-half of a day to be charged.

(iii) Over twelve (12) hours and not exceeding eighteen (18) hours—threequarters of a day to be charged.

(iv) Over eighteen (18) hours—a full day to be charged.

(*c*) No charge for daily rent will be made in respect of Sundays and public holidays unless work is performed on, or in respect of, the vessel on such days.

APPENDIX C.

SCHEDULE OF CHARGES FOR HIRE OF SERVICES OR EQUIPMENT.

Plant or Service.	*Charge.* £	*s.*	*d.*
50-ton electric crane	3	6	0 per hour.
5-ton Diesel electric wharf cranes	2	1	0 per hour.
5-ton Diesel cranes..	2	1	0 per hour.
8½-ton mobile crane	2	1	0 per hour.
10-ton mobile crane	2	3	0 per hour.
Steam boilers—portable	1	5	0 per hour.
Supply of compressed air for pneumatic tools	1	10	0 per hour.

APPENDIX C—*continued.*

Plant or Service.	*Charge.* £	*s.*	*d.*	
Trucks—				
50-ton crocodile bogey rail type	0	6	0	per hour.
1½-ton motor transport	0	14	0	per hour.
5-ton motor transport	0	15	0	per hour.
Portable welding sets electric	0	6	0	per hour.
Canvas hoses	0	6	0	per day.
Electric current—				
240/415-volt A.C.	0	0	2½	per unit.
220-volt D.C.	0	0	3½	per unit.
110-volt D.C.	0	0	3½	per unit.
Fresh water	0	3	4	per 1,000 gals. (using own hoses).
	0	3	10	per 1,000 gals. (using Navy hoses).

APPENDIX D.

DOCKING INSTRUCTIONS.

1. All fittings outboard which would interfere with the safe working of docking operations are to be arranged so that there is no danger of damage being done, e.g., davits to be turned in, accommodation ladders to be triced up, &c.

2. The crew of the vessel is not required on the dockside when the ship is entering or leaving the dock, and should not leave the ship until permission is given by dockyard officers.

3. The dockyard is responsible for the provision of suitable fenders to prevent the ship being docked or undocked, from touching the dock sides, entrances or approach wharves.

4. When the ship is in dry dock, the dockyard will be responsible for supplying ample water at suitable positions for magazine flooding, fire mains and domestic purposes; for keeping water supply up to the hydrants on the dockside wharf; for shipping an adequate number of hydrants prior to the ship docking; and for maintaining valves on the hydrants in good condition, accessible and fitted with means of opening and closing.

5. The dockyard will maintain an adequate supply of adaptors for use with the hydrants or valves, and supply them to the ship on loan when demanded.

6. The ship will be responsible for connecting all hoses to hydrants, and for operating hydrant valves and all ship connections, and for returning adaptors in good order before leaving the dock.

7. The dockyard will be responsible that all reasonable precautions are taken to prevent fire in the vicinity of the ship.

8. The dockyard will provide receptacles for garbage and ashes and will be responsible for the clearing of such receptacles.

9. Facilities for berthing ships' boats which are in use whilst the ship is in dock will be provided by the dockyard.

APPENDIX D—*continued.*

10. The ship is not to run or try engines or auxiliaries while in the dock unless authorized in writing by dockyard officers.

11. Docking materials, stores, &c., are not to be taken or removed without permission of dockyard officers.

12. The gangways or brows will be placed in position by the dockyard, and the ship's officers are to be responsible subsequently that both ends of gangways or brows are efficiently protected by guard ropes (and safety nets where appropriate) to prevent accidents. Brows or gangways are not to be shifted by the ship's officers without authority of the dockyard.

13. The ship while using the dock shall, between the hours of sunset and sunrise, furnish and display suitable lights at each end of the gangways or brows.

14. The dockyard will be responsible for providing and rigging adequate safety chains around the dockside. Ship's officers will be responsible that these are not interfered with by the ship's company.

15. The dockyard will be responsible that the ship is efficiently protected by proper conductors from the danger of lightning.

16. Care is to be exercised in using the plants for staging to prevent splitting or damaging them.

17. Whilst the dock is dry, no soapy, sandy or dirty water is to be discharged from the ship without the permission of dockyard officers, and no vessel is to clean out oil tanks or discharge oil into the dock, whether it is full or dry.

18. The dockyard will provide adequate and suitable water closets for the use of officers and men whilst the ship is in dock. These are to be handed over in clean condition.

19. Ship's urinals and W.C.'s shall be closed and securely fastened and are **not** to be used while the ship is in dock, whether dry or afloat. No rubbish of any description is to be discharged from the vessel into the dock, whether dry or afloat. All rubbish removed from the ship must be placed in the receptacles provided on the dockside as directed by dockyard officers.

20. Telephones are available for the use of the ship while in dock, and may be obtained from the dockyard.

21. The ship while docking or undocking will have on board a Naval Pilot provided by the Captain of the Port. When movement from or to a commercial berth is involved, a Port of Sydney Pilot (provided by the Maritime Services Board) will be embarked as well. In these cases the Naval Pilot is to board the ship at a sufficient distance from the dock to enable him to get the "feel" of the ship. When a merchant ship is being handled the Naval Pilot is to give all possible assistance in an advisory capacity; he is only to assume control for the final movement into and initial movement out of the dock.

22. When the ship is nearing the entrance to the dock a green flag will be hoisted or a green light shown on the dock flagstaff on the eastern end of the dock entrance to indicate that the dock is clear and ready to receive the ship. This should be acknowledged by hoisting International Code Flag "C" by day or flashing "C" (— . —) a number of times in the direction of the dock office at night.

APPENDIX D—*continued.*

23. The showing of a red flag or light at the dock flagstaff during the ship's approach will indicate that the dockyard is not ready to receive the ship. She then should keep an offing until the red flag is hauled down or the red light dowsed and the green flag or light hoisted or shown. The red flag should **not** be confused with Port Warning Signal flown from Garden Island Signal Station.

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 manila 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.

25. There are two methods of movements in and out of the dock; the method to be used is to be agreed between the Pilot and the Dockmaster before the movement.

26. *Movement of Smaller Ships* (equivalent of Darings and below).—In these cases the tugs manoeuvre inside the dock with the ship. These movements are to be treated as berthing or unberthing operations conducted under the responsibility of the Pilot.

27. On entering the dock, one steadying line forward and one aft will be passed to the ship from the windward side of the dock and are to be secured inboard. These lines will be used, to the Pilot's requirements, to hold the ship up to windward while passing along the dock. The ship will be berthed on the dockside approximately abreast the docking down position. The tugs will then be cast off. Shore lines will then be run forward and aft on the leeside and the ship will be warped into the final position by the Dockmaster.

28. A similar procedure in reverse will be followed for undocking.

29. Other circumstances permitting, the engine tug will normally be secured to that side of the ship which will be the leeside when in the dock. These movements are frequently made with two ships secured abreast.

30. *Movement of Larger Ships* (equivalent to Cruisers and above).—The usual arrangement of tugs is one ahead, one alongside and two aft. These movements are not normally undertaken in cross-winds above about 12 knots. The tugs (except for one stern tug) do not enter the dock and the movement is to be conducted as follows.

31. On approaching the dock entrance, the ship is to be prepared to pass a line (large manila is preferable) with eye outboard from each bow to a bollard on each side of the entrance. These lines, which will not necessarily be used, are to hold the ship steady. They must be controlled by the ship, be shifted as directed by the Pilot, and, when ordered to be slipped, it is essential that they be hauled in roundly to avoid fouling fenders, other dock lines &c. These are the only ship-to-shore lines to be supplied and worked by the ship.

32. As the bows approach the dock entrance the ship will be brought nearly to rest parallel to and slightly to windward of the centre line of the dock. At this stage towing lines (all manila) and steadying springs (wire with manila tails on the dockside) will be passed and are to be secured inboard. The bow tug(s) will be cast off. The ship will carry her way until the bows are inside the dock; she will then be stopped and the engine tug(s) and one stern tug cast off. The ship will then be towed into the dock by dockyard cranes and steadied and checked by the springs and stern tug. Lines and labour to handle them on the dockside will be supplied by the Dockmaster.

APPENDIX D—*continued.*

33. The procedure required for taking in and securing the dock lines is as follows—

As soon as the bow of the vessel approaches the dock entrance, two in number heaving lines, one port and one starboard, are to be passed ashore or into boats which will approach the ship. These lines will take the dock springs, port and starboard, through the foremost fairleads.

34. When the first pair of springs have been secured (or earlier if possible) two further heaving lines, one port and one starboard, are to be passed ashore (or into the boats) to take the towing lines from the dock cranes. As these lines are used to tow the vessel into the dock, they should be secured to give the best possible lead ahead.

35. When the towing lines have been secured (or earlier if possible) two further heaving lines are to be passed ashore to take the second pair of forward springs which should be secured somewhat further aft than the pair mentioned in paragraph 34.

36. As the quarter approaches the dock entrance, four in number heaving lines, two port and two starboard, are to be passed to take the after dock springs. These springs are to be led through the two aftermost fairleads each side.

37. A similar procedure in reverse will be employed for undocking except that dockyard cranes are not used, sternway being imparted by tug.

38. Whichever of the above methods is used, close co-operation between Pilot and Dockmaster is essential and the *modus operandi* is to be agreed between them beforehand. Transfer of responsibility from Pilot to Dockmaster, and vice versa, is to be agreed, and clearly conveyed, between them at the time on the following principle—

When the ship is moving horizontally with tug(s) secured, responsibility rests with the Pilot: when the ship is handed under full control of dockyard wires, responsibility rests with the Dockmaster.

39. The Pilot is not to take a large ship right up to the head of the dock. The ship will be warped into the final docking down position by the Dockmaster.

40. Main engines are not to be used during the passage of the ship through the dock, unless at the special request of the dockyard officers.

41. The arrangement of wires for undocking will be communicated to the ship by dockyard officers during the docking period; it should be particularly noted, however, that the foremost pair of springs, which must be kept on until the ship is cleared of the dock, is to be secured inboard to slips to be provided by the ship.

42. When it is intended to flood the dock for undocking purposes, dockyard officers will notify the fact in writing direct to the Commanding Officer of the ship, stating the time at which flooding will commence.

43. The Commanding Officer will be responsible that the undocking certificate, on a form to be supplied by the dockyard, is, after counter-signature by him, furnished to the dockyard before the time of commencement of flooding, that all underwater valves are closed and the vessel is in all respects ready for undocking.

44. When the ship is ready to undock, International Code Flag "C" is to be hoisted, or at night "C" is to be flashed in the direction of dock office. This will be acknowledged by the hoisting of a green flag or showing of a green light on the dock flagstaff to indicate that the dock is clear and ready for undocking.

APPENDIX D—*continued.*

45. When undocking, the Dockmaster will be in charge until the last dock lines are slipped and, until this moment, the ship is to transmit the Dockmaster's orders to the stern tugs without delay and is to give no independent orders to them.

46. When, as sometimes occurs, a vessel is required to enter the dock stern first, read stern for bow, in the appropriate paragraphs above.

(DCNTS 1426/51/3.)

(*Navy Order* 751 *of* 1959.)

Section 7.
CANCELLED LIST.

UNCLASSIFIED.

103.—Cancellation of Navy Orders.

Navy Orders 517, 586, 589 and 610 of 1960 are hereby cancelled, having been incorporated in A.B.R. 4, Naval Storekeeping Manual.

(DNAS 47/8/8.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 104-124/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
8th February, 1961.

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.

468/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

RESTRICTED.

104.—Ceremonies—Loyal and Official Toasts.

(*A.F.O.* 3222/1960.)

The restoration of the ancient privilege of drinking Her Majesty The Queen's health seated in naval messes, even when the National Anthem is played, was announced in A.G.M. 077A of 20th February, 1959, which modified Q.R. and A.I., Article **1363**.

2. Revised rules for honouring the loyal and official toasts are now set out in paragraphs 3 to 13 below and the accompanying table. Q.R. and A.I., Article **1363** will be amended in due course.

3. The health of Her Majesty The Queen should be honoured seated in all naval messes whether on board ship or on shore, except as provided in paragraphs 7 and 8 below, even when the National Anthem is played.

4. Likewise when Indian or Pakistani nationals, or officers serving in these armed forces, are present the health of their Presidents should be drunk seated; when Malayan nationals or officers serving in the Malayan armed forces are present, the health of His Majesty The Yang di-Pertuan Agong should be drunk seated. These toasts should be drunk immediately after Her Majesty The Queen's toast unless either of the Presidents or H.M. The Yang di-Pertuan Agong is present when the directions in the table on the following pages will apply.

5. The formal meal is terminated by the Loyal Toast—or toasts as in 4 above. Any subsequent toasts which may be proposed to individuals it is desired to honour should be drunk standing in the normal way.

6. Rules relating to Ghana and other republics within the Commonwealth will be announced when decided. Naval Board direction is to be sought in the event of doubt arising before details are promulgated.

7. When Her Majesty The Queen, His Royal Highness The Prince Philip, Duke of Edinburgh, or any other member of the Royal Family is present, these toasts will be honoured standing unless Her Majesty, His Royal Highness or other member of the Royal Family has expressed a wish that officers should remain seated. The pleasure of the Royal personage concerned on the procedure to be adopted should be sought before the meal.

8. When foreign official guests are present and toasts to foreign Heads of State are included, they and that of Her Majesty The Queen should be drunk standing.

9. *Procedure when guests other than British are present.*—Whenever Indian, Pakistani, Malayan or foreign nationals or officers serving in these armed forces are entertained officially on board H.M.A. ships or in naval establishments, on occasions when it is customary for toasts to be exchanged, the procedure in the table on the following pages is to be observed. This procedure should be arranged beforehand between the British officer who is the host and his guests.

10. The first toast should always be proposed in English, but, when foreign visitors are being entertained, it should, if possible, also be repeated in French or the language of the visitors.

11. *Commonwealth and Foreign National Anthems.*—National anthem(s) should be played as an accompaniment to a toast whenever a band is present except on those occasions when the number of countries represented renders this cumbersome and undesirable—i.e., when it is necessary for a collective toast to be in the form of " Heads of State here represented ". The appropriate anthem to accompany a toast to the President of the Republic of India is the Indian National Anthem, to the President of the Republic of Pakistan the Pakistan National Anthem, and to H.M. The Yang di-Pertuan Agong, the Malayan National Anthem.

12. When a Commonwealth or foreign national anthem is played in accompaniment to a toast, an abbreviated version should not be used unless it has been ascertained that this would be in accordance with the custom of the country concerned.

13. If two or more national anthems are played, they should be in the order in which countries are named in the collective toast.

PROCEDURE FOR LOYAL AND OFFICIAL TOASTS.

	Nationality of Guests.	*First Toast.*		*Second Toast.*		*Third Toast.*		*Fourth Toast.*	
		Toast.	*Proposed by.*	*Toast.*	*Proposed by.*	*Toast.*	*Proposed by.*	*Toast.*	*Proposed by.*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
1	Indian, Pakistani or Malayan or officers serving in these armed forces (where no foreign guests are present)								
	(*a*) If President of the Republic of India, the President of the Republic of Pakistan, or H.M. The Yang di-Pertuan Agong is present in person	President of the Republic of India or President of The Republic of Pakistan or H.M. The Yang di-Pertuan Agong	Mess President	H.M. The Queen	President of the Republic of India, President of the Republic of Pakistan or H.M. The Yang di-Pertuan Agong	—	—	—	—

(1)	Nationality of Guests. (2)	First Toast. Toast. (3)	First Toast. Proposed by. (4)	Second Toast. Toast. (5)	Second Toast. Proposed by. (6)	Third Toast. Toast. (7)	Third Toast. Proposed by. (8)	Fourth Toast. Toast. (9)	Fourth Toast. Proposed by. (10)
	(*b*) When President of the Republic of India, the President of the Republic of Pakistan or H.M. The Yang di-Pertuan Agong is not present in person	H.M. The Queen	Mess President	President of the Republic of India, President of the Republic of Pakistan or H.M. The Yang di-Pertuan Agong	Mess President	—	—	—	—
2	Foreign (one nation only represented)—								
	(*a*) If Head of State visited is present in person. (*See* Note 1)	Head of State visited	Mess President	H.M. The Queen	Head of State visited	—	—	—	—
	(*b*) When Head of State visited is not present in person	Head of State to which guests belong	Mess President	H.M. The Queen	Senior officer of foreign guests	—	—	—	—
3	Foreign (more than one nation represented)—								
	(*a*) If Head of State visited is present in person. (*See* Notes 1 and 2)	Head of State visited	Mess President	Collective toast to Heads or remaining States represented, named in the order of the rank and seniority of their respective representative officers present	Mess President	H.M. The Queen	Head of State visited	—	—
	(*b*) In a foreign port when officers of the State visited are present	Collective toast to Heads of several States represented, naming the Head of State being visited first, and the remainder in the order of the rank and seniority of the respective representative officers present	Mess President	H.M. The Queen	Senior officer of foreign guests	—	—	—	—
	(*c*) Otherwise than at (*a*) and (*b*)	Collective toast to Heads of the several States represented, in the order of the rank and seniority of their respective representative officers present	Mess President	H.M. The Queen	Senior officer of foreign guests	—	—	—	—
4	Indian, Pakistani, or Malayan or officers serving in these armed forces and Foreign.								

(1)	Nationality of Guests. (2)	First Toast. Toast. (3)	First Toast. Proposed by. (4)	Second Toast. Toast. (5)	Second Toast. Proposed by. (6)	Third Toast. Toast. (7)	Third Toast. Proposed by. (8)	Fourth Toast. Toast. (9)	Fourth Toast. Proposed by. (10)
	(*a*) Indian, Pakistani or Malayan and one foreign nation—								
	(i) If President of the Republic of India, President of the Republic of Pakistan, or H.M. The Yang di-Pertuan Agong is present in person	President of the Republic of India, President of the Republic of Pakistan, or H.M. The Yang di-Pertuan Agong	Mess President	Head of State to which foreign guests belong	Mess President	H.M. The Queen	Senior officer of foreign guests	—	—
	(ii) If Head of State visited is present in person	Head of State visited	Mess President	H.M. The Queen	Head of State visited	President of the Republic of India, President of the Republic of Pakistan, or H.M. The Yang di-Pertuan Agong	Head of State visited	—	—
	(iii) If President of the Republic of India, or President of the Republic of Pakistan, or H.M. The Yang di-Pertuan Agong as well as the Head of State visited are present in person	Head of State visited	Mess President	President of the Republic of India, President of the Republic of Pakistan, or H.M. The Yang di-Pertuan Agong	Mess President	H.M. The Queen	Head of State visited	—	—
	(*b*) Indian, Pakistani, or Malayan and more than one foreign nation—								
	(i) If President of the Republic of India, President of the Republic of Pakistan or H.M. The Yang di-Pertuan Agong is present in person	President of the Republic of India, President of the Republic of Pakistan, or H.M. The Yang di-Pertuan Agong	Mess President	Collective toast to Heads of several States represented, naming the Head of State being visited first, and the remainder in the order of the rank and seniority of the respective representative officers present	Mess President	H.M. The Queen	Senior officer of foreign guests	—	—

(1)	Nationality of Guests. (2)	First Toast. Toast. (3)	First Toast. Proposed by. (4)	Second Toast. Toast. (5)	Second Toast. Proposed by. (6)	Third Toast. Toast. (7)	Third Toast. Proposed by. (8)	Fourth Toast. Toast. (9)	Fourth Toast. Proposed by. (10)
	(ii) If Head of State visited is present in person. (*See* Note 2)	Head of State visited	Mess President	Collective toast to Heads of remaining foreign States represented in the order of the rank and seniority of their respective representative officers present	Mess President	H.M. The Queen	Head of State visited	President of the Republic of India, President of the Republic of Pakistan, or H.M. The Yang di-Pertuan Agong	Head of State visited
	(iii) If the President of the Republic of India, the President of the Republic of Pakistan, or H.M. The Yang di-Pertuan Agong as well as the Head of State visited are present in person. (*See* Note 2)	Head of State visited	Mess President	President of the Republic of India, President of the Republic of Pakistan or H.M. The Yang di-Pertuan Agong	Mess President	Collective toast to Heads of remaining foreign States represented, named in the order of the rank and seniority of their respective representative officers present	Mess President	H.M. The Queen	Head of State visited
	(iv) In a foreign port when Officers of the State visited are present		As for 3 (*b*)			President of the Republic of India, President of the Republic of Pakistan, or H.M. The Yang di-Pertuan Agong	Senior officer of foreign guests	—	—
	(v) Otherwise than as (i) to (iv)		As for 3 (*c*)			As (iv) above			

NOTES.

1. The same procedure should be followed when a Head of State is present, in similar circumstances, otherwise than in a port of his own country.

2. If more than one Head of State should be present, the Mess President should propose a joint toast to the Heads of State present, naming first the Head of State visited, or, in his absence, the Head of State who is senior by date of accession. The Head of State who is thus named first would propose the toast to Her Majesty the Queen.

(DTSR 12/201/15.)

RESTRICTED.

105.—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 FOCAF and ships of H.M.A. Fleet, FOICEA and other shore authorities concerned.

2. Special blocks of codewords have been allocated to FOCAF and FOICEA 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 the Naval Board. Such words are to be used once only, and issuing authorities are to apply to the Naval Board for allocation of new blocks as necessary.

(DNI 1617/201/10.)

UNCLASSIFIED.

106.—Naval Ordnance Design and Inspection Branch—Titles.

As the term " Deputy " has no real significance and has caused some confusion when dealing with outside authorities, the titles of the Deputy Inspectors of Naval Ordnance, Sydney and Maribyrnong, have been changed to Inspectors of Naval Ordnance, Sydney and Melbourne respectively.

2. Inspector of Naval Ordnance, Sydney is responsible for inspection activities in New South Wales and Queensland and the Inspector of Naval Ordnance, Melbourne for similar activities in Victoria, South Australia, Western Australia and Tasmania.

(DW 2/4/45.)

UNCLASSIFIED.

107.—Official Telephones Installed in Private Residences—Payment of Installation Fee.

Approval has been given to accept as a charge against public funds, the installation fee charged by the Postmaster-General's Department for a new telephone connection which has been approved as an official charge for rental purposes.

2. Suitable notation should be made against Treasury Instruction, Section 15, No. 8.

(DNA 16/51/13.)

Section 2.

PERSONNEL.

UNCLASSIFIED. Cancelled CNO 40/63

108.—Annual Medical Examination of Officers.

Annual medical examinations are required of all officers holding appointments, including officers of the Royal and Commonwealth Navies, Emergency List, W.R.A.N.S., R.A.N.R., &c., who may be serving for not less than three months. These examinations are to be made before the 31st March in accordance with R.I. 4487 (*a*) (i).

2. Officers of the Permanent Naval Forces, whose appointments are issued in the first quarter of the year are to be medically examined on receipt of the appointment list.

3. If, for some other purpose, an examination has been made and recorded on form AM. 48 during the last quarter of the previous year then the medical examination need not be required. Details are to be reported as required in paragraph 4.

4. Captains are to ensure that all officers under their command attend for examination. In April a report is to be made indicating that all officers have been examined or, if this is not so, the names of officers not examined and the reason for their not having been examined.

5. The results of the examinations are to be recorded on forms AM. 48, flimsy and card. The flimsy is to be filed in form A.F. Med. 4 and the card forwarded to the MDG. Care is to be taken that all boxes of AM. 48 and Tables 2 and 6a of A.F. Med. 4 are completed.

(MDG 327/53/31.)

UNCLASSIFIED.

109.—Engine Room Branch—Courses of Technical Instruction.

There is no further requirement for the Laundry Operators Course and when the training of Mechanicians ceases at Flinders Naval Depot in mid 1961, there will be no further requirement for the Short Welding Course. Reference to these courses is to be deleted from Navy Order 857 of 1960.

(HPB 312/25/12.)

(*Navy Order* 857 *of* 1960.)

UNCLASSIFIED.

110.—Herbert Lott Naval Trust Fund—Award.

The Admiralty has approved that an award of £5 from the Herbert Lott Naval Trust Fund is to be made to COA K. M. Galpin, O/N R37532 for his suggested lubrication arrangements to the Cartridge Chute Swinging Bracket of 40/60 Twin Mark 5 Mountings.

2. Payment of the award will be made in due course.

(HPB 211/1/1.)

UNCLASSIFIED.

111.—Jewish Sacred Festivals, 1961—Leave.

(*A.F.O.* 3175/1960.)

Subject to exigencies of the Service, leave of absence may be granted to R.A.N. personnel belonging to the Jewish Faith, who may desire to observe the following festivals during 1961—

Festival of Passover	1st to 8th April, 1961.
Festival of Pentecost	21st and 22nd May, 1961.
New Year	11th and 12th September, 1961.
Day of Atonement	20th September, 1961.
Festival of Tabernacles	25th and 26th September; and 2nd and 3rd October, 1961.

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 46 of 1960 is hereby cancelled.

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

(DPS 319/1/8.)

(*Navy Order* 46 *of* 1960.)

UNCLASSIFIED.

112.—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-ray 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 examinations;

(*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 32 of 1961 is relevant.

6. Navy Order 97 of 1959 is hereby cancelled.

(MDG 327/54/33.)

(*Navy Orders* 97 *of* 1959 *and* 32 *of* 1961.)

UNCLASSIFIED.

113.—Ratings—Transfer of Photographic Specialization from the Naval Airman Branch to the Seaman Branch.

The Naval Board has decided that, as from the 1st February, 1961, photographers in the R.A.N. will be provided by the Seaman branch as a seaman specialist qualification.

2. The present allocation of photographers in the R.A.N. is as follows—

Chief Petty Officer	1
Petty Officer	4
Leading Rate	8
Junior Rate	10
Total	23

Of these billets nine are seagoing and fourteen shoregoing. So as not to prejudice the advancement of photographic specialists, more ratings than are required will be trained to provide a reasonable drafting margin.

3. Promotion to the Special Duties List for the Seaman Photographer specialization will be through the normal Seaman channels. Photographic officers will continue to be drawn from Fleet Air Arm Observers.

4. Photographic ratings borne in small ships will not be employed in full time photographic duties. They may be employed in such duties as seaman writer, lookout, quartermaster, boats crew, &c. However, Captains are to ensure that provision is made for these ratings to be employed primarily as photographers and only secondarily on seaman general duties.

5. From 1st February, 1961 Recruit (Seaman) Photographers will be categorized in a similar manner and at the same stage as in other Seamen specialist qualifications. They will complete their Part 3 sea training before being drafted to fill a photographic billet.

6. All personnel at present serving who hold a specialist qualification of Photographer 1st, 2nd or 3rd class are offered the following alternatives—

(*a*) to continue serving in the Air Branch with no further advancement (for ratings other than Petty Officers); or

(*b*) to transfer to the Seaman Branch with their present rate and seniority and, where entitled, retention of their present basic date for advancement.

7. Ratings who elect to transfer in accordance with paragraph 6 (*b*) will be appropriated to Flinders Naval Depot to undergo a course in Seamanship. They will then be transferred in their existing rating with the suffix (N.Q.—Not Qualified).

8. On transfer ratings will be given the opportunity to gain sea experience and to qualify in seamanship per their equivalent rate in all subjects except those which are common to the Airmanship Board, e.g., A.B.C.D. On qualifying in Seamanship the notation N.Q. will be removed.

9. Ratings who were permitted to retain their basic date for advancement will be given a further twelve months in which to qualify at a Fleet Board for the higher rating. Failure to qualify at a Fleet Board in this time will involve cancellation of the basic date which was held on transfer.

10. A.B.R. 10 will be amended.

(DMT 164/201/1.)

UNCLASSIFIED.

114.—Royal Navy Loan Ratings—Drafting Preferences.

In order that RN drafting authorities are aware of all RN Loan ratings drafting preferences, Commanding Officers are to ensure that all such ratings complete Drafting Preference Cards (Form B.45) (*see* appendix).

2. The forms which should be produced locally are to be forwarded in duplicate to Navy Office six months before the date ratings are due to leave Australia for the United Kingdom.

APPENDIX.

PRIVATE — DRAFTING PREFERENCE CARD — B.45. (Revised—October, 1958)

PART 1 (to be signed by rating) — H.M.A.S. .....

Name	Off. No.	*Home Area Preference.* Indicate your preference for U.K. Based Service by inserting 1, 2 and 3 (in order of choice) against three of the areas shown					
Christian Names	Sub Rate S.Q. or Trade Other Qualifications	Devonport ..	.....	Harwich ..	.....	N. Ireland ..	.....
		Portland ..	.....	Rosyth ..	.....	S.W. Wales ..	.....
		Portsmouth ..	.....	N. Scotland ..	.....	N. England ..	.....
		Chatham ..	.....	Midlands ..	.....	S.W. Scotland ..	.....
						Any Area ..	.....

Next-of-Kin.

Name.....
Relationship.....
Address.....
.....

Is this address Temporary/Permanent?

Is this address your own house/a private lodging/a private hiring/an Admiralty married quarter or hiring?

I am a volunteer for the following Course(s)

Next Overseas Drafting Preference.

When due for Overseas Service my preference is for .....
(ship or type of ship) on the.....Station

Volunteer.

I am a volunteer.....
.....

Notes: (*a*) If this is for an overseas draft state whether you wish to go as soon as a billet is available or only when you are NEXT DUE OVERSEAS
(*b*) If you are volunteering for Local Foreign Service state—
(i) whether for accompanied or unaccompanied draft
(ii) which place you prefer. If you wish for only one place state (for example) " MALTA ONLY "
(*c*) If you are volunteering to recommission your present ship this must be for the whole commission

I understand that the requirements of the Service may make it impossible to draft me according to my preferences.

Date..... Signature of rating.....

PRIVATE — DRAFTING PREFERENCE CARD — B.45. (Revised—October, 1958)

PART 2 (to be signed by Divisional Officer)

For what course(s) is the rating recommended?

Is he recommended for—(*a*) Junior and Artificers' Training.....
(*b*) New Entry Training.....
(*c*) Professional/Technical Training.....

REMARKS (to help in the drafting of the rating to the best advantage, this section MUST be completed as fully as possible. Continue on back if necessary).

Divisional Officer.....Date.....Signature of Commanding Officer.....

468/67.—2

(HPB 333/6/2.)

Cancelled 162/63

UNCLASSIFIED.

115. Wills.

Examination of wills of Naval personnel filed in Navy Office discloses that many would be invalid, having been made in Naval Establishments whilst the testators were minors, or invalidated by subsequent marriage.

2. Members who have attained the age of twenty-one or who have married since making a will are advised to make fresh wills to obviate the hardship and distress that can be caused to dependants if there is no valid will. The attention of Commanding Officers is directed in this regard to R.I. Article 1661.

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

(DNA 26/51/6.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

116.—Fire Control—M.R.S. Mark 3—Heat Exchangers for Cooling Electronic Equipment—Safety Precautions.

(*A.F.O.* 3188/1960.)

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 services is, in fact, SHUT.

3. A copy of these instructions is to be posted in a prominent position in the T.S. Annexe.

4. Navy Order 103 of 1959 is hereby cancelled.

(DW 737/253/25.)

(*Navy Order* 103 *of* 1959.)

RESTRICTED.

117.—Anti-Submarine—Underwater Detection Equipment Test Outfits—Introduction.

(*A.F.O.* 2184/1960.)

Underwater 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 Appendixes A and B. 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.

4. Navy Order 157 of 1959 is hereby cancelled.

Appendix A.

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 B.

Equipment Catered for.

Type A.	123 E and F.	170 series.
	128 AV, CV, L and Q.	174 series.
	134 E and F.	712 A.
	144 Q and Q2.	715 B.
	145 Q and Q2.	761.
	147 B and F.	762.
	162 series.	763 and A.
	163 series.	765 series.
	164 series.	

APPENDIX B—*continued.*

Equipment Catered for—continued.

Type B.
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.
163 series.
164 series.
712 A.
715 B.
761.
762.
763 A.
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.

(DEE 518/52/71.)

(*Navy Order* 157 *of* 1959.)

UNCLASSIFIED.

118.—Alteration and Addition Item—A.S. Frigates (Converted Fleet).

The following alteration and additional item is approved for A.S. Frigates (Converted Fleet)—

Class List Item No. 582. *Classification "A".*

Item: To install a self-contained air conditioning unit, type C, in the Electronic Warfare Office in accordance with Navy Office Drawing No. 199/1368.

References (*a*) FOCAF memorandum AF. 1867/39 dated 9th June, 1960.
(*b*) Navy Office letter 1224/251/32 dated 12th October, 1960.
(*c*) FOICEA memorandum NC18/8/18 dated 1st November, 1960.

(DCNTS 1224/251/59.)

UNCLASSIFIED.

119.—Galleys—Bright Metal Canopies, Exhaust Trunking Sheathed Bulkheads, &c.

(*A.F.O.* 3056/1958.)

The provision of bright metal canopies, exhaust trunking and sheathed bulkheads in the vicinity of firehearths and coppers, &c., 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.

3. Navy Order 165 of 1959 is hereby cancelled.

(DNC 1211/51/197.)

(*Navy Order* 165 *of* 1959.)

UNCLASSIFIED.

120.—H.M.A. Ships—Thickness of Paint Films.

In the light of recent experience it has been decided to amend the requirements for thickness of paint films in R.A.N. ships.

2. Painting shall be limited to a minimum sufficient to prevent deterioration of materials and giving pleasing appearance without excessive maintenance. Unnecessary painting leads to waste, increased fire hazards and topweight.

3. The minimum initial number of coats needed to prevent corrosion and give good appearance for various areas in the ship are given in A.B.R. 19—Manual of Painting Instructions. These instructions recognize that excessive maintenance would be required in certain areas where corrosion is severe and has specified thick coatings, which give greater life, in such areas where extra fire hazard and weight can be tolerated. Generally these areas are the external areas bilges and wet compartments.

4. In most internal areas where corrosion is not a serious problem but weight, fire hazard and appearance are important, fire retardant paints and a small initial number of coats are required.

5. Tests have shown that fire retardant paints prevent spread of burning only if the paint film thickness is less than 0.004-in. As film thickness increases, paint becomes more likely to ignite, burn away from the source of heat and release large quantities of fumes and thus constitute a fire risk.

6. Therefore where fire retardant paint is required by A.B.R. 19, the maximum paint thickness should be 0.004-in. and if further painting would exceed this value then the original paint should be removed. However in certain of these areas where paint deteriorates quickly, the effort in paint stripping is excessive, normal cleaning methods are not satisfactory and where the increased fire risk can be tolerated, paint thickness may be increased.

7. The above film thickness will be reached with a total of about four coats, including the primer, as the thickness of each coat is approximately 0.001-in. depending on the paint and method of application. Hence on surfaces initially having two coats of fire retardant paint the maximum number of permissible repaints will normally be two.

8. To limit the frequency of repainting and stripping of paint—

(*a*) Paintwork is to be cleaned at suitable intervals to prevent deterioration. (Detergents and rust stain remover are available, article 51 of A.B.R. 19 refers.)

(*b*) Paintwork is to be cleaned wherever possible as an alternative to painting.

(*c*) Alterations to paint schemes for decorative purposes are to be avoided. (Alterations should only be made when stripping is required.)

(*d*) Some minor deterioration in appearance is to be allowed before repainting.

9. Using these methods it should be simple to achieve a minimum planned life of at least 6 years between the occasions of stripping to bare metal for most surfaces when two repaints with fire retardant paint are permitted.

10. For internal and external surfaces not treated with fire retardant paint thicknesses greater than 0.004-in. are normal but the principles outlined above apply and in areas when corrosion is not great, attention should be given to limiting the film thickness. Where corrosion is considerable and is the main cause of paint failure, local cleaning to bare metal is an essential for repainting and in this way coating thickness should be limited. In all cases cleaning is to be preferred to repainting.

11. Captains are to ensure that no excessive thicknesses are allowed and that the above requirements are complied with.

12. A.B.R. 19 will be amended in due course.

13. Navy Order 613 of 1960 is hereby cancelled.

(DNC 1211/51/151.)

(*Navy Order* 613 *of* 1960.)

UNCLASSIFIED.

121.—Naval Stores (General) (Class F, Group 3)—Illuminated Fleet Manoeuvring Board—Introduction and Allowances.

Navy Order 852 of 1960 is to be amended as follows—

Paragraph 4—insert " FOCAF .. .. .. 1 No."

(DNC 519/53/131.)

(*Navy Order* 852 *of* 1960.)

UNCLASSIFIED.

122.—Naval Stores—Radio—Sonobuoys—Accounting.

It has been decided that sonobuoys are to be accounted for as permanent items remaining on ledger charge until actually classified as irrecoverable.

2. When it is confirmed that sonobuoys dropped cannot be recovered they are to be written off charge on loss vouchers, forms A.S. 126, on the authority of the Commanding Officer when he considers the losses to have been reasonable under the circumstances obtaining. The loss vouchers are to bear a certificate that the sonobuoys listed thereon, have actually been expended. Copies No. 1 of forms A.S. 126 raised for this purpose are to be forwarded to Navy Office with the quarterly returns, A.S. 558.

3. Article 1846 of Naval Storekeeping Manual A.B.R. 4 will be amended.

(DNAS 519/259/58.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

123.—Books—Libraries—Central Reference Libraries—Additions.

A list of books added to the Central Reference Libraries in H.M.A. ships ALBATROSS, CERBERUS and WATSON during the quarter ending 31st December, 1960, 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 libraries.

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

APPENDIX.

Classification and reference number.	*Author.*	*Title.*	*Where held ALBATROSS, CERBERUS or WATSON.*
Religion—			
232/5	Sheen	Life of Christ	C.
Political Science—			
321.84/4	Khrushchev	For Victory in Peaceful Competition with Capitalism	C.
Economics—			
330/3	Marshall	Principles of Economics	W.
330/25	Samuelson	Economics — An Introductory Analysis (3rd Edition)	C.

APPENDIX—*continued.*

Classification and Reference Number.	*Author.*	*Title.*	*Where held ALBATROSS CERBERUS or WATSON.*
Naval History—			
359.09/40	Pears	Young Sea Dogs	A.C.W.
359.09/41	Lewis	The History of the British Navy	A.
Languages—			
478/6	Kennedy	The Revised Latin Primer	C.
499/5	Lister, Turner and Clark	Revised Motu Grammar and Vocabulary	W.
Mathematics—Science—			
510.78/2	Culbertson	Mathematics and Logic for Digital Devices	C.
537/11	Morley and Hughes	Principles of Electricity in M.K.S. Units	W.
Applied Science—			
629.125/2	Bennett	The Complete Air Navigator (6th Edition)	A.
658/14	Milward (Ed.)	Organization and Methods—A Service to Management	C.
694/12	—	Sunset Garden and Patio Building Book	A.
698.3/1	Jeffrey	Wood Finishing	W.
Arts—Recreation—			
784.4/2	Stewart and Keesing	Australian Bush Ballads	A.
797.2/10	Brookes and Broadhurst	Diving Manual	W.
History—Geography—			
910.4/12	Carse	The Age of Piracy	A.
916.61/1	Gerster	Sahara	A.
923/131	Doenitz	Admiral Doenitz Memoirs	A.C.
923/132	Costello	The Facts About Nixon	W.
932/2	Neubert	The Valley of the Kings	A.
937/5	Bloch	The Origins of Rome	A.
940.452/14	Carell	The Foxes of the Desert—Story of the Afrika Corps	C.
940.544/8	Wykeham	Fighter Command—A Study of Air Defence 1914–1960	A.
940.545/83	McKee	Black Saturday—Tragedy of the ROYAL OAK	A.
940.545/84	Pope	73 North—Battle of the Barents Sea	A.C.W.
943.086/6	Raeder	Struggle for the Sea	W.
994.02/2	Ward	The Australian Legend	A.C.W.
994.2/2	Rowe	If the Gown Fits	W.

(DNES 451/51/18.)

UNCLASSIFIED.

124.—R.I.—Quarterly List of Navy Orders Affecting.

With reference to page iv of R.I., the following list shows those Navy Orders in force on 31st December, 1960, which amend or amplify R.I.—

R.I. Article.	*Navy Order.*	*R.I. Article.*	*Navy Order.*
1523	914/1960	3125	796/1960
1604	341/1960	3423	832/1960
1704	365/1960	3543	859/1960
1721	674/1959	3923	989/1960
1725	684/1960	4842	754/1960
1741	713/1959	4961	978/1959
1762	509/1959		846/1960
2406–8	989/1960	4962	978/1959
2602	133/1960	5324	628/1960
	683/1960	5605	204/1959
2904	856/1959		300/1959
2906	857/1959	Appendix 15B	953/1959
2907	296/1960		954/1959
2953	311/1959		599/1960
		17B	731/1960

2. Navy Order 932 of 1960 is hereby cancelled.

(HNB 47/2/13.)

(*Navy Order* 932 *of* 1960.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
13th February, 1961.

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.

125.—Fire Prevention and Control.

The attention of Officers-in-Charge of establishments is drawn 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 irrespective of quantative content.

(*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 normally 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 minimize 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 firefighting 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 hose to hydrant outlets and in the manner of running out the hose, &c.

When unlined canvas hose is in use it is essential that a clear waterway be provided, any kinks in the hose line can result in the hose bursting and thereby cause all efforts to be nullified. Opening a hydrant supply should be carried out with due caution because if the branch is inadequately manned, or unmanned, serious injury to personnel could result from the threshing of a charged hose line out of control. 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 101 of 1960.

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.

13. Navy Orders 204 and 300 of 1959 are hereby cancelled.

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.

Appendix—*continued.*

Patt. No.	*Description.*
—	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.
N12313	Kerosene 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.

APPENDIX—*continued.*

Patt. No.	*Description.*
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.
—	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.

APPENDIX—*continued.*

Patt. No.	*Description.*
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.

Subhead K.

—	Aviation Turbine Fuel (AVTUR).
—	Aviation Carrier Turbine Fuel (ACVAT).
—	Oil vaporizing for power purposes.

(*b*) *Air Stores.*

Ref. No.	*Description.*
	Section 32*D.*
340	Monochlorobenzene.
	Section 33*A.*
9428715	Enamel, stoving.
	Section 33*B.*
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.

APPENDIX—*continued.*

Ref. No.	*Description.*
	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.
	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 " Kendall's " 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 ".

APPENDIX—*continued.*

Patt. No.	*Description.*
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, " Tanctecol ", 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 ".
—	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.

APPENDIX—*continued.*

(*b*) *Air Stores.*

Ref. No.	*Description.*
	Section 32*D.*
343	Adhesive.
328	Boscoprene cement.
305	Formvar cement.
307	Cement, A and B.
323	Lacquer, fireproof.
348	Lacquer, fireproof.
319	Thinners.
	Section 33*A.*
9428710	Paint, anti-sulphur.
	Section 33*B.*
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.

APPENDIX—*continued.*

Ref. No.	*Description.*
	Section 33*C.*
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.
1197	Compound, chromated.
884	Deoxidine No. 202.
NIV	Deoxidine No. 424.
1322	Methyl-ethyl-Ketone.
624	Indicator neoprene.
582	Solution, resealing.
	Section 34*B.*
9100472	Fluid AL–5.
9100473	Fluid AL–6.
9100474	Fluid AL–7.
9100475	Fluid AL–8.
9100489	Protective.
NIV	Colloidal graphite in alcohol.
	Section 6*AA.*
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.

(DV 1446/51/7.)

(*Confidential Navy Order* 101 *of* 1960 *and Navy Orders* 204 *and* 300 *of* 1960.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
15th February, 1961.

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.

704/61.

UNCLASSIFIED.

126.—Books—Distribution of Non-Accountable Publications during December, 1960.

The non-accountable publications, amendments to A.P.'s and 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, 1960.

2. Article 2518 of A.B.R. 4 is relevant.

3. Copies of A.F.O. " P " Series amendments and A.P. amendments referred to in the appendix are available for supply on demand to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2518 (7) of A.B.R. 4.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date.*
Aeroplane	16th September, 1960.
Aeroplane	30th September, 1960.
Aeroplane	7th October, 1960.
Aeroplane	14th October, 1960.
Aeroplane	21st October, 1960.
Aeroplane	28th October, 1960.
Education Information	No. 105, September, 1960.
Electronic Engineering	Volume 32, No. 393, November, 1960.
Fibres and Plastics	Volume 21, No. 11, November, 1960.
Flight	9th September, 1960.
Flight	16th September, 1960.
Flight	30th September, 1960.
Flight	7th October, 1960.
Flight	14th October, 1960.
Flight	21st October, 1960.
Flight	28th October, 1960.
Flight	4th November, 1960.
Journal of the R.N. Medical Service	Volume XLVI., No. 3, Summer, 1960.
List of Propellant Lots	Amendments Nos. 11 and 12.
Marine Service Bulletin	No. 507/8/60, August, 1960.
United Nations Review	Volume 7, No. 4, October, 1960.
U.S. Naval Institute Proceedings	Volume 86, No. 11, November, 1960.

AMENDMENTS TO B.R.'s, ETC.

B.R. No.	*Amendment No.*
B.R. 70/1960	Cumulative Supplement, July, 1960.
B.R. 70/1960	Cumulative Supplement, 31st August, 1960.
B.R. 125/1960–61	Supplement No. 4, October, 1960.
B.R. 125/1960–61	New Entries No. 4, October, 1960.
B.R. 129 (3) (1)—16th Edition	Supplement No. 8.
B.R. 155C (2)	Amendment No. 8.
B.R. 155C (7)	Amendment No. 2.
B.R. 763	Supplement No. 5, June, 1960, to the Preface.
B.R. 875/59	Chapters 2 and 4.
B.R. 1110	Amendment No. 1.
B.R. 1156	Amendment No. 4.
B.R. 1492A	Amendment No. 37.
B.R. 1635 (51)	Amendment No. 7.
B.R. 1678 (11)	Amendment No. 3.
B.R. 1678 (12)	Amendment No. 3.
B.R. 1678 (13)	Amendment No. 3.
B.R. 1754 (1956)	Amendments Nos. 8 and 9.
B.R. 1837 (7), Division K, Section KC	Amendment No. 9.
B.R. 1837 (7), Division K, Section KF	Amendment No. 8.
B.R. 1837 (7), Division K, Section KS	Amendment No. 5.
B.R. 1837 (8), Division M, Intro.	Amendment No. 20.
B.R. 1870 (1), Section 8	Amendment Modification No. 1.
B.R. 1870 (2), Section 8	Amendment Modification No. 1.
B.R. 1919	Amendment No. 14.
B.R. 1991/1959	Amendment No. 2.
B.R. 2111 (12)	Amendment No. 4.
A.B.R. 5009	Change No. 2.
A.C.P. 114 (H)	Change No. 11.

DISTRIBUTION OF A.F.O. " S.C." SERIES.

Publication.	*" S.C." No.*
A.C.P. 131	S.C. 21/60 R.N., Correction No. 7.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
1086, Book 1 (2nd Edition)	A.L. 30.
1086, Book 3, Part 1 (2nd Edition)	A.L. 77.
1086, Book 3, Part 2 (2nd Edition)	A.L. 136 and 137.
1086, Book 4, Part 1 (2nd Edition)	A.L. 116.
1086, Book 4, Part 3 (2nd Edition)	A.L. 84 and 85.
1086, Book 4, Part 4 (2nd Edition)	A.L. 28.
1086, Book 8, Part 2 (2nd Edition)	A.L. 18, 18 (Erratum) and 19.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1086, Book 9 (2nd Edition)	A.L. 138.
1086, Book 12, Part 2 (2nd Edition)	A.L. 12.
1086, Book 15 (2nd Edition)	A.L. 171 and 172.
1182 (N), Vol. 1	A.I.L. 1/60.
1182A (Naval), Vol. 1	A.L. 18 and 20.
1182C, Vol. 1	A.I.L. 7/60 A.I.L. 9/60.
1182C (Naval), Vol. 1	A.I.L. 5/60.
1182E, Vol. 1	A.L. 84.
1275A, Vol. 1, Section 17	A.L. 35, 36 and 38.
1275A, Vol. 1, Section 18	A.L. 36.
1275A, Vol. 1, Section 24	A.L. 51.
1275A, Vol. 1, Section 25	A.L. 11.
1275B, Vol. 1, Section 11	A.L. 25.
1275B, Vol. 1, Section 16	A.L. 26 and 27.
1275G, Vol. 1	A.L. 69 and 70.
1275Q, Vol. 1	A.L. 3.
1275T, Vol. 1	A.L. 91.
1355C, Vol. 1	A.L. 61 and 62.
1492A, Vol. 1	A.I.L. 2/60 A.I.L. 3/60 A.I.L. 4/60.
1641S, Vol. 1, Part 2 and Vol. 5	A.I.L. 3/60.
1803D, Vol. 1, Book 1	A.L. 67.
1803D, Vol. 2, Part 2	A.L. 227.
1803P, Vol. 1	A.L. 111, 112 and 113.
1803T, Vol. 1	A.L. 89, 90, 91, 92, 93, 95, 96 and 97.
A.P. (RAN) 101	A.L. 42 and 43.
A.P. (RAN) 140 (2nd Edition)	A.L. 8.
A.P. (RAN) 400 (Syc.) (2nd Edition)	A.L. 3.
R.A.N.A.M.O. Dakota	SI/RAN/8 (November, 1960).
R.A.N.A.M.O. Double Mamba	No. 3 (Issue 2) (November, 1960).
R.A.N.A.M.O. Ejection Seat	Index (November, 1960) No. 14 (September, 1960).
R.A.N.A.M.O. Gannet	Index (November, 1960) A.25 (February, 1960) STI/RAN/85 (September, 1960) STI/RAN/87 (September, 1960).
R A.N.A.M.O. General	Index (November, 1960) Index I.L. & R. (November, 1960) I.54 (November, 1960) STI/Flying Clothing/RAN/10 (September, 1960) STI/INSTRUMENTS/RAN/1 (Issue 3) (November, 1960).
R.A.N.A.M.O. Ghost	Index (November, 1960).
R.A.N.A.M.O. Goblin	Index (November, 1960).
R.A.N.A.M.O. Sea Venom	Index (November, 1960) A.35 (Issue 3) (November, 1960) O.7 (November, 1960).
R.A.N.A.M.O. Sycamore	Index (November, 1960).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
R.A.N.A.M.O. Vampire Trainer	Index (November, 1960).
D.C.A. Aeronautical Information Publication (National Services)	A.L. 1 to MAP (15.11.60) C.O.M. (A.L. 30) General A.L. 38 R.A.C./2 (A.L. 39) (with Addendum) R.A.C./3 (A.L. 28) (with Corrigendum) R.A.C./3 (A.L. 29).
D.C.A. Aeronautical Information Circulars	No. 49/1960 (30.11.60).
D.C.A. Air Navigation Orders, Part 20, Section 20.16	A.L. 30.
R.A.F. Flight Information Publications—Catalogue of Charts—Terminal Approach Procedures	A.L. 10 to T.A.P. Check List (1.8.60) A.L. 11 to T.A.P. Check List (1.8.60).
R.A.N.A.I.L. (October, 1960)	A.L. 1.
Sperry Field Engineering Bulletins	No. TA-APR-17A (September, 1960) No. TA-591-30C (9.9.60) No. TA-594-34A (9.9.60) No. TA-594-39 (9.9.60).
A.A.P. No. 2, Table of Contents (12th Edition)	Sub A.L. 99 (A.L. 11623).
A.A.P. No. 2, A.B.C.S.C., Class 5825 (2nd Edition)	Sub A.L. 7 (A.L. 11287).
A.A.P. No. 2, A.B.C.S.C., Class 5835 (2nd Edition)	Sub A.L. 6 (A.L. 11565).
A.A.P. No. 2, A.B.C.S.C., Class 5845 (2nd Edition)	Sub A.L. 7 (A.L. 11635).
A.A.P. No. 2, A.B.C.S.C., Class 5935	Sub A.L. 3 (A.L. 11270).
A.A.P. No. 2, A.B.C.S.C., Class 5960 (2nd Edition)	Sub A.L. 7 (A.L. 11424).
A.A.P. No. 2, A.B.C.S.C., Class 5965 (2nd Edition)	Sub A.L. 8 (A.L. 11454).
A.A.P. No. 2, A.B.C.S.C., Class 5970 (2nd Edition)	Sub A.L. 8 (A.L. 11471).
A.A.P. No. 2, A.B.C.S.C., Class 5977 (3rd Edition)	Sub A.L. 8 (A.L. 11515).
A.A.P. No. 2, A.B.C.S.C., Class 5985 (2nd Edition)	Sub A.L. 5 (A.L. 11433).
A.A.P. No. 2, A.B.C.S.C., Class 5990 (2nd Edition)	Sub A.L. 7 (A.L. 11448).
A.A.P. No. 2, A.B.C.S.C., Class 5995 (3rd Edition)	Sub A.L. 7 (A.L. 11449)
A.A.P. No. 2, A.B.C.S.C., Class 5999 (2nd Edition)	Sub A.L. 6 (A.L. 11293).
A.A.P. No. 2, Group B, Section 20 (5th Edition)	Sub A.L. 17 (A.L. 11489).
A.A.P. No. 2, Group E, Section 7R (4th Edition)	Sub A.L. 26 (A.L. 11437)
A.A.P. No. 2, Group G, Section 5A, Vol. 3 (4th Edition)	Sub A.L. 28 (A.L. 11495).
A.A.P. No. 2, Group G, Section 5C (13th Edition)	Sub A.L. 47 (A.L. 11545).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
A.A.P. No. 2, Group G, Section 5W (3rd Edition)	Sub A.L. 23 (A.L. 11525).
A.A.P. No. 2, Group G, Section 6D (8th Edition)	Sub A.L. 44 (A.L. 11535).
A.A.P. No. 2, Group G, Section 6F (6th Edition)	Sub A.L. 23 (A.L. 11589).
A.A.P. No. 2, Group H, Section 28 (7th Edition)	Sub A.L. 39 (A.L. 11600).
A.A.P. No. 2, Group H, Section 28B (8th Edition)	Sub A.L. 40 (A.L. 11579).
A.A.P. No. 2, Group I, Section 32A (5th Edition)	Sub A.L. 24 (A.L. 11648).
A.A.P. No. 2, Group K, Section 3 (12th Edition)	Sub A.L. 46 (A.L. 11538)
A.A.P. No. 2, Group K, Section 4 (16th Edition)	Sub A.L. 71 (A.L. 11595).
A.A.P. No. 2, Group P, Section 1 (3rd Edition)	Sub A.L. 32 (A.L. 11505).
A.A.P. No. 2, Group T, Section 27A (7th Edition)	Sub A.L. 29 (A.L. 11493).
A.A.P. No. 2, Group T, Section 27C (7th Edition)	Sub A.L. 24 (A.L. 11491).
A.A.P. No. 2, Group T, Section 32C (11th Edition)	Sub A.L. 26 (A.L. 11611).
A.A.P. No. 2, Group Y, Section 10AR (5th Edition)	Sub A.L. 17 (A.L. 11401).
A.A.P. No. 2, Group Y, Section 10B (7th Edition)	Sub A.L. 39 (A.L. 11628).
A.A.P. No. 2, Group Y, Section 10C (7th Edition)	Sub A.L. 43 (A.L. 11478).
A.A.P. No. 2, Group Y, Section 10K (6th Edition)	Sub A.L. 24 (A.L. 11634).
A.A.P. No. 2, Group Y, Section 10S (10th Edition)	Sub A.L. 24 (A.L. 11417).
A.A.P. No. 2, Group Y, Section 110A (5th Edition)	Sub A.L. 28 (A.L. 11564).
A.A.P. No. 2, Group Y, Section 110AB (6th Edition)	Sub A.L. 30 (A.L. 11480).
A.A.P. No. 2, Group Y, Section 110E (8th Edition)	Sub A.L. 23 (A.L. 11542).
A.A.P. No. 2, Group Y, Section 110H (6th Edition)	Sub A.L. 26 (A.L. 11504).
A.A.P. No. 2, Group Y, Section 110J (6th Edition)	Sub A.L. 15 (A.L. 11346).
A.A.P. No. 2, Group Y, Section 110VB (2nd Edition)	Sub A.L. 4 (A.L. 11549).
A.A.P. 702:1	A.L. 112.
A.A.P. 716:10, Vol. 3, Part 1 (2nd Edition)	A.L. 9.
A.A.P. 721:79, Vol. 2, Part 2	A.L. 211.
A.A.P. 742:00, Vol. 2, Part 1	A.L. 21.
A.A.P. 750:00, Vol. 2, Part 2	A.L. 146.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
A.A.P. 750:01, Vol. 3, Part 1	A.L. 15.
R.A.A.F. Dakota Instructions	A.L. 25.
R.A.A.F. Repair and Maintenance General Instructions	A.L. 342.
R.A.A.F. Special Technical Instructions ..	Armament, Ammunition and Explosives/19 Armament, Ammunition and Explosives/20 Armament, Ammunition and Explosives/21 Dakota/14 Escape Facility/32 Fuels and Lubricants/20 Helicopter/36 Rotol Accessory Drive Equipment/11 Sycamore/8 Sycamore/9 Sycamore/10 Safety Equipment/36 Vampire/45 Vampire/47.
R.A.A.F. Summary of Defect Reports ..	Armament Engineering Serial No. 3—1960 (Quarter ending 30.9.60) Airframe and Miscellaneous Equipment, Serial No. 4 (Issue dated 26.9.60) Electrical Serial No. 3/60 (Period 1.7.60 to 30.9.60) Instruments/20 (Period October–December, 1959).
R.A.A.F. Twin Wasp P.P. Orders ..	A.L. 15.

Title.	*Date.*
Lloyds Shipping Index	5th December, 1960.
Lloyds Shipping Index	12th December, 1960.
Lloyds Shipping Index	19th December, 1960.
Lloyds Shipping Index	28th December, 1960.

(DNAS 465/57/215.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer Canberra.

Registrar.

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 127-149/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
21st February, 1961.

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.

705/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

RESTRICTED.

127.—The Fourth Submarine Squadron—Change in Nomenclature.

Consequent upon a change in nomenclature of H.M. Submarine Units, the Fourth Submarine Squadron based on Sydney became the Fourth Submarine Division on 1st January, 1961.

2. The short title remains unchanged.

3. ACNB 004F of 4th January, 1961 is hereby cancelled.

(HNB 1606/203/20.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

128.—Annual Medical Examination of Naval Dockyard Police.

Annual medical examinations are required of all Naval Dockyard Police. These examinations are to be carried out before the 30th June of each year.

2. If, for some other purpose, an examination has been made and recorded on form A.M. 48 between 1st April and 30th June of the current year a further examination is not required. Details are to be reported as required in paragraph 3.

3. Captains are to ensure that all dockyard policemen under their command attend for examination. In July a report is to be made indicating that all personnel have been examined, or, if this is not so, the names of those not examined and the reason for their not having been examined.

4. The results of the examinations are to be recorded on forms A.M. 48, flimsy and card. The flimsy is to be filed in form A.F. Med. 4 and the card forwarded to the Medical Director-General. Care is to be taken that all boxes of A.M. 48 and Tables 2 and 6a of A.F. Med. 4 are completed.

(MDG 327/53/30.)

UNCLASSIFIED. Cancelled. CNO 50/63

129.—Drafting Categories of Members According to Physical State.

The following medical 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	Fit for service anywhere.
B	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	Fit for appointment or draft to a ship or establishment where a full-time Medical Officer is borne. (Expected period to be stated.)
C	Under medical treatment and unfit for duty anywhere. (Expected period to be stated.)

Category.	*Type of service or limitation af service.*
D	Unfit for sea service temporarily but fit for duty on shore. (Expected period to be stated.)
E	Unfit for sea service but fit for duty on shore.
K	Temporarily unfit for duty in a potentially malarious area. (Expected period to be stated.)
T	Under medical supervision, unfit for draft, but fit for light duty.
Y	Temporarily unfit for sea service and for service on shore 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, E, K, T 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. 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.

5. Wherever practicable, and where there is no contradiction, 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.

6. The practice of recommending personnel to be placed in limited categories " until expiration of present engagement " will potentially embarrass a member's request for re-engagement or further service. Also, it 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.

7. There is now a world-wide tendency in the various Defence Forces to retain personnel with minor defects.

8. Navy Order 1100 of 1959 is hereby cancelled.

(MDG 333/51/3.)

(*Navy Orders* 229 *and* 1100 *of* 1959.)

UNCLASSIFIED. Cancelled N.O 169/63

130.—Medical—Trichlorethylene—Precautions for Use in Degreasing Plants, &c.

(*A.F.O.* 1341/1960.)

Commercial trichlorethylene for use in degreasing is sold under a variety of trade names. For metal degreasing, it is normally used in plant specially designed for the purpose and its use should be confined to such plant; in particular it should not be used for odd jobs by swabbing articles from an open bucket.

2. The vapour is anaesthetic, and if inhaled in small quantities can cause drowsiness which will pass off in fresh air, in larger quantities it may cause unconsciousness. The liquid is irritating to the eyes and may harm the skin by removing the natural greases.

3. *Issue of Trichlorethylene.* The store from which the trichlorethylene is to be issued must be well ventilated and the trichlorethylene container is to carry a warning notice drawing attention to the poisonous nature of the vapour. A notice board stating that the vapour given off from the trichlorethylene is poisonous is to be positioned in the store in a position which is easily seen by the user.

4. Trichlorethylene is NOT to be used for electrical cleaning purposes, but " Turco-Solv " cleaning fluid introduced by Navy Order 136 of 1961 is to be used in lieu.

5. *Siting and Working of Plant.*

(*a*) Degreasing tanks should be sited in a well-ventilated space which is free from draughts.

(*b*) If the tank is installed in a pit, an exhaust fan which can draw air from the pit bottom and discharge to the open air must be fitted.

(*c*) Plant should be arranged so that the solvent or solvent vapour cannot come into contact with flames or red-hot surfaces. If it does, the solvent may decompose with the formation of irritating acidic gases.

(*d*) Ample space should be provided round the plant.

(*e*) Loads should be raised and lowered slowly to avoid forcing vapour out of the tank. For heavy loads a slow-moving hoist should be used with a maximum speed of 10 feet per minute. Hollow articles should be given sufficient time to drain before removing them from the vapour.

(*f*) The lids should be kept closed except for introduction or removal of work.

(*g*) The cautionary notice provided by the makers is to be displayed in a position beside the plant.

6. *Personal Protection.* Men operating a degreasing plant should observe the following precautions—

(*a*) P.V.C. gauntlet gloves should always be worn when placing work in or removing it from the tank.

(*b*) Avoid unnecessary breathing of the vapour. Do not bend over a tank unnecessarily and avoid breathing air which smells of trichlorethylene. Do not smoke.

(*c*) Avoid contact of the solvent with the skin.

(*d*) Do not enter any pit or vessel which smells of the solvent.

(*e*) When cleaning out the plant, special caution is necessary. The maker's instructions must be strictly adhered to and it is emphasized that it should rarely be necessary to enter a tank to clean it out. If it is essential to enter a pit or tank, the following precautions must be observed—

(i) Permission must be obtained from the foreman or other responsible person.

(ii) If the plant is installed in a pit, the exhaust fan must be running.

(iii) The plant must be thoroughly ventilated before entering.

(iv) Breathing apparatus with an air-line to the fresh air (e.g., pattern 5665) and a life line must be worn.

(v) A second man must be standing by.

7. *First Aid Instructions.*

(*a*) The symptoms of poisoning with trichlorethylene are drowsiness (passing into unconsciousness with prolonged exposure), headache, giddiness, heavy feeling in the legs and occasionally sickness.

(*b*) Any person showing these effects must not be walked about but is to be removed to a pure atmosphere, laid down on his side and kept warm with blankets and hot water bottles. Such cases may recover quickly but they should not be allowed to resume work or exert effort; they should be taken home by car and instructed to rest for the remainder of the day.

(*c*) In more severe cases with unconsciousness, oxygen should be given. If breathing becomes weak or irregular, artificial respiration must be started and continued until the arrival of the doctor who must be called in all such cases.

(*d*) In the case of liquid splash in the eye, the affected eye should be flooded with running water from a tap and irrigation continued for 15 minutes. If the eye is painful or inflamed, cover with a clean dressing and bandage and send the patient to a doctor.

(*e*) If trichlorethylene liquid is swallowed, give an emetic of two tablespoons of salt in ½ pint of tepid water and send for the doctor.

(*f*) If the liquid comes in contact with the skin, it should be washed off with soap and water and lanolin rubbed in.

8. The recommendations in paragraphs 5 and 6 of this order are mainly applicable to shore-based plants, but wherever possible they are also to be applied when trichlorethylene is being used in machinery spaces of H.M.A. ships.

9. Admiralty has advised that B.R. 2101 will be amended.

(MDG 156/51/26.)

(*Navy Orders* 136 *of* 1961 *and* 723 *of* 1959.)

UNCLASSIFIED.

131.—Ratings—Seamen Branch—Selection and Training of Clearance Divers.

Commencing 1st April, 1961, trainees as Clearance Divers will be selected in the same manner as for other specialist qualifications in the seaman Branch. A.B.R. 10 Article 1111, clause (2) refers. It has also been decided to introduce a new qualification of Instructor of Clearance Diving (Short title ICD).

2. The syllabuses of training for Clearance Divers under the new structure have been amended. The new course lengths will be as follows—for CD3—9 weeks; CD2—18 weeks; CD1—11 weeks and for ICD—10 weeks. The course syllabuses are being issued to appropriate authorities.

3. CD ratings who have trained under the old conditions will not be required to undergo the full course for the next higher S.Q. but will instead undergo a modified course. Course lengths will be as follows—for CD2—2 weeks; for CD1—3 weeks and for ICD—3 weeks.

4. In order to differentiate between CD3 ratings who have trained under either system, CD3's who have trained under the old system are to be title-changed to CD2(U) with effect from 1st April, 1961. Forms A.S. 161a are to be rendered. Removal of the notation (U) will be subject to passing the course for CD2 *vide* paragraph 3.

5. No provision exists for the payment of a higher qualification allowance to ICD's but consideration will be given to this aspect.

6. A.B.R. 10 will be amended.

(HPB 303/221/11.)

UNCLASSIFIED. Cancelled CNO 540/61

132.—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.

The officers so delegated have no legal power to further delegate their authority to issue such certificates. 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. Taxation clearances are also required by persons travelling overseas from New Guinea to places other than Australia. Under section 266 (5) of the Territory of Papua and New Guinea Income Tax Ordinance, 1959, the Naval Officer-in-Charge, New Guinea is authorized to issue clearance certificates to naval personnel travelling in the course of their duty.

7. Navy Order 365 of 1960 is hereby cancelled.

8. R.I. Article 1704 will be amended.

(DNA 271/52/3.)

(*Navy Order* 365 *of* 1960.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

133.—H.M.A. Ships and Naval Establishments—Gunnery and Underwater Weapon Equipment, Fittings, Spare Gear, Tools and Accessories—Accounting Instructions.

Navy Order 71 of 1960 is to be amended as follows—

(*a*) Paragraph 9—*Delete* and *substitute*—

" 9. It is necessary to have ledger pages, forms A.S. 151, for the following—

(*a*) Holdings of test equipment, portable fittings and special tools listed in pages A.D. 787H of the List of Equipment.

(*b*) Holdings of spare gear and tools other than those classified " CN " in column 6 of pages A.D. 787J of the List of Equipment."

(*b*) Paragraph 22 (*d*)—*Delete* " or C (consumable—return to supplying authority is not required)." and *add*—

" " C " (Consumable—a ledger page is necessary but when defective, return to a supplying authority is not required) or " CN " (Consumable Non-Accountable—no ledger page is necessary and when defective return to a supplying authority is not required)."

(*c*) Paragraph 28—*Add* new sentence—

" An indication is to be given by the Gunnery Equipment Depot as to when the items are likely to be supplied."

(*d*) Paragraph 59 (1)—*For* " Director of Ordnance and Underwater Weapons (Q Section) " *read* " Director of Armament Supply ".

(*e*) Paragraph 61 (*d*)—*For* " ' C ' Spares " *read* " 'A' Spares ".

(*f*) Paragraph 69 (*b*)—*For* " Director of Ordnance and Underwater Weapons " *read* " Director of Armament Supply ".

(*g*) Paragraph 71—*For* " Director of Ordnance and Underwater Weapons " *read* " Director of Armament Supply ".

(*h*) *Delete* existing paragraphs 93–100 and sub-headings and *add*—

" 93. Losses, deficiencies and damages to Gunnery and Underwater Weapon Equipment Stores are to be dealt with in accordance with Navy Order 978 of 1959."

(*i*) *Re-number* existing paragraphs 101–118 to read 94–111.

(*j*) Appendix A—*Add* " (*n*) Consumable Non-Accountable—A minor consumable item of small value which is not accounted for in H.M.A. ships or commissioned establishments."

(*k*) Appendix A—*Amend* existing paragraphs (*n*) and (*o*) to read (*o*) and (*f*).

(DAS 700/51/21.)

(*Navy Orders* 978 *of* 1959 *and* 71 *of* 1960.)

RESTRICTED.

134.—Revised Instructions for Gunnery Analyses.

(*A.F.O.* 2718/1960.)

The Royal Navy has recently introduced revised instructions for the rendering of analyses together with some new or amended analysis forms. The aim of this revised procedure is to simplify analysis and to reduce the labour involved.

2. In order to take advantage of the large amount of research which preceded these changes, the Naval Board intends to adopt this revised analysis procedure in the R.A.N.

3. Full details of the revised procedure will be issued initially as a Draft Addendum to B.R. 1043 (3). After experience has been gained, these instructions may require to be further modified and will then be reissued as an A.B.R. Addendum to B.R. 1043 (3).

4. The new type forms as detailed in paragraphs 9, 11 and 12 below, will be issued to ships without demand.

5. When the new forms S.1148 (e), (g) and (s), and the Draft Addendum are held, ships are thereafter to conduct their analyses in accordance with the revised instructions.

The objects of analysis.

6. The object of analysing is primarily to discover the reasons for failing to hit. Should these reasons not have been discovered whilst completing the appropriate analysis form it is the responsibility of the ship's officers to investigate more deeply. It cannot be too strongly stressed that the principal value of any analysis is to the officer who makes it and to the gunnery efficiency of the ship in which he serves.

7. In addition analyses are a vital source of information required for the following purposes—

(*a*) A check by Administrative Authorities and the Naval Board on the state of training of the Fleet and of individual ships. From these checks, changes in emphasis on different practices and on ammunition allowances can be made, In addition improved drills and tactics can be suggested and reported upon.

(*b*) A check by the Naval Board on the state of gunnery material in the Fleet, and on any difficulties reported in the operation of equipments, both new and old, whence major and minor modifications can be designed or proposed.

Analysis forms.

8. Ballistics—S.1148 (b). A new form, S.1148 (b) (revised February, 1960) will eventually supersede the existing form (established November, 1954) when supplies of the latter become exhausted. Meanwhile, when using the existing form several minor amendments as detailed in the Draft Addendum are to be incorporated.

9. Surface.—S.1148 (s) has superseded S.1148 (x) whilst S.1148 (w) and (z) need no longer be forwarded. The need for the S.1148 (y) is still being investigated; this will be clarified in the Addendum.

10. A.A.—S.1148 (d). This form remains unchanged but a list of additions requiring to be incorporated when the analysis is being compiled are set out in the Draft Addendum.

11. Naval Gunfire Support. The large sheet S.1148 (E) has been drastically reduced in size and content to allow it to fit into a typewriter, the new form being known as S.1148 (e), (revised February, 1960).

12. Gun Direction. A new form, S.1148 (g) has been introduced for the analysis of Gun Direction Exercises.

(DW 1624/13/18.)

UNCLASSIFIED.

135.—Diving—Booster Pumps, Pattern 1476.

As the regulations for the operation of the Pattern 1476 Booster Pump are contained in B.R. 155 (c), Part III, and this book is not always available nor is it convenient for reference during boosting operations, all Pattern 1476 Booster Pumps are to be fitted with an engraved instruction plate and as an additional precaution the valves are to be painted as follows—

Rocking Cylinder Supply Valve	Yellow.
Equalizing Valve	Red.
By-pass valve	Blue.

2. Engraved instruction plates 8-in. x 5-in. are to be demanded from SNSO Sydney by all holders of booster pumps, and are to be attached to the hinged flap of the base board of the pump by ships' staff.

3. Booster pumps in store will be fitted before issue.

(DW 1109/51/59.)

UNCLASSIFIED.— Cancelled N.O. 169/63

136.—Cleaning Fluid for Maintenance of Electrical Equipment in R.A.N. Ships and Establishments, "Turco-Solv"—Introduction.

As a result of comprehensive trials on various cleaning fluids, it has been decided to standardize on the use of Turco-Solv Cleaning Fuid for general cleaning of electrical equipment in lieu of carbon-tetrachloride, trichlorethylene, white spirit, and D-Carbel.

2. Like all solvents, Turco-Solv will tend to soften electrical varnishes if insulated coils and windings are immersed in the fluid, but no harm will result if it is applied with a brush or cloth and then allowed to dry in air or in an air blast.

3. Turco-Solv is non-toxic and is not highly inflammable. It is, however, to be classified as inflammable for storage purposes and precautions taken accordingly.

4. Normal precautions for inflammable solvent are to be observed when using Turco-Solv, these are to include—

(*a*) It is not to be applied to energized electrical equipment.

(*b*) A minimum period of fifteen minutes is to elapse before any small, simple, electrical appliance, which has been cleaned with Turco-Solv, is energized. This period is to be extended for large, intricately shaped items, such as armatures, to ensure that all the solvent has evaporated.

(*c*) Naked lights are to be prohibited in the vicinity when the solvent is being used and also until the solvent has evaporated *vide* paragraph (*b*) above.

(*d*) Cleaning rags soaked with Turco-Solv are to be removed from compartments and buildings after use. Arrangements are to be made for such rags to be disposed of daily. (Navy Order 125 of 1961 also refers.)

(*e*) Ventilation is to be provided to ensure adequate air movement during its use and the subsequent evaporation period.

5. Stocks of "Turco-Solv" fluid are held by SNSO Sydney. It is to be accounted for as a consumable store under Class E, Group 7, Part (b).

6. The use of other approved cleaning fluids for specialized purposes such as "Servisol" for electrical contacts in Automatic Telegraphy Equipment where a combined cleaning and lubricating action is required is not affected by this order. Use for the service specified is to continue in the R.A.N.

7. Navy Order 313 of 1960 is hereby cancelled.

(DEE 512/251/18.)

(*Navy Orders* 313 of 1960 *and* 125 *of* 1961.)

UNCLASSIFIED.

137.—Disposal of Store Accounts and Records.

Except as directed in paragraph 2, accounts and records relating to all types of stores are to be disposed of in accordance with the Treasury Manual, Section 27, article 16.

2. Naval and victualling store accounts and records in ships and commissioned establishments are to be retained on board until instructions for removal are given by the relevant Inspecting Officer on completion of an examination. Ultimate disposal in accordance with paragraph 1 will be effected by Navy Office.

3. This order will be incorporated in R.I.

4. C.O.R. article 419A is hereby ancelled.

(Sec. 72/51/55.)

UNCLASSIFIED.

138.—Naval Stores (General) (Class B, Group 3)—Charges Demolition S.C. 1-lb.—R.U. Ammunition Lockers, Pattern 7832 and Pattern 31347—Modification.

(*A.F.O.* 3195/1960.)

It has been reported that on removal, the bottom lids of the Scare Charges are likely to catch under the edge of the holes in the trays fitted in R.U. lockers, pattern 7832 and pattern 31347.

2. The trays are to be modified as follows, by ships staff, base staff or refitting authorities as appropriate.

(*a*) Holes in the trays to be enlarged, by $\frac{1}{16}$-in. all round, to $2\frac{1}{4}$-in. square.

(*b*) Edges of the holes to be rounded off, so as to leave no sharp edges.

3. Existing stocks of lockers are to be similarly modified by Dockyard Officers.

(DNAS 505/71/45.)

UNCLASSIFIED.

139.—Naval Stores (General) (Class B, Group 12)—Composite Sprayer Caps and Plugs—Revised Allowances to H.M.A. Ships.

In accordance with paragraph 6 of Navy Order 1005 of 1959, R.A.N. allowances of sprayer caps and plugs for use in H.M.A. ships for furnace fuel oil combustion have been revised and are now shown in the appendix to this order.

2. Ships in commission should return surplus items to or demand from the appropriate (S)NSO to conform to the revised scale as necessary. Dormant demands for ships in reserve should be adjusted by the SNSO Sydney, as appropriate.

3. Instructions for assembling composite sprayer caps and plugs are contained in Navy Order 419 of 1960.

COMPOSITE SPRAYER CAPS AND PLUGS—ALLOWANCES.

Pattern No.	Description.		Desom.	Destroyers.			Frigates.			O.M.S.	Reworks.
				Darings.	Battles.	Tribals.	Type 15.	A/A and A/S Mod. River.	A/S Sloop.		
32908	Sprayer Cap		No.	28 W 18 S	32 W 16 S	54 W 27 S	36 W 18 S	14 W 8 S	10 W 6 S	10 W 6 S	W = Working quantities per ship
32909	Plug		No.	28 W 18 S	32 W 16 S	54 W 27 S	36 W 18 S	14 W 8 S	10 W 6 S	10 W 6 S	
	Atomizer Plates for above										S = Spare quantities per ship
		Size.									
		Output (lb./hr.)									
32922	00	150	No.	2 W 2 S	—	—	—	2 W	2 W 2 S	2 W 2 S	
32919	0	200	No.	2 W 2 S	—	—	—	2 S	—	—	
32914	1	400	No.	4 W 2 S	4 W 2 S	6 W 3 S	4 W 2 S	4 W 2 S	8 W 4 S	8 W 4 S	
32915	2	600	No.	—	4 W 2 S	6 W 3 S	4 W 2 S	—	—	—	
32923	2A	750	No.	4 W 4 S	—	—	—	—	—	—	

COMPOSITE SPRAYER CAPS AND PLUGS—ALLOWANCES—*continued.*

Pattern No.	Description.		Denom.	Destroyers.			Frigates.			O.M.S.	Remarks.
	Atomizer Plates for above			Darings.	Battles.	Tribals.	Type 15.	A/A and A/S Mod. River.	A/S Sloop.		
	Size.	Output (lb./hr.)									W = Working quantities per ship S = Spare quantities per ship
32916	3	900	No.	—	—	6 W 3 S	4 W 2 S	8 W 4 S	—	—	
32924	3A	1,050	No.	—	—	6 W 3 S	4 W 2 S	—	—	—	
32917	4	1,200	No.	—	4 W 2 S	6 W 3 S	4 W 2 S	—	—	—	
32918	5	1,500	No.	16 W 8 S	20 W 10 S	24 W 12 S	—	—	—	—	
32920	6	1,800	No.	—	—	—	16 W 8 S	—	—	—	
32921	7	2,100	No.	—	—	—	—	—	—	—	

(DNAS 1101/51/14.)

(*Navy Orders* 1005 *of* 1959 *and* 419 *of* 1960.)

UNCLASSIFIED.

140.—Naval Stores (General) (Class F2A, and F21)—Carbon Brushes—Revised Rate Book Classification.

(*A.F.O.* 2832/1960.)

As from the date of this order the undermentioned Carbon Brushes, hitherto dealt with under Class F, Group 2A, Part 1, are to be transferred to Class F, Group 21 (N.A.T.O. Supply Classification Group 5977).

2. H.M.A. ships and commissioned establishments are to adjust their ledgers in accordance with Article 1812 (*a*) of A.B.R. 4—Naval Storekeeping Manual.

3. The relevant publications will be amended—

Pattern No.	*Description.*
	Carbon Brushes—
59457	Assembly
55380	Complete with spigot and helical spring
27685	Creed AA/3/1
27702	Creed AA1/1
27240	Creed AB1/2
27683	Creed 1360/41B
27684	Creed 1360/42B, with brush holder
100029	Crompton Parkinson KP.3991
100269	Crompton Parkinson KP.4446
100031	Croydon Eng. Co. 20427
7558	For blower motor
23451	For commutator
2714D	For driving motor
2039	For Fans, 12-in. and 16-in. 80/100V.
2259	For follow-up motor
7756	For Governors
14069	For Klaxon Motors
14202	For Lathe, 110/220V. A.C.
14203	For Lathe, 110/220V. D.C.
14201	For Motor, 110/220V. D.C.
1416	For Motors, Patterns F3B/2722 and 2722V
3729	For PM/g G.250B
9129	For Switch Transmitters, Patterns F1B/8022, 8012, 9527
9129A	For Switch Transmitters, Patterns F1B/8022, 8012, 9527
9664	For Switch Transmitter, Pattern F1B/9520
15060	For Table Fans, Pattern F2A/15042
15227	For Table Fans, Pattern F2A/15221 (complete with brush and spring)
15232	For Table Fans, Pattern F2A/15229
W.1481	For Transformer, Pattern F1A/W.1360
W.2313	For Transformer, Pattern F1A/W.2312
14198	For Transformer, Pattern F1A/W.2658A
14220	For Transformer, Pattern F1A/W.2864
W.5791	For Transformer, Pattern F1A/W.4085 and W.2864
12836	For Transformer, Pattern F1B/12838
6765	For Switch feed
8062	Grade Link A for Generator
3879	Grade Link C4 for fire control equipment

Pattern No.	Description.
	Carbon Brushes—*continued.*
A.3175	Grade Link CM2, copper morganite
14180	Grade Link CM2, negative, for Auto contact of H.A.C.S. calculating tables
14178	Grade Link CM2, positive, for Auto contact of H.A.C.S. calculating tables
8687	Grade Link CM4, with spring and brass ferrule
8061	Grade Link CM.5H L.T. for generator, Pattern F3/8057
A.3150	Grade Link CM6
14048	Grade Link CM6, morganite marked A.P.B.P. to D.E.E. drg. A23647
8686B	Grade Link CM6, with spring and brass ferrule
9074	Grade Link HM6, for fire control equipment
M.493	Grade Link HM6, L.T. for Pattern F1A/M.454A
105	Grade Link SM.9162P, with spring and terminal tag
104	Laminated
3503	Silver-morganite, for contact roller gyro transmitter
4352	Silver-morganite, erection control, for A.G.T.U.6200
225	Silver-morganite, tipped
226	Silver-morganite, tipped, for motor, Pattern F3B/2744
65804A	$\frac{1}{8}$-in. sq. x $\frac{1}{4}$-in. Grade Link IM6, with spring
58982	$\frac{1}{8}$-in. sq. x $\frac{5}{16}$-in. Grade Link 6M6, with spring
8156	$\frac{1}{8}$-in. sq. x $\frac{11}{32}$-in. Grade Link MC6-HAM
A.1968	$\frac{1}{8}$-in. sq. x $\frac{7}{16}$-in. Grade Link CM
W.8058	$\frac{1}{8}$-in. sq. x $\frac{9}{16}$-in. Grade Link CM15, with pigtail connection and spring
66090	$\frac{1}{8}$-in. x $\frac{3}{8}$-in. sq. Grade Link CM1S, with spring
57623	$\frac{5}{32}$-in. sq. x $\frac{1}{2}$-in. Grade Link N.I., with spigot and spring
65805	$\frac{11}{64}$-in. x $\frac{1}{8}$-in. x $\frac{1}{8}$-in. Grade Link CM3H, with pigtail, spring and terminal tag
5360	$\frac{3}{16}$-in. x $\frac{1}{8}$-in. x 0.44-in., Grade Link EG3
A.904B	$\frac{3}{16}$-in. sq. x $\frac{1}{2}$-in.
A.1128	$\frac{3}{16}$-in. sq. x $\frac{5}{16}$-in. with spring
A.2939	$\frac{3}{16}$-in. sq. x $\frac{1}{2}$-in. Grade Link CM15, with spring
W.7539	$\frac{3}{16}$-in. sq. x $1\frac{1}{4}$-in. with pigtail
57257	$\frac{7}{32}$-in. x $\frac{5}{32}$-in. x $\frac{3}{16}$-in. Grade Link HM6, with spring
59214	$\frac{7}{32}$-in. x $\frac{5}{32}$-in. x $\frac{25}{32}$-in. Grade IM6, with spring
56149	$\frac{7}{32}$-in. sq. x $\frac{9}{32}$-in. Grade EG12, with pigtail and spring
55926	$\frac{7}{32}$-in. x $\frac{9}{32}$-in. x $1\frac{1}{4}$-in. Grade CM6, with pigtail and spring
70833	$\frac{1}{4}$-in. x $\frac{3}{16}$-in. x $\frac{7}{16}$-in. Grade Link EG, with flat spring
W.6635	$\frac{1}{4}$-in. sq. x $\frac{1}{2}$-in. Grade CM6, with pigtail connection and spring
8686D	$\frac{1}{4}$-in. sq. x $\frac{1}{2}$-in. Grade Link CM, with spring and brass ferrule
A.2937	$\frac{1}{4}$-in. sq. x $\frac{5}{8}$-in. Grade Link HM6, with spring
W.8852	$\frac{1}{4}$-in. sq. x $\frac{5}{8}$-in. Grade Link HM6, with spring and pigtail
W.9815	$\frac{1}{4}$-in. x $\frac{1}{2}$-in. x $1\frac{1}{8}$-in. Grade EG8101 (7M)
65285	$\frac{9}{32}$-in. x $\frac{9}{64}$-in. x $\frac{5}{16}$-in.
A.3929	$\frac{9}{32}$-in. x 0.156-in. x 0.218-in. H.T. Grade IM6, with spring
54691	$\frac{9}{32}$-in. x $\frac{7}{32}$-in. x 41-mm., Grade SMO, with pigtail and spring
8686C	$\frac{5}{16}$-in. sq. x $1\frac{1}{16}$-in., Grade Link CM6, with pigtail, spring and brass ferrule
5332	$\frac{5}{16}$-in. x $\frac{3}{8}$-in., Grade EG6434
5132	$\frac{5}{16}$-in. x $\frac{1}{2}$-in., Grade Link EG6345
5232	$\frac{5}{16}$-in. x $\frac{1}{2}$-in., Grade Link EG6345
59213	$\frac{11}{32}$-in. x $\frac{1}{4}$-in. x $\frac{11}{16}$-in., Grade Link A, with pigtail

Pattern No.	Description.
	Carbon Brushes—*continued.*
4901	$\frac{11}{32}$-in. x $\frac{1}{4}$-in. x $\frac{7}{8}$-in., quality A
2173	$\frac{3}{8}$-in. x $\frac{1}{4}$-in. x $\frac{3}{8}$-in.
14135	$\frac{3}{8}$-in. x $\frac{1}{4}$-in. x $\frac{9}{32}$-in., Grade Link A, with spring and terminals
57256	$\frac{3}{8}$-in. x $\frac{5}{16}$-in. x 1-in. Grade Link CM3, with pigtail and spring
54652	$\frac{3}{8}$-in. sq. x $\frac{1}{8}$-in., Grade Link CM2
A.2340	$\frac{3}{8}$-in. sq. x $\frac{3}{8}$-in., Grade Link C2T
A.2339	$\frac{3}{8}$-in. sq. x $\frac{7}{8}$-in., Grade Link EG3
W.4012	$\frac{13}{32}$-in. x $\frac{7}{16}$-in. sq., spare, for motor 220V.
66112	$^{11}/_{32}$-in. x $\frac{5}{16}$-in. x $\frac{1}{4}$-in., Grade Link CM3H, with pigtail, spring and terminal tag
3117	$\frac{7}{16}$-in. x $\frac{1}{8}$-in. sq., for asdic Set, Type 187
8544	$\frac{7}{16}$-in. x $\frac{11}{32}$-in. x $\frac{1}{4}$-in., Quality CM6
54651	$\frac{7}{16}$-in. x 0.4-in. x $\frac{3}{16}$-in., Grade Link CM2
14195	$\frac{1}{2}$-in. x $\frac{7}{32}$-in. x $\frac{5}{32}$-in., Grade Link IM6
14182	$\frac{1}{2}$-in. x $\frac{1}{4}$-in. x $\frac{1}{2}$-in., Grade Link CM1S
A.2692	$\frac{1}{2}$-in. x $\frac{1}{4}$-in. x $\frac{3}{4}$-in., Grade Link A, with spring
65265	$\frac{1}{2}$-in. x $\frac{1}{4}$-in. x $1\frac{1}{8}$-in., Grade Link EG8101
14219	$\frac{1}{2}$-in. sq. x $\frac{1}{4}$-in., Grade Link EGO
14115	$\frac{1}{2}$-in. x $\frac{5}{8}$-in. x $1\frac{1}{8}$-in., Grade Link BO
9959	$\frac{1}{2}$-in. x $\frac{3}{4}$-in. sq., with spring
66113	$^{11}/_{20}$-in. x $\frac{3}{16}$-in. sq., Grade Link I.M.7, with pigtail and spring.
66114	$^{11}/_{20}$-in. x $\frac{3}{16}$-in. sq., Grade Link I.M.7, with pigtail and spring and terminal tag
54751	$\frac{5}{8}$-in. x $\frac{11}{64}$-in. sq., Grade Link CM6, with spring
100186	$\frac{5}{8}$-in. x $\frac{5}{16}$-in. x $\frac{7}{8}$-in., Grade Link HM6
A.1723	$\frac{5}{8}$-in. x $\frac{5}{16}$-in. x 1-in., with spring
66064	$\frac{23}{32}$-in. x $\frac{1}{4}$-in. x $\frac{1}{2}$-in., Grade Link EG12
14152	$\frac{11}{16}$-in. x $\frac{5}{16}$-in. x $\frac{1}{4}$-in., Grade Link IM6/2
A.2287	$\frac{11}{16}$-in. x $\frac{5}{16}$-in. x $\frac{1}{4}$-in., morganite
W.7415	$\frac{11}{16}$-in. x $\frac{13}{16}$-in. sq., with pigtail
A.3928	$\frac{3}{4}$-in. x $\frac{1}{4}$-in. sq., Grade Link CM5H, with copper flexible $1\frac{1}{8}$-in. long
14218	$\frac{3}{4}$-in. x $\frac{1}{4}$-in. x $\frac{3}{16}$-in., Grade Link IM3S
14216	$\frac{3}{4}$-in. x $\frac{3}{8}$-in. sq., Grade Link CM3
65563	$\frac{23}{32}$-in. x $\frac{9}{32}$-in. x $\frac{7}{32}$-in., Grade Link EG12
8686	$\frac{7}{8}$-in. x $\frac{1}{4}$-in. sq., Grade Link B6
2537	1-in. x $\frac{5}{16}$-in. x $\frac{5}{16}$-in.
14029	1-in. x $\frac{3}{8}$-in. x $\frac{1}{4}$-in., Grade Link EG12, marked A.P.B.C. to D.E.E. drg. A23632
14215	1-in. x $\frac{3}{8}$-in. x $\frac{3}{8}$-in., Grade Link CM3H, with pigtail, spring and terminal
14091	1-in. x 0.625-in. x 0.1-in., Grade Link S.M.O., with 5A pigtail
14251	1-in. x $\frac{5}{8}$-in. x $\frac{1}{4}$-in., Grade Link EG 5937, with flexible lead and terminal
66082	$1\frac{1}{16}$-in. x $\frac{5}{8}$-in. x $\frac{5}{16}$-in., Grade Link EM6, with pigtail and terminal tag
4761	$1\frac{3}{32}$-in. x $\frac{1}{8}$-in. x $1\frac{1}{4}$-in., Quality EG
8688	$1\frac{1}{8}$-in. x $\frac{9}{32}$-in. x $\frac{7}{32}$-in., Battersea Grade A to D.E.E. drg A23609
6803	$1\frac{1}{8}$-in. x $\frac{9}{32}$-in. x $\frac{7}{32}$-in., Battersea Grade A, with spigot $\frac{5}{32}$-in. dia. x $\frac{9}{32}$-in. to D.E.E. drg. A23584
6804	$1\frac{1}{8}$-in. x $\frac{9}{32}$-in. x $\frac{7}{32}$-in., Battersea Grade HM6 to D.E.E. drg. A23585
8689	$1\frac{1}{8}$-in. x $\frac{9}{32}$-in. x $\frac{7}{32}$-in., Battersea Grade HM6 to D.E.E. drg. A23610

Pattern No.	Description.
	Carbon Brushes—*continued.*
14052	$1\frac{1}{4}$-in. x $\frac{9}{32}$-in. x $\frac{9}{32}$-in., Grade Link EG12, Electro-Graphite to D.E.E. drg. A23651
14050	$1\frac{1}{4}$-in. x $\frac{9}{32}$-in. x $\frac{7}{32}$-in. Morganite Grade Link CM6, marked A.P.B.R. to D.E.E. drg. A23649
14030	$1\frac{3}{16}$-in. x $\frac{3}{8}$-in. x $\frac{1}{4}$-in., Grade Link EG12, Electro-Graphite to D.E.E. drg. A23633
A.2288	$1\frac{7}{32}$-in. x $\frac{3}{16}$-in. sq. Morganite
A.3227	$1\frac{1}{4}$-in. x $\frac{1}{4}$-in. x $1\frac{1}{4}$-in., Grade Link EG11
14217	$1\frac{1}{4}$-in. x $\frac{5}{8}$-in. x $\frac{1}{4}$-in., Grade Link EG8101
6801	$1\frac{1}{4}$-in. x $\frac{5}{8}$-in. x $\frac{5}{16}$-in., Battersea Grade A to D.E.E. drg. A23582
6802	$1\frac{1}{4}$-in. x $\frac{5}{8}$-in. x $\frac{5}{16}$-in., Battersea Grade HM6 to D.E.E. drg. A23583
14049	$1\frac{1}{4}$-in. x $\frac{5}{8}$-in. x $\frac{5}{16}$-in., Grade Link CM6, Morganite marked A.P.B.Q(A), to D.E.E. drg. A23648
14028	$1\frac{1}{4}$-in. x $\frac{5}{8}$-in. x $\frac{5}{16}$-in., Grade Link EG12, Electro-Graphite marked A.P.B.B. to D.E.E. drg. A2361
8541	$1\frac{1}{4}$-in. x $\frac{5}{8}$-in. x $\frac{5}{16}$-in., Grade Link EG6560 or EG11
100	$1\frac{1}{4}$-in. x $\frac{1}{4}$-in. x 2-in., Grade Link EG8866/S, split, 8° trailing
14051	$1\frac{5}{16}$-in. x $\frac{9}{32}$-in. x $\frac{7}{32}$-in., Grade Link CM6, Morganite marked A.P.B.S. to D.E.E. drg. A23650
14053	$1\frac{5}{16}$-in. x $\frac{9}{32}$-in. x $\frac{7}{32}$-in., Grade Link EG12, Electro-Graphite marked A.P.B.Z. to D.E.E. drg. A23652
6799	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{3}{8}$-in., Battersea Grade A to D.E.E. drg. A23580
6800	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{3}{8}$-in., Battersea Grade HM6 to D.E.E. drg. A23581
14027	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{3}{8}$-in., Grade Link EG12, Electro-Graphite marked A.P.B.A. to D.E.E. drg. A23630
8542	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{3}{8}$-in., Grade Link EG6560 or EG11
6797	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{1}{2}$-in., Battersea Grade A to D.E.E. drg. A23578
6798	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{1}{2}$-in., Battersea Grade HM6
14047	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{1}{2}$-in., Grade Link CM6, Morganite marked A.P.B.O.
8543	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{1}{2}$-in., Grade Link EG11
14026	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{1}{2}$-in., Grade Link EG12, Electro-Graphite marked A.P.A.Z.
6795	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{5}{8}$-in., Battersea Grade A to D.E.E. drg. A23576
6796	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{5}{8}$-in., Battersea Grade HM6
14046	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{5}{8}$-in., Grade Link CM6, Morganite marked A.P.B.N.
14025	$1\frac{1}{2}$-in. x $\frac{7}{8}$-in. x $\frac{5}{8}$-in., Grade Link EG12, Electro-Graphite marked A.P.A.Y.
4348	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{1}{8}$-in., Grade Link EC12, with single pigtail
6793	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{1}{2}$-in., Battersea Grade A to D.E.E. drg. A23574
6794	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{1}{2}$-in., Battersea Grade HM6 to D.E.E. drg. A23575
14045	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{1}{2}$-in., Grade Link CM6, Morganite marked A.P.B.M. to D.E.E. drg. A23644
14024	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{1}{2}$-in., Grade Link EG12, Electro-Graphite to D.E.E. drg. A23627
14034	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{1}{2}$-in., Grade Link EG12 Electro-Graphite marked A.P.B.H.
6791	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{5}{8}$-in., Battersea Grade A to D.E.E. drg. A23572
6792	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{5}{8}$-in., Battersea Grade HM6 to D.E.E. drg. A23573
14038	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{5}{8}$-in., Grade Link CM3H, Copper Morganite marked A.P.B.W. to D.E.E. drg. A23641

Pattern No.	Description.
	Carbon Brushes—*continued.*
14044	$1\frac{1}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{5}{8}$-in., Grade Link CM6, Morganite marked A.P.B.L. to D.E.E. drg. A23643
14023	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{5}{8}$-in., Grade Link EG12, Electro-Graphite marked A.P.A.W. to D.E.E. drg. A23626
14033	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{5}{8}$-in., Grade Link EG12, Electro-Graphite marked A.P.B.G. to D.E.E. drg. A23636
8546	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{5}{8}$-in., Grade Link EG6560
6789	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{3}{4}$-in., Battersea Grade A to D.E.E. drg. A23570
6790	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{3}{4}$-in., Battersea Grade HM6 to D.E.E. drg. A23571
14037	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{3}{4}$-in., Grade Link CM3H, Copper Morganite marked A.P.B.V. to D.E.E. drg. A23640
14043	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{3}{4}$-in., Grade Link CM6, Morganite marked A.P.B.K. to D.E.E. drg. A23642
14022	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{3}{4}$-in., Grade Link EG12, Electro-Graphite marked A.P.A.V. to D.E.E. drg. A23625
14032	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{3}{4}$-in., Grade Link EG12, Electro-Graphite marked A.P.B.F. to D.E.E. drg. A23635
14036	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x $\frac{7}{8}$-in., Grade Link CM3H, Copper Morganite marked A.P.B.U. to D.E.E. drg. A23639
6787	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x 1-in., Battersea Grade A to D.E.E. drg. A23568
6788	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x 1-in., Battersea Grade HM6 to D.E.E. drg. A23569
14035	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x 1-in., Grade Link CM3H, Copper Morganite marked A.P.B.T. to D.E.E. drg. A23638
14042	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x 1-in., Grade Link CM6, Morganite marked A.P.B.J.
14021	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x 1-in., Grade Link EG12, Electro-Graphite marked A.P.A.U. to D.E.E. drg. A23624
14031	$1\frac{3}{4}$-in. x $1\frac{1}{4}$-in. x 1-in., Grade Link EG12, Electro-Graphite marked A.P.B.E. to D.E.E. drg. A23634
103	0.092-in. dia. x $\frac{7}{16}$-in., Copper Morganite with spring
55520A	0.11-in. dia. x $\frac{3}{16}$-in., Grade Link J.S., with spring
3254B	0.111-in. dia. x $\frac{5}{16}$-in., with spring 32 S.W.G.
7983A/B	0.111-in. dia. x $\frac{7}{16}$-in., Grade Link CM5H
A.1718	0.15-in. x 0.2-in. x 0.69-in., Grade Link OM5H
14114A	0.17-in. sq. x $\frac{5}{8}$-in., Grade Link A, with 0.14-in. dia. spigot, 110V. and 220V.
14114	0.17-in. sq. x $\frac{5}{8}$-in., Grade Link C4, with 0.14-in. dia. spigot 110V. and 200V.
70832	0.170-in. sq. x 0.625-in., Grade Link EG14, with spring and tag
58273	0.186-in. sq. x 0.375-in., Grade Link C.M.H., with pigtail connection
14113	0.235-in. sq. x 1-in., Grade Link A, with $\frac{3}{16}$-in. dia. x $\frac{1}{8}$-in. L. spigot
102	0.25-in. x 0.1875-in. x 0.375-in., Grade Link EG14
101	0.25-in. x 0.25-in. x 0.875-in., Grade Link EG14
A.3243	0.31-in. x 0.25-in. x 0.87-in., Grade Link C3
14196	0.375-in. x 0.1181-in. sq., Grade Link B6
14197	0.380-in. x 0.1181 in. sq., Grade Link B6
5359	0.43-in. x 0.28-in. x 0.5-in., Grade Link H.M.S.
102436	0.75-in. x 0.37-in. x 0.31-in., Grade Link H.M.5, with flexible spring and terminal
102435	0.75-in. x 0.37-in. x 0.31-in., Grade Link I.M.2, with flexible spring and terminal

Pattern No.	*Description.*
	Carbon Brushes—*continued.*
14098	0.8-in. x 0.625-in. x 0.10-in., Grade Link S.M.o 85 per cent. silver, with Imm twisted copper strand pigtail
W.2629	0.87-in. x 0.25-in. x 0.75-in., Grade Link CM6, with insulated flexible lead and terminal
14249	1.5-in. x 0.875-in. x 0.375-in., Le Carbone, Ltd., type EG25
14222	16-mm. x 6-mm. x 6-mm., Grade Link CM6, with spring
W.7162	20-mm. x 6-mm. sq., with spring
A.1724	38-mm. x 10-mm. x 38-mm., Grade Link EG11

(DNAS 518/58/36.)

UNCLASSIFIED.

141.—Naval Stores (General)—Portable Power Tools—Revised Allowances.

Allowances of portable power tools to H.M.A ships have been revised and are now as shown in the appendix to this order. Also included into appendix are allowances of power tools to be maintained at Dockyards for use by ships staff when ships are alongside. Such allowances are designated " FLEET POOL ".

2. Demands to complete to the revised allowances should be forwarded to the SNSO Sydney. Supply to ships under construction, restoring after refit, &c., will be arranged by the Storing Yard in the normal manner.

3. Morrisflex electric scaling machines are to be retained in carriers pending results of trials of a machine being manufactured to Garden Island Dockyard specification SD.14.

4. Separate instructions will be issued in regard to accounting arrangements for tools in the " FLEET POOL " at Garden Island and Williamstown Dockyards.

APPENDIX.

PORTABLE POWER TOOLS—ALLOWANCES.

—	*Carrier.*	*Darling Class.*	*Battle Class.*	*Tribal Class.*	*A/S Frigates Type 15.*	*A/S Frigates Type 12.*	*Frigates R/Class.*	*Frigates Sloop.*	*G.P.V's*	*KIMBLA PALUMA.*	*Fleet Pool.*	
											G.I. D'yard.	*W'town. D'yard.*
7-in. Sanding and Grinding Machine (Patt. 33119 or 33120) complete with 4-in. Brush ..	6	3	3	3	3	3	2	1	1	1	10	3
Pistol, de-rusting pneumatic (Jason V.A. Model ~~HHB~~ IVB or equivalent)	8	1	1	1	1	1	1	1	—	1	~~10~~ 11	2
Jamec Power Driven Tool Kit (Model 55/10)	1	1	1	1	1	1	1	1	1	1	—	—
¾-in. Electric Scaling Hammer ..	—	—	—	—	—	—	1	—	1	1	—	—
¼-in. Electric Drill (Patt. 33091 or 33092)	1	1	1	1	1	2	—	1	—	1	—	—
⅜-in. Electric Drill (Patt. 33095 or 33096)	7	2	2	2	—	—	—	1 (WAR-REGO only)	—	—	—	—
¾-in. Electric Drill (Patt. 33099)	—	2	3	2	—	—	—	—	—	—	—	—
1-in. Electric Drill (Patt. 33101)	5	—	—	—	1	1	1	1	—	—	—	—

(DNAS 518/57/5.)

UNCLASSIFIED.

142.—Naval Stores (Technical) (Class F, Group 1A, Part 2)—Obsolete Asdic and Echo Sounding Stores—Disposal.

(*A.F.O.* 2922/1960.)

The stores detailed in the appendix to this order are now obsolete and are being deleted from the Rate Book of Naval Stores (B.R. 810). All stocks and future returns are to be disposed of in accordance with existing instructions except as otherwise indicated in column 3 of the appendix.

2. None of the items listed requires mutilation, for security reasons, before disposal.

3. Strict adherence to the pattern numbers and descriptions quoted is essential, e.g., no pattern with the suffix A is to be disposed of where only the pattern without a suffix letter is shown.

Pattern.	*Description.*	*Remarks.*
A.155	Board, plotting	—
A.161	Board, terminal	—
A.301	Condenser unit	—
A.684	Unit, send/receive	—
A.732B	Unit, training	—
A.733B	Shaft, flexible	—
A.757	Spring, brush	—
A.796	Unit, pinion	—
A.1362	Cover with fittings	—
A.1363	Bracket, steady	—
A.1368	Ring joint	—
A.1369	Spanner	—
A.1370	Ring joint	—
A.1371	Washer gland packing	—
A.1372	Cover main	—
A.1373	Ring joint	—
A.1400	Cover with fittings	—
A.1401	Bracket, steady, with fittings	—
A.2051	Recorder	—
A.2269	Adaptor	—
A.2328	Switch	—
A.2539	Starter	—
A.2662	Ring	—
A.2683	Pointer	—
A.2716	Cover	—
A.2932	Box, junction	—
3076	Testing set	—
A.3107	Power pack	(To be retained in service until defective when Pattern A.3107B should be demanded in lieu.)
3402C	Motor, repeating, A.C.	—
5965A	Tripod	—
5971	Sling	—

Pattern.	*Description.*	*Remarks.*
5972	Coil	—
5978	Board	—
5979	Board	—
6066	Alternator 300V 2 amp.	—
	100 cycles	—
	220V supply	—

(DNAS 518/52/84.)

UNCLASSIFIED.

143.—Portable Steam Cleaning Apparatus—Modifications.

Reports have been received of the difficulty in maintaining steam tight connections using the fittings provided with the Kerrick Steam Cleaning Apparatus supplied in accordance with Navy Order 610 of 1959.

2. Ships concerned are to insert an item in their next Defect List to cover the fitting of modified connections in accordance with Garden Island Drawing No. NMS/SC/1.

(DME 1128/52/9.)

(*Navy Order* 610 *of* 1959.)

UNCLASSIFIED. Cancelled - C NO 62/63

144.—Valves, Electronic—Transport by Air.

(*A.F.O.* 3198/1960.)

The electronic valves detailed below contain magnets and it is essential that when transported by air—either commercially or by service aircraft—they should be stowed away from the aircraft compass—

000–0370 (CV.370).
000–1866 (CV.1866).
000–2166 (CV.2166).
000–2261 (CV.2261).
000–2262 (CV.2262).
000–2281 (CV.2281).
000–2284 (CV.2284).
000–2326 (CV.2326).
000–2381 (CV.2381).
000–2393 (CV.2393).
000–2412 (CV.2412).
000–2424 (CV.2424).
000–2425 (CV.2425).
000–2426 (CV.2426).
000–3528 (CV.3528).
000–3560 (CV.3560).
000–5134 (CV.5134).
037–2184 (CV.5277).
VX.3278.
Commercial Types—
CM.730.
CO.127.
CO.119.
ET.51 (American type 6700).
American type RK.6406/QK.428.

2. Magnetic material will only be accepted for air freight when packages and relevant documents are marked " Magnetic Material ". Whenever any of the above mentioned radio valves are required to be flown, they are to be described as " Valves, electronic " on the requisitions for freight, which should be clearly marked " Magnetic ".

3. A.B.R. 4, Naval Storekeeping Manual, and B.R. 1692, The Storehouse Manual, will be amended.

(DNAS 519/54/74.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

145.—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1st January, 1961.

The Price List for provisions and the Supplementary Price List for Fresh Fruit and Vegetables, which have operated since 1st January and 1st October, 1960, respectively, have been amended as from 1st January, 1961. 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 allowance per head per diem will apply as from 1st January, 1961—

	s.	d.
Messes of more than 300	6	11
Messes of 300 and less	7	1
Additional for ships attached to the Strategic Reserve ..	0	4
H.M.A.S. MELVILLE	7	5
H.M.A.S. TARANGAU	7	6
R.A.N.C.	8	0
R.A.N.A.T.E.	8	0
Junior Recruit Training Establishment..	8	0

3. Navy Order 929 of 1960, is hereby cancelled.

(DV 903/51/40.)

(*Navy Order* 929 *of* 1960.)

UNCLASSIFIED. Cancelled C NO 142/63

146.—Medical and Surgical, Optical or Specialized Instruments—Repairs to.

In all cases where valuable specialized instruments supplied for medical or surgical use become defective, e.g., microscopes, cystoscopes, the following procedure is to be adopted—

Ships—

(*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. The Demand Voucher is to be endorsed " To replace unserviceable item being surveyed ".

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 particular 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. The Demand Voucher is to be endorsed " To replace item being surveyed ".

2. Navy Order 141 of 1959 is hereby cancelled.

(MDG 1001/70/4.)

(*Navy Order* 141 *of* 1959.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY.

UNCLASSIFIED.

147.—Books—Manual of the International Classification of Diseases, Injuries and Causes of Death—Volumes I. and II.

The revised edition of the above publication is now available and distribution to present holders is being effected by the Medical and Dental Store Officer without demand. (On charge to all Medical Officers Libraries.)

2. Replaced copies are to be returned to the Medical Store, Sydney.

3. Navy Order 620 of 1960 is relevant.

(MDG 465/58/198.)

(*Navy Order* 620 *of* 1960.)

UNCLASSIFIED.

148.—Form A.S. 3070Z—Cathodic Protection Record—Amendment.

Stock held of form A.S. 3070Z should be amended to include on page 1 in section headed " Details of System " an entry " When Renewed....." along side that already provided reading " Number of Anodes.....".

(DNAS 464/54/161.)

UNCLASSIFIED.

149.—Form A.S. 3101Z—Dental Rating's History Sheet.

Form A.S. 3101Z—Dental Rating's History Sheet is available on demand from the Superintending Naval and Air Stores Officer, Sydney. Stocks are to be demanded in accordance with Navy Order 678 of 1960.

(HPB 464/54/215.)

(*Navy Order* 678 *of* 1960.)

With reference to Navy Order 1094 of 1959, Navy Orders 1 to 92 of 1959 are now over two years old and may be disposed of.

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 150-164/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
24th February, 1961.

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.

1196/61.

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No. *Title.*

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SECTION 2.—PERSONNEL.

152. Communication Fleet Boards—Refresher Training.
153. Fees Payable to Medical Practitioners.

SECTION 3.—HULL, MACHINERY, EQUIPMENT AND STORES.

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Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

150.—Accounting Instructions for H.M.A. Ships Proceeding Overseas from Australia.

Arrangements have been made with the Reserve Bank of Australia to remit Australian currency requirements for H.M.A. ships abroad by registered air mail to a convenient port, e.g., Singapore, Hong Kong, when the ship is scheduled to berth, thus obviating the necessity for ships to carry large amounts of cash in excess of immediate requirements.

2. The Director of Navy Accounts is to be advised of the estimated amount of Australian currency necessary to be drawn prior to departure from Australia to meet requirements to the date of arrival at a port of call to which Australian currency for subsequent needs can be remitted. The basis on which the amount sought has been estimated and the anticipated date on which the advance will be required should also be advised. Similar advice of subsequent requirements should be furnished when appropriate, adequate time being allowed to enable arrangements to be made for remittance.

3. Paragraph 4 of Navy Order 915 of 1959 is to be noted accordingly.

(DNA 203/251/1.)

(*Navy Order* 915 *of* 1959.)

UNCLASSIFIED.

151.—Unauthorized Electronic Transmissions and Security of Compartments Containing Radio and Radar Equipment.

Commanding Officers are to ensure that, by proper supervision, unauthorized electro-magnetic radiation does not occur in H.M.A. ships and establishments.

2. In order to preserve the security of Communications and Radar Equipments and Compartments, the following instructions are to be observed.

(*a*) Forms A.S. 279 are to be prominently displayed on the outside of doors of all communication and radar compartments and unauthorized personnel are not to enter such compartments.

(*b*) When a ship or establishment is open to public inspection these compartments are to be locked and equipment therein switched off unless the compartments are attended.

3. In order to meet the conflicting requirements of permanently or semi-permanently energized equipments and associated fire hazards and security, it is intended to amend form A.S. 279 by deleting the phrase " This office is to be kept locked when unoccupied " and inserting " When it is unoccupied and when equipment therein is not energized this office is to be kept locked ".

(DSD 16/1/22.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

152.—Communication Fleet Boards—Refresher Training.

Refresher courses of four weeks duration will be held at H.M.A. Signal School, Flinders Naval Depot and at the Signal Training Centre, Sydney, as follows—General details are given in Navy Order 273 of 1960.

Starting Date of Course.	*Date of Associated Fleet Board.*	*Convened by.*	*Location of Fleet Board.*
22nd May, 1961 ..	Week commencing 19th June, 1961	FOICEA ..	Sydney
14th August, 1961 ..	(*a*) 11th, 12th, 13th September	(*a*) FOICEA	Sydney and FND
	(*b*) 14th and 15th September	(*b*) CSTFND	..
20th November, 1961	Week commencing 18th December, 1961	FOCAF ..	Sydney

(DSD 312/24/1.)

(*Navy Order* 273 *of* 1960.)

UNCLASSIFIED.

153.—Fees Payable to Medical Practitioners.

Navy Order 470 of 1960 is to be amended as follows—

Cancel Appendix B and *insert* the following in lieu—

APPENDIX B.

SCHEDULE OF X-RAY FEES.

Amended 231/62

	Approved Fees (Maximum). £	*s.*	*d.*
1. Alimentary Tract..	8	18	0
2. Alimentary Tract and Gall Bladder	12	12	0
3. Ankle	4	4	0
4. Chest—Routine	3	13	0
5. Chest—Screen and Film	4	4	0
6. Chest—Screen and Stereo	4	14	6
7. Colon—Barium Enema	7	7	0
8. Digits	2	12	6
9. Dental—Minimum	1	4	0
10. Dental—Full Mouth	6	6	0
11. Elbow	4	4	0
12. Eye	4	4	0

APPENDIX B—*continued.*

	Approved Fees (Maximum). £	*s.*	*d.*
13. Localization	6	6	0
14. Forearm	4	4	0
15. Foot	3	13	6
16. Gall Bladder—Cholecystography	6	6	0
17. Hand	3	3	0
18. Hip (one)	4	4	0
19. Hip (both)	4	14	6
20. Knee (one)	4	4	0
21. Knee (both)	4	14	6
22. Leg	4	4	0
23. Mandible	4	4	0
24. Maxilla	4	4	0
25. Mastoid (with Stenvers Projections)..	4	14	6
(Stereo)	4	14	6
26. Mastoid..	4	14	6
27. Nasal Sinuses	4	4	0
28. (Full Series)	6	6	0
29. Oesophagus	4	14	6
30. Pelvis	4	14	6
31. Pituitary Fossa	4	4	0
32. Ribs	4	4	0
33. Sacrum or Cocyx	4	14	6
34. Shoulder	4	4	0
35. Skull (Lateral Stereo only)..	4	14	6
(Full Series)	6	6	0
36. Spine Cervical	4	14	6
Thoracic	4	14	6
Lumbar	4	14	6
Lumbrosacral	6	16	6
Complete	12	12	0
37. Thigh	4	4	0
38. Urinary Tract	4	14	6
and Pyelogram	8	18	6
and Urography	8	18	6
39. Wrist	4	4	0
Bronchogram and Report—			
(*a*) When done entirely by the Radiologist	9	19	6
(*b*) When the injection or the opaque material is done by another person, e.g., the physician, or E.N.T. surgeon, the radiologist's fee for his part of the examination to be	6	6	0
(*c*) Injection of opaque material by physician or E.N.T. specialist	3	3	0
(*d*) Report on films not taken by radiologist making the report .. .. (per case, not per film)	2	12	6

(MDG 327/251/11.)

(*Navy Order* 470 *of* 1960.)

Section 3.
HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

154.—Naval Stores (Technical) (Class 59, Group 4) (N.A.T.O. Class/Group 5960)—Introduction of CV.4000 Series of Valves.

Navy Order 366 of 1960 is to be amended as follows—

Appendix—Delete the annotation " * " against Reliable Valve 000-4046 in Column 1, and the remarks " For A.R.I. 5489 and 5491 " in Column 3.

(DAMR 519/254/14.)

(*Navy Order* 366 *of* 1960.)

RESTRICTED.

155.—Wireless—Transmitter, Type 693—Radio Hazard.

(*A.F.O.* 3036/1960.)

Attention is drawn to the potential Radio Hazard caused by UHF Transmitter, Type 693, when connected to its associated Aerial AJC or AJE, either singly or in conjunction with other 693s or 692s in a common Aerial Working System.

2. Until such time as a minor modification can be introduced to allow the fitting of a Castell Lock to the output socket of a single transmitter, or the output socket of the common Aerial Working drawer, the following action should be implemented by ships staff to meet the hazard likely to be encountered by personnel working aloft near the UHF aerials.

(*a*) Where a single 693 Transmitter is connected direct to an aerial, arrange a lockable cover over the output socket which connects the aerial to the transmitter.

(*b*) Where UHF Common Aerial Working arrangements exist, arrange a lockable cover over the output socket which connects the aerial to the C.A.W. output.

(*c*) When necessary to protect personnel working aloft near UHF Aerials, disconnect the plugs leading to the aerials concerned, lock the covers over the output sockets, treating the key(s) as any normal " Man aloft " key.

(DSD 518/251/339.)

UNCLASSIFIED.

156.—Machinery—Diesel Engines—Enfield HO2 Series—Reverse Running.

(*A.F.O.* 3183/1960.)

Damage can occur in Enfield HO2 engines installed in motor boats if the engine backfires on starting and runs in the reverse direction causing salt water to be drawn into the engine cylinders through the exhaust system.

2. Users are reminded that reverse running of these engines can occur if insufficient engine revolutions have been obtained with the starting handle at the moment that the decompressor knob is released or if excessive use is made of cold start aids.

3. Particular care is to be taken that these engines do not start in the reverse direction when the boats in which they are installed are in the water.

(DME 1104/51/73.)

RESTRICTED.

157.—A/S Weapons—A/S Mortar, Mark 10—CJ 224 CASE, Testing Firing Circuit, Mark 1—Modification to CJ 302 CASE, Testing Firing Circuit, Mark N2.

(*A.F.O.* 2824/1960.)

Weapon	A/S Mortar, Mark 10.
Part affected	CJ 224 CASE, testing firing circuit, Mark 1.
Drawing No.	NOD 8486 and NOD 8486/1 to 4.
Modification	New resistor to be fitted. When modified to be known as CJ 302 CASE, testing firing circuit, Mark N2.
Purpose of modification ..	To increase efficiency and reliability of the case.
By whom to be done ..	R.A.N. Armament Depots only.
When to be done	As soon as possible.
Action required	H.M.A. ships are to exchange CJ 224 Cases for CJ 302 Cases at the nearest R.A.N. Armament Depot.
R.N.A.D.'s only	Details of this modification were promulgated in U.W.(A) 10/60.

(DAS 716/251/238.)

RESTRICTED.

158.—A/S Mortar, Mark 10—End " A " and End " B " Bearings—Replacement of " Weston " Oil Seals.

(*A.F.O.* 2916/1960.)

(*a*) *Ships and establishments affected*	Ships and establishments so fitted, Gunnery Equipment Depots and Dockyards.
(*b*) *Type of equipment* ..	A/S Mortar, Mark 10 Mountings.
(*c*) *Part of equipment affected*	End " A " and End " B " Bearings.
(*d*) *Spares affected*	Base Spares—Index Nos. 6 and 19 of Section A, Part 2 of B.R. 227, approved UW.5279/56. (The descriptions of these index numbers will be amended to agree with items supplied in Clause (*h*)).
(*e*) *Modification number* ..	To be known as Modification No. 16 to Mounting. The " List of Modifications " in Chapter I of B.R. 1709 (1) will be amended by " P " series A.F.O. to show this modification.
(*f*) *Purpose of modification* ..	To provide a seal with non-corrosive metal parts so as to ensure that the garter spring remains effective throughout the seal's life.
(*g*) *Nature of the modification*	To remove the existing seals—End " A " Mounting, Drawing A.M.E. 4002, item 75 and End " B " Mounting, Drawing A.M.E. 4002/70, item 31 (*see* Ships Officers Drawings) and replace with new items supplied as at Clause (*h*), below.

(*h*) *Supply of modification parts*	To be demanded from the nearest Gunnery Equipment Store, quoting this order as the authority—*see* also Clause (*n*).
(*j*) *By whom to be done* ..	Gunnery Equipment Depots and Dockyards.
(*k*) *When to be done* ..	At first convenient opportunity.
(*l*) *Report on completion of modification*	When this modification has been introduced into the equipment, a report, which is to include the registered number of each mounting, is to be rendered to— The Director of Weapons, Department of the Navy, Melbourne.
(*m*) *How to be treated* ..	As a defect.
(*n*) *Disposal of redundant material*	(i) *Items in sets of "Base" Spares*—To be removed and replaced by items as noted in Clause (*h*), the rejected items to be retained for inclusion in general stocks. (ii) *Items in Service*—On removal from mounting, are to be scrapped locally.

(DW 707/51/56.)

UNCLASSIFIED.

159.—Alteration and Addition Item—Daring Class Destroyers.

The following alteration and addition item is approved for Daring Class Destroyers—

Class List Item No. 45. *Classification* "A".

Item: To fit emergency firemain bulkhead connections No. 2 R.A.N. screwed, female forward male aft, in all the main transverse W.T. bulkheads above No. 2 deck, in accordance with Chapter 4, Clause 8, of B.R. 1257.

References: (*a*) Navy Office letter 1215/51/61 dated 25th July, 1960.
(*b*) FOICEA memorandum N20/1/37 dated 19th August, 1960.
(*c*) GMWD memorandum 3024 dated 16th December, 1960.

(DCNTS 1215/51/61.)

UNCLASSIFIED.

160.—Naval Stores—Accounting—Muster of Stores on Permanent Loan.

Naval Stores on permanent loan and included in Part II. of Permanent Loan Lists, *vide* A.B.R. 4, Article 1609, are in future to be mustered every two years or on change of responsible departmental officer. The two year periods are to commence from the date of the last hand-over muster.

2. Article 1609 of A.B.R. 4 will be amended.

(DNAS 400/57/46.)

UNCLASSIFIED.

161.—Naval Stores (General and Technical)—Review of Accounting Classification.

(*A.F.O.'s* 2247, 2248, 3052/1960.)

The revised edition of B.R. 810, the Rate Book of Naval Stores, some sections of which have already been issued, contains details of the accounting classifications of each item. Hitherto this information has been contained in a variety of publications including B.R. 1979 the Alphabetical List of Consumable Naval Stores, and the Sea Stores Establishments. Each item is classified in one of four categories as follows—

Permanent Naval Stores	P
Consumable Naval Stores..	C
Portable Fittings..	F
Hull Fittings	H

Spares of items in the last two categories are accounted for as permanent stores until such time as they are issued for fitting.

2. The previous lack of a consolidated record together with changes in values over the years have led to classification anomalies. Use of the permanent classification when it is not justified by the nature and value of the item involves unnecessary accounting work. On the other hand the use of the consumable classification for durable items of significant value involves unacceptable loss of control. It has therefore been decided to review the accounting classifications of all items in B.R. 810. Initially this review, which is expected to take two years, will be directed at items classified P. or C. although a number of items classified F. or H. may be reclassified as C. because of their low values. The results of the review will be promulgated by Navy Order as each class/group is completed.

3. The review will result in the transfer from the Permanent to the Consumable category of a number of items of low value which nevertheless can be expected to last for an appreciable time. The procedure outlined in A.B.R. 4, Article 0801 (2) is an effective means of controlling expenditure of such items and should be enforced as necessary. Similarly some additions to the list of attractive consumable stores contained in A.B.R. 4, Article 0804 may be necessary.

4. The accounting action necessary as a result of changes in classification are shown in A.B.R. 4, Article 1812 but amplified when necessary as follows—

Occasion.	*Amplifying Instructions.*
(*a*) *Consumable stores reclassified as Permanent*	Before carrying out the procedure shown in A.B.R. 4, 1812 (C), the quantities shown on the existing consumable ledger page as having been issued to departments should be noted as a guide to actual quantities held, which should then be ascertained by muster and inserted in the appropriate officer's Permanent Loan List, the grand total of all the loan columns and the storeroom stock being added to give ship's total stock.

Occasion.	*Amplifying Instructions.*
(*b*) *Portable Fittings* (*F*) *and Hull Fittings* (*H*) *reclassified as Consumable*	Any replacement spares on N.S. ledger charge should be dealt with as follows— (i) Insert the authority for transfer in the "Voucher No." column of ledger page A.S. 153 (ii) Close the ledger page by inserting the quantity held in the "Issue" column (iii) Remove the ledger page A.S. 153 to the dead ledger (iv) Prepare new ledger page A.S. 151 inserting the authority for the transfer in the "Voucher No." column and the quantity to be transferred in the "Received" and "Remains" columns (v) Insert the new page in the appropriate binder.
(*c*) *Permanent stores reclassified as Portable fittings* (*F*)	To be dealt with in accordance with A.B.R. 4, Article 1812 (E).

5. The first sections of the Rate Book, B.R. 810 for which the review has been completed are Class B, Groups 5 and 8. The reclassifications made as a result are shown in the appendixes to this order.

6. B.R. 810 should be amended in manuscript accordingly and the Naval Store ledgers of H.M.A. ships and commissioned establishments adjusted in accordance with paragraph 4 above.

7. Further Navy Orders reclassifying relevant items in the remaining sections of the Rate Book will be promulgated at intervals as the review proceeds.

Appendix A.

Permanent items to be reclassified as *Consumable*—

Pattern Numbers.

B5b	8715	8998	8931E	8997
	8716	8799	8942A	9181
	8717	8813	8942B	9202
	8730A	8814	8943	9279
	8740	8926	8944E	14222
	8758A	8928	8944G	14230
	8792	8930	8993	14234
	8797	8931D	8994	17236
B8a	1851	14606		14595
	1856	14607		14596
	1850	14608		14597
	14600	14610		14598
	14601	14611		14599
	14602	14612		14609

Appendix A—*continued.*

Pattern Numbers.

B8a	14603	14613		
	14604	14614		
	14605			
B8b	4661	4664		4663
B8c	7288	4726B		7273
	7289	4726A		7284
	7290	14648		7274
	7263	7243		7309
	7286			7224
B8e	13765	13790		13789
	5898			
B8g	1918	1596		1599
B8i	7417	7380		7382
	7366	7370		
B8k	2412	2435	2470	2456
	2486	1188	1258	23
	2489	2436	2447	25
	2494	174	148	26
	2496	2143	2512	1302
	2503	361	2511	2454
	1315	2438	2517	1260
	1256	2528	2507	3593
	2434			

Appendix B.

Consumable items to be reclassified as *Permanent*—

B8e	13602	13624	13646	13672
	13613	13625	13659	
B8i	7397			
B8k	881	882		

Appendix C.

Portable Fittings (*F*) or *Hull Fittings* (*H*) items to be reclassified as *Consumable*—

B8a	1808A	80A	202	3305
	1819	81A	203	3304
	1819A	82A	520A	1805
	1302	80B	520B	5600
	136	81B	520C	5601
	138	82B	49H	5602
	139	62	49K	5603
	134A	13303	3151	5604
	135A	13304	566	5612

APPENDIX "C"—*continued.*

Pattern Numbers.

B8a	141	13313	1551	5613
	141A	13314	49E	5614
	143C	13315	3150	2782A
	221	13316	3580	13569
	221A	13317	3581	13568
	222	131	3314	7209
	223	130	3313	13308
	204	126A	3309	13309
	205A	127A	3308	13310
	79A	128A	3311	13311
	86A	129A	3307	
	87A	130A	3310	
	63	1813B	3306	
B8b	13122	2010A	2012A	2011A
	2013A	13321	5847	12944
	13322			
B8c	4725	13780	13781	12739
	7778	7276	7313	7267
	7268			
B8d	1537	11400	601A	11396
	604B	11401	5642	11399
	616	5334	5641	5337
	617	5335	4655	5645
	621	5643	607C	5646
	601	601B	817F	5644
	612	604D	814F	815F
	816F	818F		
B8e	6429	1410	7908	7449
	6429A	1411	7914	7448
	6430	1412	2613A	4754
	6430A	5306	5899	5304
	6431	5307	5312A	5305
	6431A	5308	6315	1405
	6433A	5309	5316	1407
	6433	2600	12740	2610
	7909A	2080	12741	7912
	7909	12388	13601	6442
	7901A	2625	13612	6443
	7901	6445	13623	7905
	13585	6446	2601	2599
	13586		2598	2609A
B8g	632	1920	593	880
	633	576A	594	655
	599	117A	596	587
	577	595	642	13325
	641		439	614
	575		440	620
	116		441	

APPENDIX D.

Permanent items to be reclassified as *Portable Fittings (F)*—

Pattern Numbers.

B5a	3		8	8775
	4		9	9185
	5		10	9198
	6		11	9225
	7		8703	9258
B5b	8774M	9196		
	9005M	9197		
B8e	13787			
	13788			
B8g	11230			

(DNAS 501/56/82.)

UNCLASSIFIED.

162.—Naval Stores (General) (Class F, Group 1C, Part 5) Electric Floor Polishing Machines for H.M.A. Ships and Establishments—Supply of Spare Parts for Maintenance of Machines.

Navy Order 125 of 1960 is to be amended by the addition of the following—

"13. As a result of successful trials of the 15-in. "Hi-Shine" floor polishing machines it has been decided to adopt this model in H.M.A. shore establishments to replace large or commercial type floor polishing machines as they become unserviceable.

14. The following range of spares will be carried at each establishment and replenishment to the quantity allowed should be demanded from SNSO, Sydney as and when the spares allocation of any single item falls below that quantity—

Scrubbing brushes	1 No.	1 Set for each 2 No. 15-in. "Hi-Shine" machines or part of that number carried, to a fixed maximum of 5 Sets.
Polishing brushes	1 No.	
Motor bearings	1 Set	
Bumper bands	1 No.	
Handle grips	1 Set	
Switch, 10 amp., S.P. "Ring Grip"	1 No.	
Driving chain	1 No.	

(DNAS 518/57/37.)

(*Navy Order* 125 *of* 1960.)

UNCLASSIFIED.

163.—Naval Stores (General) (Class F, Group 3)—Cover, Pattern 160410 for Compass Repeaters, Patterns 1900M and 1900S—Introduction.

(*A.F.O.* 2759/1960.)

In order to prolong the life of Azimuth Circles the following item has been introduced—

Pattern No.	*Description.*	*Ships Accounting Classification.*
F3/160410 (N.A.T.O. Group 6605)	Cover, for compass repeaters, patterns F3/1900M and F3/1900S	Portable fittings

2. One cover, pattern F3/160410 will be allowed for each compass repeater pattern F3/1900M or S fitted in an exposed position.

3. Ships in commission and operational reserve should forward their demands as necessary to the SNSO, Sydney. Requirements for ships under construction or modernization will be included on the normal guidance drawings and will be supplied in the normal manner.

(DNAS 519/53/120.)

UNCLASSIFIED.

164.—Post-Refit Trials—Maximum Shock and Vibration Trials.

All ships are to include in their programme of post-refit trials, provision for determining the effects of maximum vibration and shock on refitted weapon and radio equipment.

2. This trial is to be carried out whilst steaming at the speed which causes maximum vibration during which all weapons are to be fired. During this trial all fire control systems, radar and radio equipment should be operating.

3. No special allowance of ammunition will be made.

(DEE 1209/51/48.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra

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C.N.O.'s 165-171/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
28th February, 1961.

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.

1198/61.

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167. Instructional Films and Film Strips—US. 1354, " The Navy Goes to Church—Thine is the Power "—Distribution.
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171. Extra Issue of Provisions for Divers.

Section 2.
PERSONNEL.

RESTRICTED.

165.—Instructional Films and Film Strips—E.1345 " Decontamination "—Distribution.

(*A.F.O.* 2811/1960.)

Copies of the United Kingdom Atomic Energy Authority's film, " Decontamination " (Admiralty Serial No. E.1345) are being obtained and the initial distribution will be made, without demand, by the SNSO Sydney, on the following scale—

H.M.A. Naval Establishments.	*No. of copies.*
Flinders Naval Depot	1
H.M.A.S. PENGUIN	1
H.M.A.S. LEEUWIN	1

2. This film shows type of protective clothing, and the methods of monitoring and cleansing of clothing of personnel.

3. The film, which is in colour, has a running time of 30 minutes and is issued on one spool.

4. The classification of the film is RESTRICTED.

(DNAS 519/56/141.)

UNCLASSIFIED.

166.—Instructional Films and Film Strips—US. 1350, " Geneva Conventions—Rights and Obligations of Prisoners of War "—Distribution.

(*A.F.O.* 2812/1960.)

Copies of the American Army Training Film, " Geneva Conventions—Rights and Obligations of Prisoners of War " (Admiralty Serial No. US. 1350) (U.S. Army Serial No. TF19-2749) are being obtained and the initial distribution will be made, without demand, by the SNSO 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 sets forth the rights and obligations of captured military personnel, as provided by the " Geneva Convention Relative to the Treatment of Prisoners of War, 12th August, 1949." The role of neutral Protective Powers and the International Red Cross to check on the proper implementation of provisions of the Geneva Convention by the Detaining Power is explained.

3. The film has a running time of 28 minutes and is issued on one spool.

(DNAS 519/56/142.)

UNCLASSIFIED.

167.—Instructional Films and Film Strips—US. 1354, "The Navy Goes to Church—Thine is the Power"—Distribution.

(*A.F.O.* 2596/1960.)

Copies of the United States Navy Training Film "The Navy Goes to Church—Thine is the Power" (Admiralty Serial No. US. 1354) (U.S. Navy No. MN.8751A) are being obtained and the initial distribution will be made without demand by the SNSO Sydney, on the following scale—

H.M.A. Naval Establishments.	*No. of copies.*
Flinders Naval Depot	1
H.M.A.S. LEEUWIN (J.R.T.E.)	1
R.A.N. Film Library, Sydney	1

2. This film has a running time of 20 minutes and is issued on one spool.

(DNAS 519/56/140.)

UNCLASSIFIED.

168.—Laundering of Clothing and Mess Linen.

The cost of laundering the following items is to be accepted as a charge to public funds—

(*a*) *Items of compulsory kit*—

(i) *Cooks and Sick Berth Attendants*

Shirts, white, with collar (S.B.A. and C.P.O. and P.O. Cook Ratings only).

Singlets, cotton, style I. (Leading Cooks and below only).

Trousers, white drill.

(ii) *Stewards*

Tunics, white drill, with blue facings.

(iii) *Motor Transport Drivers* (*W.R.A.N.S.*)

Dresses, white (when summer dress is worn).

Note.—A maximum of two of each garment per rating will be laundered weekly.

(*b*) *Items issued on personal loan*—

(i) *Cook Ratings*

Aprons, cooks'

Caps, cooks'

(ii) *Butcher Ratings*

Apron, butchers'

Cap, butchers'

Coat, butchers'

(iii) *Stewardesses*

Jackets, white drill

(iv) *W.R.A.N. Cooks and Sick Berth Attendants*

Aprons, white

Gowns, cooks'

Caps

Dresses, blue.

Note.—A maximum of two of each garment per rating will be laundered weekly.

(*c*) Loan clothing (including hospital clothing) and loan bedding will be laundered at Departmental expense except that ratings will be responsible for the laundering of their loan bedding whilst borne.

(*d*) Mess linen, including table cloths, table mats, tea/glass cloths and napkins.

2. Navy Order 1015 of 1960 is hereby cancelled.

(DV 900/51/2.)

(*Navy Order* 1015 *of* 1960.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

169.—Alteration and Addition Item—A.S. Frigates (Mod. River).

The following alteration and addition item is approved for A.S. Frigates (Mod. River)—

Class List Item No. 615. *Classification* "*A*".

Item: "To fit additional refrigeration compressor unit in refrigeration compartment."

References: (*a*) H.M.A.S. DIAMANTINA's T.D.L. E1/60 dated 26th July, 1960.

(*b*) N.O.L. 1224/56/55 dated 23rd September, 1960.

(*c*) FOICEA message 210616 November, 1960.

(DCNTS 1224/56/55.)

RESTRICTED.

170.—A.B.C.D.—Radiation Hazards—Guidance on the Institution of Radiological Countermeasures.

(*A.F.O.* 3307/1960.)

The following amendment is to be made to Navy Order 331 of 1960.

Add new paragraphs and appendix as under—

6. The table describing the effects of an acute radiation *dose* received in a period of up to one week (Navy Order 328 of 1960, Appendix I) will be of value in estimating the results likely to follow exposure of a ship's company to known *doses* of initial radiation from a nuclear explosion or to large doses of external gamma radiation from fall-out. However, some guidance is necessary to evaluate the significance of *dose-rates* from fall-out measured at any particular time.

7. The table in the appendix has been compiled to show three levels of dose-rate at various times after burst. These levels have been derived upon the following assumptions—

(*a*) The decay of activity follows the conventional and conservative "T—1.2" law.

(*b*) None of the fall-out is removed by pre-wetting, decontamination or any other process.

(*c*) Exposure of individuals is continuous, i.e., 24 hours/day, 7 days/week.

(*d*) Exposure of individuals is indefinite, i.e., for a lifetime.

8. The three levels of radiation intensity are defined as follows—

Normal.—Continuous and indefinite exposure to these levels at the times given will result in doses no greater than the maximum allowed to persons occupationally exposed to radiation hazards in peace-time, i.e., those recommended by the International Commission Radiological Protection and endorsed by the Medical Research Council. These maximum permissible doses are 3r in 13 weeks or 5r in a year. Procedures for the reduction of fission product contamination to below these levels should be of low priority, comparable in importance with other measures of good housekeeping.

Exceptional.—Continuous and indefinite exposure of individuals to these levels may be made under exceptional circumstances without the risk of any short-term effects being observed.

Critical.—These are the maximum levels for continuous and indefinite exposure, beginning at the appropriate times, at which acute effects will just not be produced in any individuals so exposed. The diversion of effort to achieve a reduction of radiation levels to values below these would not be justified in any critical operational circumstances.

9. In making use of this table, Commanding Officers must bear in mind the past "radiological history" of the ship's company and the possibility of future exposure to new attacks.

APPENDIX.

Levels of External Gamma Radiation from Fall-out Acceptable for Unlimited Stay Time under Various Service Conditions.

Time After Burst	*Normal*	*Exceptional*	*Critical*
15 min.	3 rads/hr.	20 rads/hr.	150 rads/hr.
20	2	15	110
30	1.5	10	75
45	1	7	50
1 hour	0.75	5.5	40
2	0.4	3.0	20
4	0.2	1.5	10
6	0.15	1	8
12	*75* mrads/hr.	0.6	4.5
1 day	*40*	0.3	2.5
2	*25*	0.2	1.5
4	*13*	0.1	1
1 week	*9*	*75* mrads/hr.	0.65
2	*5*	*50*	0.45
3	*4*	*40*	0.4
5	*3*	*30*	0.3
10	*2.5*	*25*	0.25
20	*1*	*15*	0.2
1 year	*0.5*	*10*	0.15

(DTSR 1600/212/24.)

(*Navy Orders* 328 *and* 331 *of* 1960.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES. UNCLASSIFIED.

171.—Extra Issue of Provisions for Divers.

When the mid-day meal is delayed due to diving restrictions, divers employed on diving duties may receive an extra issue of—

(*a*) ½-oz. chocolate
½-oz. sugar
½ pint fresh milk or 2-oz. condensed milk

or

(*b*) Soup cubes—one cube per head—per diem

or

Soup powder—1-oz. per head—per diem

or

Equivalent made from fresh ingredients.

2. The above will be incorporated in A.B.R. 93 in due course, together with the other special allowances set out in COR Article 423.

(DV 903/51/47.)

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Registrar.

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C.N.O.'s 172-195/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
20th March, 1961.

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.

RESTRICTED. Cancelled CNO 90/63

172.—Aircraft—Escape from Submerged Aircraft.

(*A.F.O.* 10/1961.)

The instructions set out in the following paragraphs relate only to ejection seats modified for operation underwater.

As a result of recent underwater ejection trials carried out by the Royal Air Force Institute of Aviation Medicine, Farnborough, the following is promulgated for the information and guidance of all Naval aircrew who may have to escape, after ditching, from aircraft fitted with ejection seats modified for operation underwater.

2. In conditions where ditching is the immediate risk, the oxygen regulator should always be set to deliver 100 per cent. oxygen. This will enable the aircrew to breathe while submerged.

3. If it is possible to jettison the canopy of the aircraft before ditching, or if the aircraft remains on the surface in the normal attitude long enough for this to be done immediately after ditching, the best method of escape is still to release the safety and parachute harnesses, or the combined harness where this is fitted, and then to climb out and inflate the flotation waistcoat (*see also* paragraph 5 (*c*) below). But clearly this method may be impracticable in case of injury, or if the aircraft is inverted, or submerges with the canopy still on.

4. Before carrying out the procedure outlined in paragraph 5 of this order the instructions listed below regarding aircraft canopies must be followed—

(*a*) In aircraft with penetrable hoods, for example the Scimitar and the Sea Hawk, if the aircraft submerges with the canopy still on it should be left locked and the firing handle on the blind of the ejection seat should be pulled as soon as possible.

(*b*) (i) In aircraft with a cockpit canopy or hatch of the reinforced type, for example the Sea Venom or the Sea Vixen, it is essential that the canopy should be off before escape by means of the ejection seat is even considered. But removal of the canopy will not, by itself, necessarily ensure that the ejection path is clear if it has been delayed until after the aircraft has submerged. It is, therefore, of the first importance that the canopy or hatch should, if possible, be jettisoned before the aircraft enters the water. Assuming that this has been done the aircraft should be abandoned as soon as possible, either by climbing out or by ejection as circumstances dictate.

(ii) If the canopy or hood is still in place when the aircraft submerges it cannot be jettisoned while there is a large difference in pressure between the air inside the cockpit and the surrounding water. It will, therefore, be necessary to wait until the cockpit is at least half full of water before operating the jettison control. Separation of the canopy will cause a violent inrush of water but this will last for only a few seconds. The decision at this stage whether to abandon the aircraft by climbing out or by ejection must depend on individual circumstances, but it is important to realize that, in spite of what has been said in sub-paragraph (*b*) (i) above, the chances of making a safe escape by use of the ejection seat are by no means negligible. They cannot be accurately assessed owing to the lack of adequate evidence.

5. In using the ejection seat underwater it is vitally important that the following procedure should be correctly carried out—

(*a*) *Reach for the blind handle and blow out strongly as it is pulled.* This is to safeguard the lungs against damage from the rapid expansion of their contained gas during ascent.

(*b*) As soon as possible after the ejection *release the parachute harness, inflate the flotation waistcoat and push free of the seat.*

(*c*) *Blow out continuously* while floating to the surface. This is equally important whether escape is by climbing out or by ejection.

6. If fouled on the seat, the dinghy should be freed and inflated. This will carry the seat and occupant rapidly to the surface.

7. The system should operate satisfactorily down to at least 60-ft.

(DAWOT 177/201/1.)

UNCLASSIFIED.

173.—Diving—Decompression Sickness.

Recently cases have occurred in the R.A.N. of divers suffering decompression sickness from deep diving after strenuous physical exercise, the cases varying from mild bends to extreme pain and partial paralysis with the onset of the symptoms being delayed from 5 minutes to over 20 hours.

2. As strenuous exercise, even by personnel who are accustomed to it, will predispose to the development of the bends by the accumulation of physiological breakdown products in muscles and wear and tear in joints, Commanding Officers and Diving Officers are to ensure that whenever diving is to take place in depths requiring decompression stoppages, no strenuous exercise is to be undertaken during the preceding 24 hours. This applies equally to early morning P.T. and the playing of sport prior to diving.

3. Commanding Officers are further to ensure that personnel are not dived to depths in excess of their qualifications and never deeper than 180 feet unless an operational emergency warrants the additional risk.

(DW 1623/251/9.)

Section 2.

PERSONNEL.

UNCLASSIFIED. Cancelled CNO 107/63

174.—Chartered Institute of Secretaries—Concessions 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 comprises 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*) Specialization in Gunnery, Torpedo and Anti-Submarine, Communications, Navigation and Direction, or Submarine duties, or qualifications 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 Secretariat 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 310 of 1959 is hereby cancelled.

(DGS 108/1/28.)

(*Navy Order* 310 *of* 1959.)

UNCLASSIFIED.

175.—Educational Test for Commissioned Rank (Special Duties List).

Except in the case of candidates for Supply Sub-Lieutenant (CK) or (CA) (*see* paragraph 2), the educational qualifications for promotion to the Special Duties List is the possession of a Higher Educational Certificate, including passes in prescribed subjects as stated below, except that candidates may be exempt from some or all of the Higher Educational test as detailed in paragraphs 3 to 6—

(*a*)*Sub-Lieutenants (S.D.), (G), (CAS), (B), (PR), (PT) and (C)	Practical Mathematics.
(*b*) Sub-Lieutenants (SD) (AV)	Any one subject selected from Practical Mathematics, Mechanics, Electricity and Magnetism, Navigation.
(*c*) Engineer Sub-Lieutenants (ME), (AE), (AO) and (OE)	Practical Mathematics and either Mechanics or Electricity and Magnetism.

(*d*) Electrical Sub-Lieutenant (L), (R), (AL) and (AR) Shipwright Sub-Lieutenant	Practical Mathematics and either Mechanics or Electricity and Magnetism
(*e*) Supply Sub-Lieutenant (W) and (S)	English.
(*f*) Supply Sub-Lieutenant (CK) and (CA)	*See* paragraph 2 below.
(*g*) Sub-Lieutenant (SD) (REG) .. .. Wardmaster Sub-Lieutenant .. .. Bandmaster Sub-Lieutenant	No special requirements.

* Candidates for these S.D. sub-specializations are not required to hold an Education Certificate including a pass in Navigation, but they should be reminded that a pass in this subject is a valuable additional qualification for Seaman candidates, and are to be encouraged to include Navigation as one of their optional subjects if practicable.

2. Candidates for Supply Sub-Lieutenants (CK) and (CA) will not be required to obtain the full Higher Educational Certificate. The educational qualifications for commissioned rank (Special Duties List) in these two categories are as follows—

(*a*) A First Class pass (75 per cent.) in either English or General Knowledge in the Higher Educational Test; or

(*b*) A Second Class pass (55 per cent.) in either English or General Knowledge and one other subject, or in both English and General Knowledge, in the Higher Educational Test.

3. Ratings in possession of civilian educational qualifications equivalent to or higher than the Leaving Certificate of Victoria may be granted exemption at the discretion of the Naval Board from all or part of the H.E.T. examination for the purpose of promotion to commissioned rank on the Special Duties List.

4. Exemption in respect of a Leaving Certificate will usually be granted on a basis of subject for subject, but in view of the diversity of civilian certificates involved each case will be determined on its merits by the Naval Board.

5. Requests for exemption are to be made to Captains who are to forward them to Navy Office for decision, supported by the actual certificate in respect of which exemption is claimed.

6. Exemptions will not lead to the award of a Higher Educational Certificate. This certificate will be awarded only to candidates at the H.E.T. examination who pass in four subjects of that examination.

7. R.I. appendix 45A part 3 will be amended.

(DOA 325/1/32.)

UNCLASSIFIED. Cancelled 161/63

176.—Examination for the Rank of Lieutenant-Commander, Supply and Secretariat Specialization.

Promotion to Lieutenant-Commander in the Supply and Secretariat Specialization is dependent, except for those officers who received Direct Promotion from the Branch List, upon successful completion of the Supply and Secretariat Advanced Course or passing a professional examination.

2. General List Officers of the (s) Specialization who fail to reach the necessary standard in the S.S.A.C. will not be given another course and will be required to undergo the professional examination.

3. 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.

4. 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.

5. 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 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.

6. Application for both parts of the examination are to be made to the Naval Board as directed in Navy Orders.

Disposal of Worked Papers.

7. 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.

8. 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 average officer of equal seniority.

Promulgation of Results.

9. 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.

10. 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).

11. 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 hours	100
(b)	Victualling, clothing and mess traps	6 out of 9	1½ hours	100
Thursday—				
(c)	Naval and Air stores ..	6 out of 9	1½ hours	100
(d)	Secretariat and general work..	15 out of 15	3 hours	200
		Total ..	..	500

70 per cent. required to pass in each paper (a), (b), (c) and (d).

12. 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 (A.B.R. 93—when issued).
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 the Naval and Air Stores will be required. Candidates will be expected to display a knowledge of the stores organization of ships.

Books—A.B.R. 4—Naval Storekeeping Manual.
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—Regulations and Instructions for the Royal Australian Navy.
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 hours	200
(f)	Admiralty Instructions on International Law	6 out of 9	1½ hours	100
(g)	Merchant Shipping Acts (suspended till further notice)	6 out of 9	1½ hours	100
		Total ..	..	400

60 per cent. required to pass in each paper (e), (f) and (g).

13. 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.

14. Navy Order 340 of 1959 is hereby cancelled.

(DGS 312/6/7.)

(*Navy Order* 340 *of* 1959.)

UNCLASSIFIED.

177.—Instructional Films and Filmstrips—US.1338B, "Effective Naval Leadership—Use of Discussion"—Distribution.

(*A.F.O.* 2159/1960.)

Copies of the United States Navy Training Film "Effective Naval Leadership—Use of Discussion" (Admiralty Serial No. US. 1338B) (U.S. Navy No. MN.8829B) are being obtained and the initial distribution will be made, without demand, by the SNSO, 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 demonstrates and explains the skilful technique employed by the group discussion leader to stimulate thinking and develop ideas.

3. The film has a running time of 34 minutes and is issued on one spool.

(DNAS 519/56/124.)

UNCLASSIFIED.

178.—Leave.

Section III. of Navy Order 753 of 1960 is to be amended as follows—

(*a*) *Delete* paragraph 75 and *insert* in its stead—

"75. Leave and Pay when Invalided.—A member who is invalided (B.N.P.S. or P.U.N.S.) is not to be granted any Home or Foreign Service Leave, but will be entitled to fourteen days pay and allowances from the date of Naval Board notification of discharge, provided the periods prescribed in paragraph 3, A and D of Navy Order 774 of 1960 are not exceeded. These periods will be taken into account when deciding the date of discharge. Living Out Allowance is payable during the period involved subject to the normal rules."

(*b*) *Delete* paragraph 54 and *insert* in its stead—

"54. Sick Leave—Sick Leave is additional to Home Service Leave and Foreign Service Leave—*See* paragraph 5 of Navy Order 774 of 1960."

2. Navy Order 1017 of 1960 is hereby cancelled.

(HPB 319/1/18.)

(*Navy Orders* 753, 774 *and* 1017 *of* 1960.)

UNCLASSIFIED.

179.—Medical and Hospital Treatment, Sick Leave and Date of Discharge for Members of the Permanent Naval Forces.

Navy Order 774 of 1960 is to be amended as follows—

Delete paragraph 7 and *insert* in its stead—

"7. Leave and Pay when Invalided—A member who is invalided (B.N.P.S. or P.U.N.S.) is not to be granted any Home or Foreign Service leave, but will be entitled to fourteen days pay and allowances from the date of Naval Board notification of discharge, provided the periods prescribed in paragraph 3, A and D are not exceeded. These periods will be taken into account when deciding the date of discharge. Living Out Allowance is payable during the period involved subject to the normal rules."

(HPB 302/2/12.)

(*Navy Order* 774 *of* 1960.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

180.—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 1036 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; 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.

APPENDIX A—*continued.*

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.

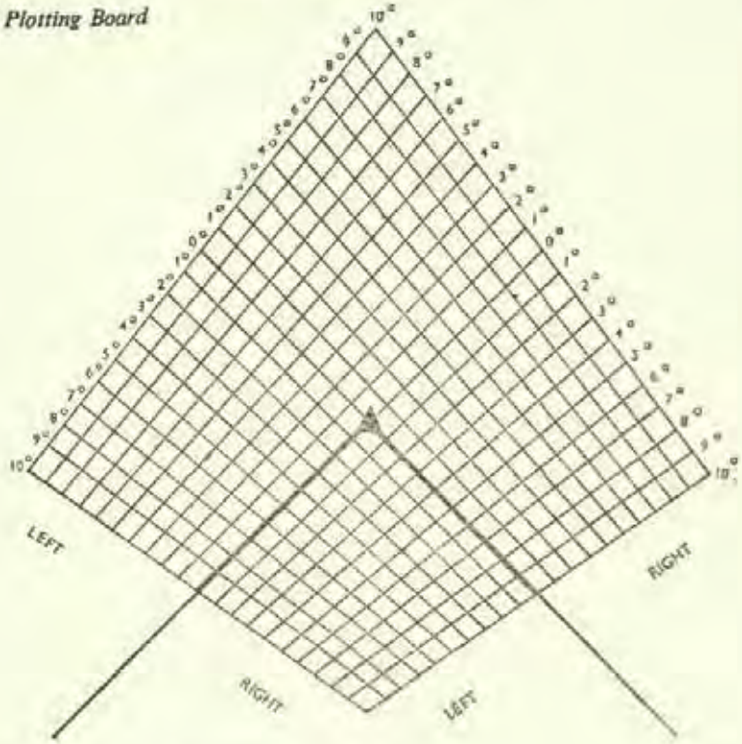
INSTRUCTIONS FOR RECORDING AIR WEAPON PRACTICES AGAINST TOWED TARGETS.

Illustrations of Assessing Equipment.

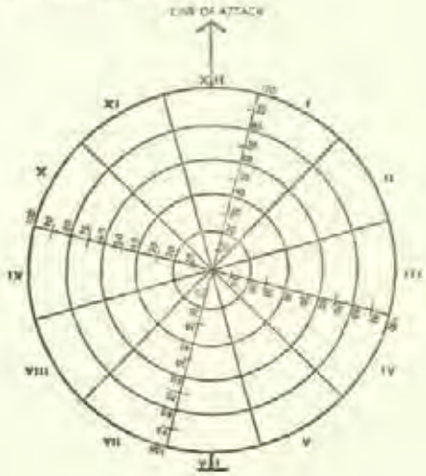
N.B.—The full-sized board (A) would be marked with ¼° divisions and the full-sized grid would have 5-yard divisions.

APPENDIX B—*continued.*

(A) *Plotting Board*

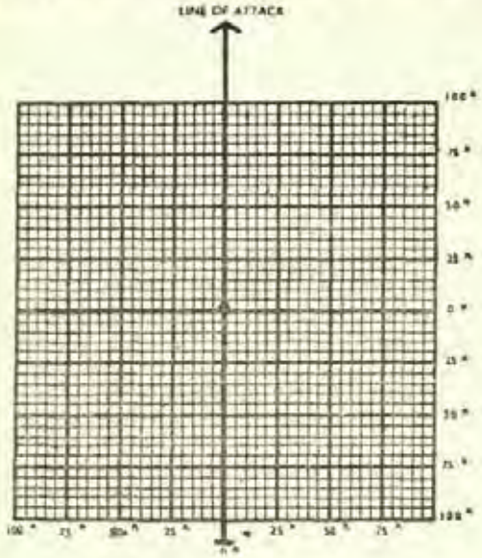


(B) *Spider Web Grid for Clock Code Reporting*



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.

(DAWOT 1624/11/1.)

(*Navy Order* 384 *of* 1959.)

UNCLASSIFIED.

181.—Planned Maintenance—Ordnance Engineering Master Record—Introduction.

Navy Order 62 of 1960 is to be amended as follows—

Paragraph 14 (*a*) (i).

Delete the last sentence and insert the following in lieu—

"Duplicate (0 series) history sheets for Mk. 9 torpedoes are to be destroyed when the originals are returned by ships to whom forms A.S. 2024 (57) have been issued."

(DAS 464/54/6.)

(*Navy Order* 62 *of* 1960.)

UNCLASSIFIED.

182.—Ammunition—Propellant—Landing—Destruction—Report.

(*A.F.O.* 31/1961.)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached the age limit—

Propellant Lots and sub-lots affected.	*Type.*	*Nature of ammunition, &c., which may be involved.*
RNC 1085 .. RNC 1089 .. RNC 1098 .. RNC 1330XB ..	SC 061 ..	Q.F. 5.25-in.; Q.F. 4.7-in.; Q.F. 4.5-in.; Q.F. 4-in. (F.A.).
RNC 1509XC .. RNC 1515XC .. RNC 1693XD .. MEC 113XL ..	SC 103 ..	Q.F. 5.25-in.; Q.F. 4-in.
RNC 1079 .. RNC 1094 .. RNC 1209XA .. RNC 1221XA ..	SC 109 ..	Q.F. 4.7-in.
RNC 1092 .. RNC 3843XL ..	SC 150 ..	Impulse torpedo.
RNC 1091 ..	SC 205	
SPDN 6468 .. SPDN 6514 .. SPDN 6528 .. SPDN 6530 .. SPDN 6533 .. SPDN 6534 .. SPDN 6535 .. SPDN 6537 .. SPDN 6606 .. SPDN 6677 .. SPDN 6680 ..	FNHP 020 ..	Q.F. 40/60.
BS 18308XA ..	SUK 1.7–0.6	Motor rocket 2-in.

Action to be taken by H.M.A. ships, &c. Return to nearest N.A. Depot as early as practicable; if unable to comply within three months from the date of this order, report specially to Navy Office for instructions, N.M. and E.R. B.R. 862, Article 211 and N.C.R. B.R. 862A, Article 53, paragraphs 6, 7 and 9 refer.

Action to be taken at R.A.N.A. Depots Separate instructions have been issued.

(DAS 725/52/110.)

RESTRICTED.

183.—Anti-Aircraft Fire Control—S.T.A.A.G. Mountings and C.R.B.F. Directors—Securing of Joystick during Removal of Joystick Knob.

(*A.F.O.* 3303/1960.)

Several instances have been reported in the R.N. of defects occurring in Section B of the Tachometric Box of S.T.A.A.G. Mountings. These defects consisted of fractures of the small shaft secured to the end of the joystick and it is probable that they were caused by excessive torques being applied to the joystick on occasions when the joystick knob has been removed for the purpose of fitting the joystick locking tool.

2. In order to prevent further occurrences of this defect in S.T.A.A.G. Mountings and C.R.B.F. Directors, ships and establishments concerned are to arrange for the joystick to be securely held by a suitable clamp on all occasions of removing the joystick knob.

(DW 736/264/7.)

RESTRICTED.

184.—Medium Range System, Mark 8 D.B.U. and S.B.U.—Modification.

Approved modifications to D.B.U.'s and S.B.U.'s are given in the appendix to this order.

2. The serial numbers of units in which the modifications are outstanding are indicated in the " Remarks " column.

3. The information contained herein is to be used to complete Form S.1151 (*e*), or O.E. Master Record Form A.S. 2024 (56).

4. Defect list items are to be raised to have outstanding modifications carried out by Dockyards quoting this order as the authority.

APPENDIX.

D.B.U. AND S.B.U.—MODIFICATION.

Mod. No.	*Description.*	*Drawings D.N.O. Series.*	*Remarks.*
1	—	8711	To improve oil flow under rolling conditions. Completed in manufacture M.R.2001
2	—	8701	To improve the oil drainage from Section A4. Completed in manufacture M.R.2010

APPENDIX—*continued.*

D.B.U. AND S.B.U.—MODIFICATION—*continued.*

Mod. No.	*Description.*	*Drawings D.N.O. Series.*	*Remarks.*
3	—	8717 8727	To hold range rate solenoid in energized position when present range is at its upper limit, i.e., above 9,000 yds. Completed in manufacture M.R.2011
4	(*a*) Items 50, 51, 52, 53, 58, 106, 107, 108, 110, 140 and 149 of item list DNO. 8724C replaced by items 279 to 292 inclusive	Gen. Arr. 8724C, Sheets 1 and 2 Gen. Arr. 8724, Sheet 4	To compensate for range staleness due to to "range-pulling" changes in radar
	(*b*) Top shelf casting to have a flat machined, 45° x $\frac{17}{32}$" from centre of boss, as shown on DNO. 8701/777, Sheet 1	Item List 8724C, Sheets 1, 7, 8, 15 and 16	Parts should be demanded from Gunnery Equipment Depots
	(*c*) Engraving on dial DNO. 8724/13, item 202 of DNO. 8724, sheet 4, extended from 40 to 45 on Dec. range and reduced from 32 to 28 on Inc. range	Item List 8724, Sheet 7 8724/32 to 8724/46 8701/235 8701/239	Some delay may occur before parts become available M.R. 2015. Dockyards Outstanding in D.B.U. Nos. 10, 12, 16 and S.B.U. No. 17
	(*d*) Move the Rp-Rf slide, rack and nut to the right to line up with zero on the new scale, DNO. 8724/46	8715/4–6 8721/104 8701/777, Sheet 1	
5	(*a*) Fit thermometer union screw DNO. 8714/167 into $\frac{1}{2}$-in. BSP tapped hole in sump DNO. 8711/1, in lieu of union screw DNO. 8713/68. Thermometer, Rototherm Model 53, with dial modified to DNO. 8714/168, to be assembled in accordance with Gen. Arr. drg. DNO. 8714, Sheet 1, Section X-X	8714, Sheet 1 8711/1, Sheet 2 8714/167 8714/168	Addition of thermometer in oil sump and replace oil level window Thermometer, Rototherm Model 53 with modified dial, and oil level window DNO. 8714/27 to be demanded from Gunnery Equipment Depots M.R. 2021. Dockyards

APPENDIX—*continued.*

D.B.U. AND S.B.U.—MODIFICATION—*continued.*

Mod. No.	*Description.*	*Drawings D.N.O. Series.*	*Remarks.*
5 *contd.*	(*b*) Remove oil level window and replace with new window engraved "High" and "Low" as shown on DNO. 8714/27	8714/27, dated 26.6.57 8714/50	Outstanding in D.B.U. Nos. 10, 12, 16 and S.B.U. No. 17
6		8709, Sheets 1 and 2, dated 11.11.58, Items 59 and 60	To improve the acessibility of the constant speed motor in Section "E", and to enable Section "H" to be removed without displacing the portmanteaux
	(*a*) Feet of casting DNO. 8709/1 cut-away to provide additional clearance. Triangular shaped openings to dimensions $\frac{3}{4}$-in., $2\frac{1}{8}$-in., $\frac{1}{2}$-in. and $\frac{5}{16}$-in. to be cut in both side walls	8709/1	M.R. 2029. Dockyard
	(*b*) Plate, DNO. 8709/59 to have the cut-away in middle of top edge extended from $2\frac{7}{8}$-in. long to $3\frac{7}{16}$-in., and deepened from 1-in. to $2\frac{7}{8}$-in.	8709/59	Outstanding in D.B.U. Nos. 10, 12, 16, 43 and S.B.U. Nos. 17 and 42
	(*c*) Casting DNO. 8709/60 to have cut-away in middle of front edge extended in length from $2\frac{7}{8}$-in. to $4\frac{1}{4}$-in. and deepened from 1-in. to $2\frac{1}{4}$-in.	8709/60	8704/90 is item 13 on 8718C, Sheet 1, for Bofors, Item 13 on 8719C, Sheet 1, for 4.5-in. and Item 13 on 8721C, Sheet 1, for 4-in.
	(*d*) Item 117 of Item List DNO. 8709, Sheet 5, Fan disc washers 9 in No. to be replaced by 7 in No. Thackeray washers. 4 in No. $\frac{1}{4}$-in. BSW socket head cap screws $\frac{3}{4}$-in. long, item 111, securing "H" to be replaced by 3 in No. $\frac{3}{8}$-in. long. Redundant $\frac{1}{4}$-in. BSW hole in pad midway along R.H. side of plan view of DNO. 8711/289, Sheet 1, to be plugged. *See also* DNO. 8709/60	Item List 8709, Sheet 5 8709/289, Sheet 1	

APPENDIX—*continued.*

D.B.U. AND S.B.U.—MODIFICATION—*continued.*

Mod. No.	*Description.*	*Drawings D.N.O. Series.*	*Remarks.*
6 *contd.*	(*e*) Stepped gear ring DNO. 8704/90 in section D3 to have line engraved on edge and face	8704/90, dated 18.10.57	
	(*f*) Lower 2BA screw and washer item 219 and 232 securing the constant speed motor to be removed and the corresponding 2BA hole in DNO. 8706/150 to be plugged	8706/150 8726, Gen. Arr.	
7	Indicator plate DNO. 8702/195 to be removed and tally plate, DNO. 8702/200 to be fitted in lieu. (Items 159 and 171 of DNO. 8702, Sheet 1). New tally plate carried lining-up instructions	8702 Gen. Arr., Sheet 1, dated 10.11.58 8702/200, dated 14.3.58 8702/195	To ensure Ts coupling is used for setting bearing of gun from director M.R. 2031. Dockyard Outstanding in D.B.U. Nos. 10, 12, 16, 43 and S.B.U. Nos. 17 and 42
8	Pinion DNO. 8707/75 replaced by pinion DNO. 8707/96, item 90 on DNO. 8707, Sheet 1	8707 Gen. Arr., Sheet 1, dated 30.6.58 8707/96 8707/75	Fitting lining up pinion for 400 cycles mag-slips *Not required in R.A.N. M.R.* 2033
9	Drill a ⅛-in. breathing hole in the monoblock cover	8713	To improve input servo misalignment when cold M.R. 2035. Dockyard Outstanding in D.B.U. Nos. 10, 12, 16, 43, 47 and S.B.U. Nos. 17, 42 and 53

(DW 737/256/12.)

UNCLASSIFIED. Cancelled C N O 112/63

185.—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 294 of 1959 is hereby cancelled.

(DAWOT 1454/1/1.)

(*Navy Order* 294 *of* 1959.)

RESTRICTED.

186.—A/S Weapons—A/S Mortar, Mark 10—Amplifier Assemblies, Marks 12AA and 15AA—Fan Motor.

(*A.F.O.* 3306/1960.)

(*a*) *Ships, establishments and authorities concerned* — H.M.A. ships, establishments, dockyards and Gunnery Equipment Depots holding this equipment.

(*b*) *Equipment affected* .. A.S. Mortar Mark 10—Amplifiers Marks 12AA and 15AA—Fan Motor.

(*c*) *Modification number* .. Not required, as equipment is not being modified by this instruction.

(*d*) *Purpose of instruction* .. Reports received from sea of short life of these motors in service.

(*e*) *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.

(*f*) *By whom to be done* .. Ships' staff and authorities concerned.

(*g*) *When to be done* .. Earliest opportunity.

2. Navy Order 184 of 1959 is hereby cancelled.

(DW 707/251/32.)

(*Navy Order* 184 *of* 1959.)

UNCLASSIFIED.

187.—Torpedo Tube Calibration Equipment—24-volt Batteries.

(*A.F.O.* 1853/1960.)

It has been decided to discontinue the supply of 24 Volt Venner Silver Zinc accumulators used in conjunction with Chronograph Tuning Forks in the calibration of torpedo tubes.

2. Venner accumulators should continue to be used to the end of their useful life, when they should be replaced by two in number, batteries, pattern F2A/W2317 in boxes, pattern F2A/W2318B, wired in series.

(DW 519/69/9.)

UNCLASSIFIED.

188.—Torpedoes, 18-in. Mark 30—Introduction of RJ 940 Box for Tail Unit.

(*A.F.O.* 2912/1959.)

RJ940 Box for Tail Unit has been introduced into Naval Service for transport and stowage of RK206 Tail Unit.

2. Demands, on the basis of one box per tail unit, are to be made on the R.A.N. Torpedo Establishment, Sydney.

(DAS 712/51/39.)

UNCLASSIFIED.

189.—Lifting Gear—Leading Blocks for Boats Falls—Use of Snatch Blocks.

(*A.F.O.* 2829/1960.)

Snatch blocks are at present supplied to H.M. Ships for use as leading blocks for boats falls. Their use for this purpose is dangerous, in that the blocks have been known to come unsnatched in use. Also, when steel snatch blocks are used they have parted falls by chafing.

2. It is intended to replace all such blocks by common I.I.B. blocks. Until these become available the utmost care is to be observed when using snatch blocks as leading blocks for lifting men.

3. Where steel snatch blocks are held for this purpose, they are to be replaced by I.I.B. wood snatch blocks as a temporary measure.

4. A Navy Order will be issued when common blocks of the required pattern number are available.

(DNC 505/87/256.)

UNCLASSIFIED.

190.—Naval Stores (General) (Class B, Group 11F)—Screwdrivers, Non-Magnetic—Introduction.

It has been decided to adopt in the R.A.N. the undermentioned non-magnetic screwdrivers which can be used for adjusting delicate relays without interference and, because of their low sparking tendencies, render them suitable for use in the presence of highly inflammable and explosive substances—

Class/Group.	*Patt. No.*	*Description.*	*Ship's Accounting Classification.*
B11F	N.P.	Screwdriver, non-magnetic, 4½-in. long x ¼-in. blade (Berylium Copper)	C
	N.P.	Screwdriver, non-magnetic, 4-in. long x ⅛-in. blade (Berylium Copper)	C
	N.P.	Screwdriver, non-magnetic, 3-in. long x 3/16-in. blade (Berylium Copper)	C

2. First supply of the quantities as shown in the appendix will be arranged without demand by the SNSO, Sydney. Supply to ships under construction, re-storing after refit, &c., will be arranged by Storing Yards in the normal manner.

APPENDIX.

NON-MAGNETIC SCREWDRIVERS—FIRST OUTFIT QUANTITIES.

Ship.	*Allocation.*	*Quantity of each size per ship.*
Carriers	Air Radio Workshops; Aircraft Instrument Repair Shop; 2 No. E.M.R.'s	8 No.
Darings	R.M.R. and E.W. or E.M.R.	2 No.
Frigates, Type 12 and 15	E.M.R.	2 No.
Frigates, Sloop	E.W.	1 No.
Frigates, River Class	E.M.R., R.M.R. or E.W.	1 No.
Survey Vessel	E.M.R.	1 No.
Coastal Minesweepers		1 No.
Establishment—		
H.M.A.S. WATSON		10 No.
H.M.A.S. CERBERUS		10 No.
H.M.A.S. ALBATROSS		10 No.
H.M.A.S. TARANGAU		3 No.
H.M.A.S. LEEUWIN		1 No.
H.M.A.S. NIRIMBA		5 No.
H.M.A.S. LONSDALE	E.W.	2 No.
W/T Station, Coonawarra		2 No.
Radio Test Room, Leichhardt		5 No.
FOICEA	Port W/T Workshop	5 No.
GMGID	E.W.	5 No.
GMWD	E.W., R.W., Gyro Compass Room and Instrument Room	12 No.

(DNAS 506/71/137.)

UNCLASSIFIED.

191.—Naval Stores (General) (Class D, Group 3)—Threads—Allocation of Joint Service Catalogue Numbers.

(*A.F.O.* 3135/1960.)

The threads detailed in the appendix to this order have been allocated Joint Service Catalogue Numbers. Descriptions have also been amended to accord with Defence Specification DEF.1213 to which all future purchases will conform.

2. Stocks and records should be adjusted in accordance with Article 1812 A.B.R. 4, Naval Storekeeping Manual.

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

APPENDIX.

Present Pattern Number.	*Present Description.*	*Revised Rate Book Description.*	*New Denom.*	*Pattern No.*
	*Thread to Specn. C.*140.	*Threads, Linen, Sewing, Hand, to DEF.*1213 (*N.A.T.O. Class* 8310).		
59	Sewing, black	Black, 25/2 (25 count/2 cord)	lbs.	9431456
59B	Sewing, whited brown ..	Whited brown, 25/2	lbs.	9431472
33	Flax for making flags by hand, whited brown	Whited brown, 30/2	lbs.	9431475
		*Threads, Linen, Hand, Boot and Shoe, to DEF.*1213 (*N.A.T.O. Class* 8310)		
60	Shoemakers	Undyed, 9/1	lbs.	9431479
		*Threads, Linen, Sewing Machine, to DEF.*1213 (*N.A.T.O. Class* 8310)		
694	For sewing machines, black	Black, 60/3	lbs.	9431367
695	For sewing machines, black	Black, 40/3	lbs.	9431352
696	For sewing machines, whited brown	Whited brown, 60/3	lbs.	9431452
700	For sewing machines, dark green	Green, 18/3	lbs.	9431396
701	For sewing machines, dark green	Dark green, 25/3	lbs.	9431390
702	For sewing machines, whited brown	Whited brown, 18/3	lbs.	9431422

(DNAS 510/54/28.)

UNCLASSIFIED.

192.—Naval Stores (General) (Class F, Group 2A, Part 1 and Class/Group F24) Batteries—Revised Rate Book Classification.

(*A.F.O.* 3309/1960.)

As from the date of this order, all batteries previously dealt with under Class F, Group 2A Part 1, and detailed below, are to be transferred to Class F, Group 24 (N.A.T.O. Supply Classification Groups 6135 and 6140).

2. Some of these batteries have now been given seven-digit Joint Service Catalogue Numbers and should be dealt with under these numbers, where indicated.

3. Naval store ledgers in H.M.A. ships and establishments are to be adjusted in accordance with A.B.R. 4 Naval Storekeeping Manual, Article 1812 (*a*) and (*b*).

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

Old Pattern Number under F2A/1.	*Description.*	*New Pattern Number under F24 (if changed).*
	Primary Batteries (N.A.T.O. Supply Classification Group 6135.)	
58	1½ V.	910-1161
A.2253	1½ V.	910-1134
3773B	66 V.	910-1154
3774A	99 V.	No change
4657A "O" ..	4.5 V.	No change
4976	1.5 V.	910-1160
W.5372	4.5 V.	No change
W.6027	1.5 V.	910-1131
W.9971	24 V.	No change
14001A	9 V.	No change
14002	4.5 V.	910-1141
14057	1.5 V.	910-1107
24042	1.5 V.	
14058	4.5 V.	942-4394
14089	1.5 V.	910-1136
14092	6 V.	910-1145
14095	6 V.	No change
14099	3 V.	910-1140
14134	67.5 V.	910-1123
14199	1.5 V.	No change
14221	75 V.	910-1171
14150 "O" ..	150/3 V.	910-1157
14223	1.5 V.	910-1139
14224	1.5 V.	910-1132
14241	150 V.	No change
14244	1.5 V.	No change
14245	120 V.	No change
14246	45 V.	No change
16861	6 V.	No change
20530	1.5 V.	No change
21034	12 V.	910-1147
21089	60 V.	910-1122
21060	1.5 V.	910-1135
YC.01870 ..	90/45/1.5/3 V.	No change
WB.2230	1.5 V.	No change

Old Pattern Number under F2A/1.	*Description.*	*New Pattern Number under F24 (if changed).*
Secondary Batteries (N.A.T.O. Supply Classification Group 6140.)		
165	6 V., 85 A.H.	No change in pattern number
1351	12 V., 58 A.H.	
1354	6 V., 80/90 A.H.	
W.1469A	6 V., 130 A.H.	
1551B	2 V., 20 A.H.	
W.2044	12 V., 70 A.H.	
W.2317	12 V., 25 A.H.	
3361	2 V., 7.5 A.H.	
W.3433A	12 V., 51 A.H.	
6034C	24 V., 3 A.H.	
6035B	2 V., 3 A.H.	
6706	2 V., 6.5 A.H.	
W.9420	12 V., 10.5 A.H.	
14078	1.2 V., 45 A.H.	
14129	24 V., 300 A.H.	
14143	8.4 V., 45 A.H.	
14174	Sack Type, Size W.K.3	
14225	3.6 V., 13 A.H.	
14227	12 V., 115 A.H.	
14229	12 V., 285 A.H.	
14231	4 V., 620 A.H.	
14233	1.2 V., 7 A.H.	
14238	10.8 V., 7 A.H.	
14240	21.6 V., 7 A.H.	
14242	6 V., Silver Zinc	
14247	6 V., 9 A.H., Varley Type	
14248	Venner Type H.705/6, Silver Zinc	
21043	26 V., Oldham Type, 13 E.A.7	
21080	2 V., 100, A.H.	
24708	2 V., 60 A.H.	
ZB.12485	Portable, for W/T Set	
910–1524	6 V., 170 H.	

(DNAS 518/58/35.)

UNCLASSIFIED.

193.—Radiac Instruments—Allowance of Spares.

(*A.F.O.* 2157/1959.)

The allowance of permanent stores and first outfit quantities of consumable stores provided as spares for Radiac Instruments are shown in the appendix to this order.

2. Demands for stores to complete to the allowances should be forwarded to the Superintending Naval and Air Store Officer, Sydney, but supply should not be hastened. Demands for ships under construction or undergoing conversion, &c., will be prepared by the storing yards concerned.

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

APPENDIX.

Code Letters.	*Ship or Establishments.*
A	Carriers.
C	Destroyers (all classes).
D	Frigates (all classes).
F	B.W.V's Tugs (Seagoing).
G	R.A.F.A.'s
H	Major Dockyards, Sydney, Williamstown.
I	Other ports under Naval Authority.
J	Spectacle Island, Maribyrnong, Newington, and other Naval Armament Establishments.
K	Victualling Yards and Depot.
L	H.M.A.S. PENGUIN.
M	A.B.C.D. Schools at Flinders Naval Depot and H.M.A.S. LEEUWIN.
N	Electrical School, Flinders Naval Depot.
O	Uniformed Naval Establishments of over 1,000.
P	Uniformed Naval Establishments with complements of under 1,000.

APPENDIX.

ROYAL AUSTRALIAN NAVY.

Spares for Charging Units, Individual Dosimeter No. 1, Pattern No. F3/911-0004.

Patt. No.	*F.3.*	*P or C.*	*A*	*C*	*D*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*
911-0146	Panel and contact assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0143	Contacts metal	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0144	Contacts L.H.	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0140	Contacts R.H.	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0139	Charging pin and cover assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0133	Reflector assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0141	Charging pin assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0147	Pads, rubber, assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0148	Pads, rubber	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
	F.15.															
940-0452	Capacitor (5910)	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
	F.16.															
022-3290	Resistor (5905)	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
	F.20.															
910-4029	Generator (5805)	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
	F.26.															
942-1215	Rectifier encapsulated (6130)	P	1	1	1	1	1	1	—	1	1	1	1	1	1	1

Spares for Mains Unit for Contamination Meter, Pattern No. F3/911-0028.

Patt. No.	*E.2.*	*P or C.*	*A*	*C*	*D*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*
942-1216	Gromets, rubber, grooved (5325)	C	1	1	1	—	1	1	—	1	1	2	2	1	1	1
	F.3.															
911-0094	Rings, sealing, rubber	C	1	1	1	—	1	1	—	1	1	2	2	1	1	1
911-0088	Rings, rubber	C	1	1	1	—	1	1	—	1	1	2	2	1	1	1
	F.12.															
940-0031	Transformers, power, oil filled (5950)	P	1	1	1	—	1	1	—	1	1	1	1	1	1	1
	F.15.															
011-5571	Capacitors (5910)	C	1	1	1	—	1	1	—	1	1	1	1	1	1	1
	F.16.															
022-3290	Resistors, composition, 10 meg-ohms (5905) ..	C	1	1	1	—	1	1	—	1	1	1	1	1	1	1
	F.21.															
940-0038	Bushes, rubber (5970)..	C	1	1	1	—	1	1	—	1	1	1	1	1	1	1
	F.26.															
940-0034	Rectifiers, selenium (6130)	C	1	1	1	—	1	1	—	1	1	1	1	1	1	1
	F.30.															
940-0017	Switches, rotary, wafer (5930)	C	1	1	1	—	1	1	—	1	1	1	1	1	1	1
	F.31.															
940-0023	Plugs, 3-point, 5A. 250 V. (5935)	C	1	1	1	—	1	1	—	1	1	1	1	1	1	1

Spares for Battery Holder No. 1 for Contamination Meter, Pattern No. F3/911/0030.

Patt. No.	*F.3.*	*P or C.*	*A*	*C*	*D*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*
911-0088	Rings, sealing rubber (6665)	C	1	1	1	1	1	1	—	1	1	4	4	1	1	1
	F.24.															
910-1165	Batteries dry, 150 V. (6135)	C	1	1	1	1	1	1	—	1	1	4	4	1	1	1

APPENDIX—*continued.*

Spares for Contamination Meter No. 1 Mark 2, Pattern F3/911-0107.

Patt. No.	*E.2.*	*P or C.*	*A*	*B*	*D*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*
097-1004	Washer sealing rubber (5330)	C	2	1	1	1	1	1	—	1	1	3	3	1	1	1
910-5045	Ring sealing rubber (5330)	C	1	1	1	1	1	1	—	1	1	2	2	1	1	1
942-1216	Gromet, rubber groved (5325)	C	4	1	1	1	1	1	—	1	1	8	8	1	1	1
	F.3.															
942-1203	Gasket, asbestos (6685)	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0116	Covers end runner with chain	C	1	1	1	1	1	1	—	1	1	2	2	1	1	1
911-0115	Plug, 5-way fixed, straight entry	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0232	Plug, 5-way fixed, straight entry	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0114	Socket, 7-way fixed, straight entry	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0231	Socket, 7-way fixed, straight entry	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0080	Clip, spring	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0049	Instrument, indicating	P	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0067	Pad, expanding, rubber	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0069	Ring, rubber, meter mounting	C	1	1	1	1	1	1	—	1	1	2	2	1	1	1
911-0065	Ring, sealing, rubber	C	1	1	1	1	1	1	—	1	1	2	2	1	1	1
911-0062	Ring, sealing, rubber	C	1	1	1	1	1	1	—	1	1	2	2	1	1	1
911-0079	Ring, sealing, rubber	C	1	1	1	1	1	1	—	1	1	2	2	1	1	1
911-0063	Ring, sealing, rubber	C	1	1	1	1	1	1	—	1	1	2	2	1	1	1
911-0071	Ring, sealing, rubber	C	1	1	1	1	1	1	—	1	1	2	2	1	1	1
	F.4.															
000-2236	Valve	C	2	1	1	1	1	1	—	1	1	4	4	1	1	1
000-2246 or 000-2247	Valve	C	2	1	1	1	1	1	—	1	1	4	4	1	1	1
000-2255	Valve	C	5	1	1	1	1	1	—	1	1	10	10	1	1	1
000-3524	Valve	C	2	1	1	1	1	1	—	1	1	4	4	1	1	1
	F.15.															
012-4251	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
012-3937	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
011-5507	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
011-5561	Capacitor	C	1	1	1	1	1	1	—	1	1	2	2	1	1	1
011-5565	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
011-5570	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
011-5549	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
011-5524	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
011-5629	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
011-5572	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
011-8305	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
013-2300	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
013-2314	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
013-2317	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
011-5594	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0459	Capacitor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0012	Cleat, metal, double	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0013	Cleat, metal, single	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
	F.16.															
026-2934	Potentiometer, miniature	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-9280	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-9286	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-9304	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-9318	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-9322	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-6971	Resistor	C	1	1	1	1	1	1	—	1	1	2	2	1	1	1
021-6980	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-6863	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-6893	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-6768	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-6786	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1

APPENDIX—*continued.*

Spares for Contamination Meter No. 1 Mark 2, Pattern F3/911-0107—continued.

Patt. No.	*F.16.—continued.*	*P or C.*	*A*	*C*	*D*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*
022-2004	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
022-2025	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
022-2046	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
022-2067	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
022-3247	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
022-3289	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0007	Clamp, spindle	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0004	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0451	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0043	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0005	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0006	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
	F.21.															
940-0028	Board, terminal, post, 8 terminals	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0029	Board, terminal, post, 33 terminals	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0030	Board, terminal, post, 37 terminals	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
	F.26.															
940-0045	Rectifier, Selenium	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
910-5049	Rectifier, metal, Selenium, half wave	C	1	1	1	1	1	1	—	1	1	2	2	1	1	1
	F.30.															
051-0555	Switch, toggle	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
051-0554	Switch, toggle	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0016	Switch, rotary wafer	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0018	Switch, rotary wafer	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
	F.31.															
056-0131	Valve holder B.9A	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
056-0135	Valve holder B.9A	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0025	Valve holder, 2-pin	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0024	Socket, 2-pole, straight entry	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1

Spares for Meter Survey, Radiac No. 2, Pattern No. F3/911-0130.

Patt. No.	*E.2.*	*P or C.*	*A*	*C*	*D*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*
910-9371	Gasket, rubber (5330)	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
910-9369	Ring, sealing, rubber (5330)	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
910-9368	Ring, sealing, rubber (5330)	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
910-5045	Gasket, round, rubber (5330)	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
910-9375	Pad, rubber (5340)	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
910-9372	Gromet, rubber (5325)	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
910-9370	Ring, sealing, rubber (5330)	C	8	1	1	1	1	1	—	1	1	8	8	1	1	1
910-9366	Ring, sealing, rubber (5330)	C	8	1	1	1	1	1	—	1	1	8	8	1	1	1
910-9367	Ring, sealing, rubber (5330)	C	8	1	1	1	1	1	—	1	1	8	8	1	1	1
	F.3.															
942-1203	Gasket, round, asbestos (6685)	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0195	Gasket, rubber	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0198	Gasket, rubber	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0200	Holder, lamp and plug assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0201	Holder, lamp	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0203	Gasket, rubber	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0172	Ring, sealing, rubber	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0206	Cover, rubber	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0208	Gasket, rubber	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0209	Plate and gasket assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0210	Switch and cover assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0211	Ion chamber assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0222	Insulator, polystrene	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0223	Screen grill	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0212	Collector assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1

158067/—2

APPENDIX—*continued.*

Spares for Meter Survey, Radiac No. 2, Pattern No. F3/911-0130—continued.

Patt. No.	*F.3*—continued.	*P or C.*	*A*	*C*	*D*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*
911-0213	Switch and lever assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0214	Indicator and bush assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0216	Contact, metal	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0273	Instrument, indicating, multi-range	P	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0219	Contact, metal	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0220	Contact, assembly	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
911-0221	Gasket, rubber	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
	F.4.															
000-2269	Valve, Electronic (5960)	C	6	1	1	1	1	1	—	1	1	6	6	1	1	1
	F.16.															
022-3163	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-9322	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-9253	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-9796	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-9232	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-9199	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
021-9190	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0486	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0487	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0488	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0490	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
940-0458	Resistor	C	1	1	1	1	1	1	—	1	1	1	1	1	1	1
	F.24.															
910-1101	Batteries, dry, 1½ V.	C	As required													
910-1162	Batteries, dry, 9 V.	C	As required													
910-1163	Batteries, dry, 30 V.	C	As required													
	F.25.															
995-1103	Lamp (6240)	C	3	1	1	1	1	1	—	1	1	2	2	1	1	1

Spares for Meter Dose Rate Portable Trainer No. 1, Pattern No. F3/911-0227.

Patt. No.	*E.2.*	*P or C.*	*A*	*C*	*D*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*
910-5046	Seal, rubber (5330)	C	2	1	1	—	—	1	—	—	—	5	5	1	1	1
940-0461	Cover, rubber, switch (5930)	C	2	1	1	—	—	1	—	—	—	5	5	1	1	1
910-5072	Gromets, rubber (5325)	C	1	1	1	—	—	1	—	—	—	5	5	1	1	1
910-5045	Gasket, round, rubber (5330)	C	2	1	1	—	—	1	—	—	—	5	5	1	1	1
	F.3.															
911-0179	Ring, sealing, rubber	C	2	1	1	—	—	1	—	—	—	5	5	1	1	1
911-0177	Ring, sealing, rubber	C	2	1	1	—	—	1	—	—	—	5	5	1	1	1
911-0176	Panel and contact assembly	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
911-0175	Pad, rubber	C	3	1	1	—	—	1	—	—	—	12	12	1	1	1
911-0173	Cap, metal	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
911-0172	Ring, sealing, rubber	C	2	1	1	—	—	1	—	—	—	5	5	1	1	1
911-0170	Plate and spring assembly	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
911-0168	Cover and gasket assembly	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
911-0169	Gasket	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
911-0167	Contact, moulded	C	2	1	1	—	—	1	—	—	—	5	5	1	1	1
911-0166	Ring, sealing, rubber	C	4	1	1	—	—	1	—	—	—	12	12	1	1	1
911-0186	Pad, rubber	C	3	1	1	—	—	1	—	—	—	12	12	1	1	1
911-0187	Pad, rubber	C	3	1	1	—	—	1	—	—	—	12	12	1	1	1
911-0185	Bracket and rubber pad assembly	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
911-0184	Bracket and rubber pad assembly	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
911-0046	Instrument, indicating	P	1	1	1	—	—	1	—	—	—	1	1	1	1	1
911-0266	Ring, sealing, rubber	C	2	1	1	—	—	1	—	—	—	5	5	1	1	1
	F.4.															
000-2266	Valve, electronic	C	6	2	2	—	—	2	—	—	—	20	20	2	2	2
000-2288	Valve, electronic	C	6	2	2	—	—	2	—	—	—	20	20	2	2	2
000-2287 or 000-2327	Valve, electronic	C	3	1	1	—	—	1	—	—	—	12	12	1	1	1
	F.12.															
940-0469	Transformer, E.H.T. oscillator (5950)	P	1	1	1	—	—	1	—	—	—	1	1	1	1	1

15806/71—3

Spares for Meter Dose Rate Portable Trainer No. 1, *Pattern No.* F3/911-0227—continued.

Patt. No.		*P or C.*	*A*	*C*	*D*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*
	F.15.															
011-5524	Capacitor	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
011-5631	Capacitor	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
011-5546	Capacitor	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
012-4364	Capacitor	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
011-5525	Capacitor	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
013-2289	Capacitor	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
011-5566	Capacitor	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
940-0460	Capacitor	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
	F.16.															
940-0457	Resistor, variable	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
940-0458	Resistor, variable	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
021-9220	Resistor, variable	C	1	1	1	—	—	1	—	—	—	4	4	1	1	1
021-9208	Resistor, variable	C	1	1	1	—	—	1	—	—	—	4	4	1	1	1
021-9322	Resistor, variable	C	1	1	1	—	—	1	—	—	—	4	4	1	1	1
940-0454	Resistor	C	1	1	1	—	—	1	—	—	—	6	6	1	1	1
940-0453	Resistor	C	1	1	1	—	—	1	—	—	—	4	4	1	1	1
021-9232	Resistor	C	1	1	1	—	—	1	—	—	—	4	4	1	1	1
021-9166	Resistor	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
021-9256	Resistor	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
940-0455	Resistor	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
022-3248	Resistor	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
940-0456	Resistor	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
021-9160	Resistor	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
022-3059	Resistor	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
	F.24.															
910-1164	Battery, dry, 30 V.	C						As required.								
910-1101	Cell, dry, 1.5 V.	C						As required.								
	F.26.															
910-4032	Rectifier, metal selenium	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
910-5049	Rectifier, metal selenium	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
	F.30.															
940-0463	Switch, rotary, wafer	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
940-1809	Switch, push button	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
940-0462	Switch, rotary, wafer	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
	F.31.															
056-2501	Plug, unitor, 4-pole	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
056-2503	Plug, unitor, 12-pole	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
056-2506	Socket, unitor, 4-pole	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
056-2508	Socket, unitor, 12-pole	C	1	1	1	—	—	1	—	—	—	1	1	1	1	1
	F.32.															
940-0470	Knob, moulded, conical (5355)	C	1	1	1	—	—	1	—	—	—	2	2	1	1	1
097-1003	Washer, panel, sealing (5310)	C	3	1	1	—	—	1	—	—	—	12	12	1	1	1

(DNAS, 501/80/5.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

RESTRICTED.

194.—Australian Supplement to A.T.P. 10—Sunken Submarine Search and Rescue—Amendment.

The Australian Supplement to A.T.P. 10 is to be amended as follows—

Paragraph 29 (*b*)—

(*a*) *Delete* " Serial No. 163 " and *insert* in lieu " Serial No. 071 ".

(*b*) *Delete* " Serial No. 044 " and *insert* in lieu " Serial No. 163 ".

2. ACNB 020F of 23rd January, 1961, is hereby cancelled.

(DSD 1218/201/7.)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED.

Cancelled ENO 89/63

195.—Kerosene Heaters.

Portable kerosene heaters have been responsible for outbreaks of fire which have resulted in damage to property and for some which have resulted in injuries, and even deaths.

2. Contributing factors which cause such fires are numerous, and some of the chief causes are given hereunder—

(*a*) Draught, causing heaters to flare then overflow.

(*b*) Moving a heater while alight.

(*c*) Children.

(*d*) Filling heater while alight.

(*e*) Heater positioned out of level.

(*f*) Use of heater for cooking, resulting in boil over.

(*g*) Use of wrong fuel resulting in explosion.

(*h*) Negligence—arising from lack of correct maintenance.

(*i*) Heater being improperly extinguished.

3. Recognition of the serious risks involved, resulted in the Naval Board placing a ban on the use of kerosene heaters in Naval Establishments.

4. It is now found necessary to further clarify the decision, and the ban on the use of kerosene heaters will apply to all Naval Properties and will include Naval Residential Properties occupied by Naval Personnel outside Naval Establishments.

(DNW 1446/1/17.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 196-212/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
23rd March, 1961.

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.

1700/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED. Cancelled vide CNO 208/63

196.—Warning Notice—Explosions and Fires in Anaesthetic Rooms and Operating Theatres.

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 has been made by the Medical and Dental Store Officer, Sydney.

3. Ships and establishments not in receipt of a copy are to place a demand on the Medical and Dental Store Officer.

4. Navy Order 233 of 1959 is hereby cancelled.

(MDG 177/51/7.)

(*Navy Order* 233 *of* 1959.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

197.—Allowances for Purchase of Music in R.A.N.

Allowances for expenditure on band music and/or text books for Naval Bands, the Concert Library, F.N.D. and the R.A.N. School of Music have been reviewed and approval has been given to revised allowances as detailed below.

	Allowance per annum—
R.A.N. Bands	£85 per band.
R.A.N.R. Bands	£4 per head up to a maximum of £50.
R.A.N. Volunteer Bands ..	£4 per head up to a maximum of £40.
R.A.N. School of Music ..	£60.
Concert Library F.N.D. ..	£85.

(DNAS 512/69/108.)

UNCLASSIFIED. Cancelled, CNO 95/63

198.—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 404 of 1959 is hereby cancelled.

(HPB 187/1/69.)

(*Navy Order* 404 *of* 1959.)

UNCLASSIFIED. Cancelled 141/63

199.—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 208 of 1959 is hereby cancelled.

(MDG 1002/52/27.)

(*Navy Order* 208 *of* 1959.)

UNCLASSIFIED.

200.—Pay and Allowances—Cash Grant for Khaki Clothing for Officers Serving in the United States of America.

Officers appointed for duty in the United States of America for periods in excess of nine months are eligible to receive a cash grant to cover the cost of the following items of khaki clothing for summer wear—

Shirts, khaki	3 No.	
Jackets, khaki, gabardine	2 No.	*See* footnote.
Trousers, khaki, gabardine	2 pair	*See* footnote.
Covers, cap, khaki	3 No.	

Note.—2 No. drill suits may be obtained in lieu of one of the gabardine suits.

2. The maximum amount payable during the financial year 1960–61 is £45 10s. based on the value, at Commonwealth Government Clothing Factory prices, of three shirts, two gabardine suits and three cap covers. The amounts payable in subsequent years will be notified in Navy Orders.

3. On receipt of their appointments, officers should make application for the grant to the Director of Navy Accounts. The grant will be paid once only to any officer.

4. Officers appointed for periods of less than nine months and who are required to wear khaki clothing whilst in the United States of America may receive a grant for a reduced outfit and claims for expenditure incurred are to be submitted to Naval Board.

(DV 930/53/6.)

UNCLASSIFIED. Cancelled vide CNO 221/63

201.—Resettlement—Corps of Commissionaires—Employment of Ex-servicemen.

In order to ensure that members due for discharge may be made aware of an avenue of employment open to them as ex-servicemen, attention is directed to the aims and objects of the Corps of Commissionaires. They should be of particular interest to members who have reached retiring age or who have been discharged P.U.N.S. or B.N.P.S.

2. The Corps, which are established under the patronage of the Governors of their respective States, have as their objects—

(*a*) The provision of employment for men who possess honourable discharges from service in H.M. Forces;

(*b*) The ensuring that every member of the Corps is a disciplined and trustworthy citizen;

(*c*) The provision for employers of a service on which they can rely for either permanent or temporary staff.

3. The types of employment usually available to members of the Corps include messengers, lift attendants, drivers, gatekeepers, caretakers, watchmen, storemen, receptionists and club stewards.

4. There are only two qualifications required for membership, *viz.*—

(*a*) Active overseas service or permanent service in any of the British armed forces;

(*b*) Good character.

5. Further information may be obtained by members from the appropriate Commandant Secretary at the address shown—

Corps of Commissionaires (N.S.W.) Inc.,
107 Bathurst-street,
Sydney. Phone 61-4141.

Corps of Commissionaires (Vic.) Ltd.,
495 Collins-street,
Melbourne, C.1 Phone 61-2309.

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

(DPS 165/3/18.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

202.—Fire Control—Stabilizers—Conditions for Testing.

(*A.F.O.* 149/1961.)

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.

6. Details of the methods of testing particular stabilizers when in " still water " conditions remain the same as when in " tilt-test " conditions. No need exists for measuring the ship's movement during the tests.

7. A basin berth or a flooded graving dock with the caisson in place would constitute a " still water " berth where open water is too disturbed by passing boat traffic.

8. Navy Order 241 of 1959 is hereby cancelled.

(DW 737/252/12.)

(*Navy Order* 241 *of* 1959.)

RESTRICTED.

203.—Gun Mountings, 4.5-in., Mark 6 Series Mountings—Elevation Tacho-Generator—Precautions against Damage to Gear Case.

(*A.F.O.* 34/1961.)

A series of failures of the elevation tacho-generator drive of the 4.5-in. mark 6 series mountings has occurred in the R.N. in recent months. The resulting damage has always included breakage of the aluminium gear case.

2. The design of the drive is currently being investigated as a matter of urgency. In the meantime, however, ships' staffs should examine equipment fitted to ensure that obvious possible sources of trouble are eradicated.

3. Particular attention should be paid to the following—

(*a*) Tightness of all securing bolts and studs, particularly studs and nuts (items 4 and 15 on N36596), securing cover (item 1 on N36596) and body (item 13 on N36595).

(*b*) Alignment of the tacho-generator to the drive and the rigidity of the attachment of its bracket to the carriage side. Particular care should be taken when replacing a tacho-generator. (Navy Order 476 of 1960 refers.)

4. Whenever the drain plug (item 21 on N36595) is removed, care is to be taken that the screwed bush (item 23 on N36595), is firmly secured to the gear case to prevent it moving inwards when the drain plug is screwed home. At present the bush is secured by centre punching metal of the bush into the casing. On the next occasion of stripping a defect is to be raised to have the bush secured to the casing by a $\frac{1}{4}$-in. B.S.W. Scotch Key.

(DW 736/259/33.)

(*Navy Order* 476 *of* 1960.)

UNCLASSIFIED.

204.—Gun Mountings—40/60—S.T.A.A.G. Mark 2M Mountings—Water Pump Drive Gears—Modification to Lubrication Arrangements.

(*A.F.O.* 36/1961.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted; Gunnery Equipment Depot.
(*b*) *Type and mark of mounting*	S.T.A.A.G. mark 2M.
(*c*) *Part of mounting affected* ..	Water pump drive gears.
(*d*) *Purpose of modification* ..	To ensure that the water pump drive gears are efficiently lubricated.

(*e*) *Nature of modification* .. (i) Dismantle and remove from mountings the existing lubrication arrangements to water pump chain case.
(ii) Drain chain case.
(iii) Remove bearing housing, D.N.O. 7708B, Item 1, and drill and tap for Rotherham's Standard ¼-in. gas plug in position shown on D.W.S. 732.
(iv) Drill and tap for Rotherham's Standard ½-in. gas plug at top of chain case in place of Rotherham single ended union, now removed. Ensure that no drillings or swarf fall into chain case.
(v) Replace bearing housing, D.N.O. 7708B, Item 1.
(vi) Fill chain case with oil OM.65 to level hole now provided.
(vii) Screw in plugs.

(*f*) *Drawing or Navy Order Diagram* Navy Order Diagram Issue 3/61.

(*g*) *By whom to be done* .. Ships' staff.

(*h*) *When to be done* .. .. At the earliest opportunity.

(DW 736/64/41.)

RESTRICTED.

205.—A/S Weapons—A/S Mortar, Mark 10—Loading Equipment—All Marks of Assembly—Modification to Sliding Splash Proof Scuttle Switch Interlock.

(*A.F.O.* 3045/1960.)

(*a*) *Ships and establishments affected* Ships and establishments so fitted; Gunnery Equipment Depots.

(*b*) *Type of equipment* .. Loading assemblies, Mks. 1, 2, 3, 4, 5, 7 and Type 15.

(*c*) *Part of equipment affected* Sliding Splashproof Scuttle Switch Interlock.

(*d*) *Modification No.* .. To be known as Modification No. 5 to "Loading Equipment and Associated Ships Fitting". The "List of Modifications" in Chapter 1 of B.R. 1709(1) will be amended by "P" series A.F.O., to show this modification in Section "M".

(*e*) *Purpose of modification* .. The circlip axially retaining and positioning the spring compression washer on the operating spindle has in several instances, failed, and so rendered the return action ineffective. To overcome this danger, the washer and circlip are replaced by a bush, one end of which accepts the internal spring diameter, the other end bears on the roller fork and so provides positive endwise location and action of the return spring.

(*f*) *Reference drawings* .. Ships' Officers Drawings for A/S Mortar, Mk. 10, page 87, drawing No. U.C.W.19815/29.

(*g*) *Nature of modification* .. (i) To remove the ½-in. circlip (item 14) and washer (item 4).
(ii) To open out existing ½-in. $\pm \frac{.0008}{.000}$ dia. hole to .625-in. $\pm \frac{.002}{.000}$ dia. in the Lower "Bracket", item 5 (to provide a sliding fit with Bush (new item—*see* Navy Order Diagram Issue 3/61).
(iii) To make a new bush (*see* Navy Order Diagram Issue 3/61).
(iv) To re-assemble mechanism so that the 1-in. diameter of the bush is above the bracket (modified as in (ii) above) the .624 diameter passing through the bracket and bearing against fork, item 11.

(*h*) *By whom to be done* .. Ships' staff, Gunnery Equipment Depots, dockyards and establishments.

(*i*) *When to be done* .. .. At the earliest convenient opportunity.

(*j*) *How to be treated* .. As a defect.

2. Navy Order 1033 of 1959 is relevant.

(DW 736/285/9.)

(*Navy Order* 1033 *of* 1959.)

UNCLASSIFIED.

206.—Torpedoes—21-in., Marks 8 and 9 Types—SP 245 Washer, Joint, Frame Gyroscope—Age Limit.

(*A.F.O.* 3189/1960.)

Weapon .. .. Torpedoes, 21-in., Marks 8 and 9 types.

Part affected .. SP 245 Washer, joint, gyro frame, used with Gyroscopes A.B. Mark 1*, Mod. 3 and A.B. Mark 3.

Information .. .. A life of five years has been introduced for these washers. The year of manufacture is marked on the item.

Reason .. .. To reduce the possibility of torpedo failures resulting from blown washers.

Action .. .. H.M.A. ships are to dump over-age washers when replacements have been obtained by demand on the Torpedo Establishments, Sydney. New washers are to be fitted to gyroscopes de-preserved for use in torpedoes, because preserved gyroscopes are fitted with washers which will eventually become over-age.

(DAS 716/251/236.)

UNCLASSIFIED.

207.—Naval Stores (General) (Class B, Group 7)—Phosphor Bronze and Naval Brass Strip.

Navy Order 20 of 1961 is to be amended as follows—

Paragraph 2—

In the last sentence *delete* the figures, " 12459 " and *insert* the figures "12549 " in lieu.

(DNAS 505/84/18.)

(*Navy Order* 20 *of* 1961.)

UNCLASSIFIED.

208.—Naval Stores (General) (Class B, Group 11, Part F)—Saw, Chain, Pocket, 2-ft. 9-in.—Introduction and Allowances.

(*A.F.O.* 1081/1960.)

The following tool has been introduced into B.R. 810, the Rate Book and Authorized List of Naval Stores, as an essential item of aircrew emergency equipment for onshore survival—

Pattern No.	*Description.*	*Ships accounting classification.*
B11F/14697	Saw, Chain Pocket, 2-ft. 9-in.	Consumable.

2. This saw is specially packed in a Gasket Wallet, Type A (to Spec. UK/CIS/1830) to avoid the possibility of damage to survival packs and rubber dinghies and to facilitate stowage, transit and handling.

3. Initial outfit allowances of this saw are as follows—

(*a*) One for each Personal Survival Pack held.

(*b*) Eighteen for NAS Nowra (for survival training and Bush Rescue Party).

(*c*) Spares—
H.M.A.S. MELBOURNE—4.
H.M.A.S. ALBATROSS—10.

4. Initial supply without demand will be effected by SNSO, Sydney, on receipt of stock.

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

(DNAS 506/71/74.)

UNCLASSIFIED.

209.—Naval Stores (General) (Class E, Group 12)—Handles, File, Wooden—Patterns 910-5185 and 910-5186—Re-introduction and Allowances, H.M.A. Ships and Establishments.

Consequent on the failure of plastic file handles to give satisfactory service it has been decided to re-introduce into the R.A.N., patterns E12/910-5185 and E12/910-5186 Wooden Handles.

2. Wooden handles are to be accounted for as consumable items under class E, group 12, and will be issued in lieu of plastic handles when stocks of the latter are exhausted.

(DNAS 514/62/6.)

UNCLASSIFIED.

210.—Naval Stores (General) (Class F2B and F23)—Wire, Electric, Revised Rate Book Classification.

(*A.F.O.* 52/1961.)

As from the date of this order, the undermentioned Wire, Electric, hitherto dealt with under Class F, Group 2B, Part 4, is to be transferred to Class F, Group 23 (N.A.T.O. Supply Classification Group 6145).

2. Naval Store ledgers in ships and establishments are to be adjusted in the manner detailed in A.B.R. 4, Article 1812 (*a*) and (*b*). Those wires which have both Admiralty Pattern and seven digit J.S.C. Nos. are to be accounted for under the latter.

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

J.S.C. No.	*Admiralty Pattern No.*	*J.S.C. No.*	*Admiralty Pattern No.*
—	321	9102369	—
—	W338	9102370	—
—	878	9102371	—
—	879	9102372	—
—	W893	9102373	—
—	1082A	9102374	—
—	1307	9102375	—
—	1595	9102376	—
—	1910	9102377	—
—	2027	9102378	—
—	3251	9102379	—
—	3252	9102380	—
—	4357	9102387	—
—	4359	9102388	18376
—	4360	9102389	18378
—	4645	9102390	18380
—	4841	9102391	18382
—	5279	9102392	18384
—	5280	9102393	18386
—	5449	9102394	18388
—	6451	9102395	18390
—	6452	9102396	18392
—	6453	9102397	18394
—	6455	9102398	18396
—	6456	9102399	18398
—	7481	9102400	18400
—	8174	9102401	18402
—	8615	9102402	18403
—	9676	9102403	18404
—	19345	9102404	18405
—	19346	9102405	18406
—	19347	9102406	18407
—	19348	9102407	18408
—	19349	9102408	18409
—	19350	9102409	18410
—	19351	9102410	18411
—	19352	9102411	18412
—	19353	9102412	18413
—	19405	9102413	18414

J.S.C. No.	Admiralty Pattern No.	J.S.C. No.	Admiralty Pattern No.
9102414	18415	9102556	—
9102415	18416	9102557	—
9102416	18417	9102558	—
9102417	18418	9102559	—
9102418	—	9102560	—
9102419	—	9102561	—
9102420	—	9102562	—
9102421	—	9102563	—
9102466	—	9102564	18338
9102467	—	9102565	18340
9102468	19307	9102566	18342
9102469	19309	9102567	18344
9102470	19311	9102568	18346
9102471	19313	9102569	18348
9102472	19315	9102570	18350
9102473	19317	9102571	18352
9102474	19319	9102572	18354
9102475	19321	9102573	18356
9102476	19323	9102574	18358
9102477	19325	9102575	18360
9102478	19327	9102576	18362
9102479	19329	9102577	18363
9102480	19331	9102578	18364
9102481	19333	9102579	18365
9102482	19334	9102580	18366
9102483	19335	9102581	18367
9102484	19336	9102582	18368
9102485	19337	9102583	18369
9102486	19338	9102584	18370
9102487	19339	9102585	18371
9102488	19340	9102586	18372
9102489	19341	9102587	18373
9102490	19342	9102588	18374
9102491	19343	9102589	18375
9102492	19344	9102590	—
9102493	—	9102591	—
9102494	—	9102592	—
9102495	—	9102593	—
9102496	—	9102594	—
9102497	—	9102595	—
9102498	—	9102596	—
9102499	—	9102597	—
9102545	—	9102598	—
9102546	—	9102599	—
9102547	—	9102600	—
9102548	—	9102601	—
9102549	—	9102602	—
9102550	—	9102603	—
9102551	—	9102604	—
9102552	—	9102605	—
9102553	—	9102606	—
9102554	—	9102607	—
9102555	—	9102608	—

J.S.C. No.	Admiralty Pattern No.	J.S.C. No.	Admiralty Pattern No.
9102609	—	9102630	—
9102610	—	9102631	—
9102611	—	9102632	—
9102612	—	9102633	—
9102613	—	9102634	—
9102614	—	9102635	—
9102615	—	9102636	—
9102618	—	9102637	—
9102619	—	9102638	—
9102620	—	9102639	—
9102621	—	9102640	—
9102622	—	9102641	—
9102623	—	9102642	—
9102624	—	9102643	—
9102625	—	9102644	—
9102626	—	9102645	—
9102627	—	9102646	—
9102628	—	9102647	—
9102629	—		

(DNAS 518/65/23.)

UNCLASSIFIED.

211.—Naval Stores (General) (Class F, Group 3, Part A)—Diving—Underwater Wrist Watch " Droz "—Introduction and Allowances.

The following underwater wrist watch has been adopted in the R.A.N. for use in diving operations and will replace the pattern HS10 " Rolex " Oyster Submariner type RN/6150/RN3 wrist watch at present in service—

Class/ Group.	*Patt. No.*	*Description.*	*Ships Accounting Classification.*
F3	N.P.	Watch, underwater wrist type " Droz ", A.S. 1580 movement	P

2. Allowances of the " Droz " watch will be as follows—

Ships.	*Qty.*	*Establishments.*	*Qty.*
Carriers	4 No.	H.M.A.S. TARANGAU ..	2 No.
Destroyers (all classes) ..	2 No.	H.M.A.S. ALBATROSS ..	2 No.
Frigates (all classes except H.M.A.S. SWAN) ..	2 No.	H.M.A.S. LEEUWIN ..	2 No.
H.M.A.S. SWAN ..	1 No.	H.M.A.S. CERBERUS ..	2 No.
H.M.A.S. KIMBLA ..	2 No.	H.M.A.S. WATSON ..	15 No.
H.M.A.S. BASS	2 No.	MCDT	6 No.
H.M.A.S. BANKS ..	2 No.	MCDU	4 No.
H.M.A.S. PALUMA ..	2 No.	GMWD	2 No.

3. Demands to complete to the above allowances should be forwarded to the SNSO, Sydney. Demands should not be hastened as the watches will require to be imported. Supply to ships under construction, restoring after refit, &c., will be arranged by the storing yards in the normal manner.

(DNAS 519/53/104.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

212.—Form A.S. 1136 Series—Gunnery Equipment Trials, Part 1—Schedules for Inspection of Gun Mountings, Shell Rooms, Magazine and Miscellaneous Fittings—Introduction.

(*A.F.O.* 2741/1959.)

In order to assist authorities in the conduct of Gunnery Equipment Trials Part 1, Schedules for the Inspection of Gun Mountings (Form S.1136 Series) have already been issued *vide* Navy Order 305 of 1959.

2. A full inspection of all other gunnery compartments, gun bays, magazines, shell rooms, and Ready Use stowages, is however, an integral part of a Gunnery Equipment Trial Part 1—(B.R. 292—The Ordnance Engineering Manual—Chapter 11, paragraph 8). It has therefore been decided to issue five further forms in the A.S. 1136 Series, as detailed in Appendix B to this order, as guides in carrying out this section of the trial.

3. These schedules are expressly for ships' use in that they are guides to be used to check the equipment on board ship, but they do not comprise a complete specification for the equipment or compartment concerned.

4. They may be used—

(*a*) During installation of new equipment on board.

(*b*) Annually.

(*c*) At pre-refit trials.

(*d*) At post-refit trials.

(*e*) As ordered by administrative authorities.

5. Trials on the occasion of 4 (*a*) will be carried out by the installing authorities. Completed copies of the schedule being handed to the ships' officers.

6. Trials on the occasion of 4 (*b*), (*c*), (*d*) and (*e*) will be carried out by ships' officers.

7. Completed schedules of the latest date, prepared by the installing authority, refitting authority or ship's officers, as appropriate, are to be retained on board for record purposes.

8. An initial issue, without demand, will be made on the following scale—

	No. of copies of each form.
CST FND (for Trials Team)	50
C of P Sydney (for Reserve Fleet)	25
GMGI (for SWE)	25

9. H.M.A. ships should demand initially six copies of the relevant forms for each mounting, magazine, shell room, or compartment fitted, and then as necessary to replenish stocks, demands being rendered to the SNSO, Sydney.

10. Navy Orders 305 of 1959 and 930 of 1960 are hereby cancelled.

Gunnery Equipment Trial, Part 1 Schedules.

APPENDIX A.

List of Mountings—

40-mm. R.P. 50, Mark 5 and 5* Mountings	A.S. 1136 (a).
40-mm. Mark 7 Mountings	A.S. 1136 (c)
40-mm. Marks 9 and 9* Mountings	A.S. 1136 (e).
4-in. R.P. 51 and 52, Mark 19 Mountings	A.S. 1136 (j).
4.5-in. R.P. 41, Mark 6 and 6* Mountings	A.S. 1136 (p).
4.5-in. R.P. 41, Mark 6* Mod. 1 Mountings	A.S. 1136 (q).

APPENDIX B.

Shell Rooms, Magazine and Miscellaneous Fittings—

4.5-in. and 4-in. Fixed Structure Endless Chain Hoists ..	S.1136 (1) (not yet available).
Shell Rooms	A.S. 1136 (w).
Magazines and Cartridge Handling Rooms	A.S. 1136 (x).
Gun Bays, Magazine Approaches, R.U. Lockers, Supply and Embarkation arrangements	A.S. 1136 (y).
Flooding, Spraying and Miscellaneous Fittings ..	A.S. 1136 (z).

(DW 464/54/147.)

(*Navy Orders* 305 *of* 1959 *and* 930 *of* 1960.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Registrar

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C.N.O. 213/61.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
24th March, 1961.

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.

1699/61.

RESTRICTED.

213.—Ballistics—List of Range Tables and Trajectory Charts.

(*A.F.O.* 1/1961.)

The information given in this order is for the Australia and New Zealand Stations. Current tables of guns not included in this order will be found in A.F.O. 1/1961.

2. *Contents of this order*—

Section I—Establishments authorized for range tables and rocket trajectory charts.

Section II—List of current range tables and trajectory charts.

Section III—List of range tables held in reserve for special services.

Appendix A—List in numerical order of range tables and rocket trajectory charts issued to the Fleet, with details of amendments additional and revised pages.

Appendix B—Tables removed since the issue of the previous list (Navy Order 251 of 1960).

New and Old Style Tables.

3. The first of 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 O.S. are used to indicate old style tables.

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. Appendix A lists all current amending A.F.O.'s issued, together with details of additional and revised pages which will bring the tables up to date. All "P" series amendments up to and including December, 1960, 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 C.N.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 C.N.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 appendix A and Sections I and II, deficiencies being reported immediately and replacements demanded from the Superintending Naval and Air Store Officer, Sydney.**

8. Ships should only hold and use Range Tables applicable to their Fire Control Systems. Tables held surplus to those shown in Section I should be returned to the Superintending Naval and Air Store Officer, Sydney, with the exception of copies of tables listed in appendix B, 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 Section III of range tables 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 251 of 1960 is hereby cancelled.

SECTION I.

ESTABLISHMENTS AUTHORIZED FOR RANGE TABLES, 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.

B The range and elevation scale to which fire control instruments or gun sights are graduated.

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 Second order tables (if issued) instead of R & E and R & T tables.

Normal Establishments:

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.
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.
Carriers, Daring Class, Battle Class and repair ships	One complete set for all gun systems fitted.
Tribal Class and frigates ..	For all guns and rockets carried: Range tables to which A.A. and S.U. fire control gear is graduated (*see* Note). Starshell 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—
40/60 (on single mountings) .. .. R.T. 532.

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—

4.5-in. Marks 1, 3, 4 and 5 Guns.	4-in. Marks 16* and 21 Guns.
Tables Nos. 399A	Tables Nos. 369
400	370
401	371
402C	373B
423	587
464	653
465	656
581	687
630	
641	
644	
686.	

4. *Publications concerning range tables and ballastics.*

No. and Title.	Amending A.F.O.'s.
B.R. 1898 (10), Gunnery Manual, Volume 1, Part 10, Ballistic Corrections	P282/57, Aust. Am No. 1

SECTION II.

CURRENT RANGE TABLES 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)	Allied Fire Control System. (8)	Remarks. (9)
			lb. oz.		ft/s.			
5.25-in. Mark 1	632	SURT	79 0	Full	2600	—	A.F.C.B. Mark 10 Mod. 2	—
	633	R & E	79 0	Full	2700/2450	632		
	634	R & T	79 0	Full	2700/2450	632		
	635	AART	78 0	Full	2600	—	F.P.S. Mark 5	—
	607	Star RT	71 0	Full	2700	—	—	Fuze No. 215
4.7-in. Mark 12	254	SURT	50 0	Full	2600	—	A.F.C.C. Mark 1 ..	—
	547	AART	49 2¼	Full	2600	—	F.K.C. Mark 2* ..	Fuzes Nos. 211, 207 and 206
	O.B. 104	TC						
	405A	AART	49 0	Full	2600	—	Nil remarks	Fuzes Nos. 206, 207 and 211
	O.C.70	TC						
	215A	Star RT	43 8	Star	1900	—		Fuze No. 198
	588	Star RT	43 2	Star	1900	—		Fuzes Nos. 206 or 207
4.5-in. Marks 3, 4 and 5	*399A	SURT	55 0	Full	2350	—	A.F.C.C. Mark 1** ..	Standard Shell. SAP
	400	R & E	55 0	Full	2500/2200	399A	—	—
	401	R & T	55 0	Full	2500/2200	399A	F.C.B. Mark 2.. ..	—
	*581	SURT	55 0	Full	2350	—	G.F.C.S. Mark 37 ..	Standard Shell HE, Fuze No. 206, as in Table 402C
	*402C	AART	55 0	Full	2350	—	F.P.S. Mark 2, 3 ..	Fuzes, Nos. 206, 207, 211, N3, N80 and N90 series
							F.K.C. Mark 3* ..	
							S.E.D.C. Mark 1 ..	
							G.F.C.S. Mark 37 ..	

* *See* Appendix A (new pages).

SECTION II.—*continued.*

CURRENT RANGE TABLES AND TRAJECTORY CHARTS—*continued.*

Gun. (1)	Serial No. of Table. (2)	Nature of Table. (3)	Projectile Weight. (4)	Charge. (5)	M.V. (6)	Agrees with Table No. (7)	Allied Fire Control System. (8)	Remarks. (9)
			lb. oz.		ft/s.			
	*641	SURT	55 0	Full	2350	—	A.F.C.C. Mark 12 Mod. 11 M.R.S. 3 Mod. 1 .. M.R.S. 8 .. .. C.R.B.F. Mark 4 Mod. 4 F.C.B. 10 Mod. 1, 1A, 3, 6, 7, 7A, 8	Standard Shell, HET Mark N10, Fuze No. 211
	*644	AART	55 0	Full	2350	—	C.R.B.F. Mark 4 Mod. 4 M.R.S. 3 Mod. 1 .. M.R.S. 7 Mod. 1 .. M.R.S. 8 .. .. F.P.S. Mark 5 ..	
	686	SORT	55 0	Full	2550/2150	641, 644	—	
	630	Star RT	49 15	Full	2450	—	—	Fuze No. 215
4-in. Marks 16* and 21	*369	SURT	35 14	Full	2600	—	Gunsights	—
	370	R & E	35 14	Full	2700/2450	369	AFCC Mark 3* ..	—
	371	R & T	35 14	Full	2700/2450	369	FCB Marks 2, 6*, 6* M	—
	*373B	AART	35 0	Full	2600	—	FKC Marks 2*, 2**, 3*, 3*S STD .. .. SEDC Mark 3* .. GFCS Mark 63 Mod. 20	Fuzes Nos. 206, 207, 211, N3, N80 and N90 Series
	*653	SURT	35 0	Full	2600	—	MRS 6	Standard Shell HE (35 lb.) Mark N2, Fuze No. 211
	*656	AART	35 0	Full	2600	—	CRBF Mark 7 Mod. 3	
	*687	SORT	35 0	Full	2800/2400	653/656	—	
	680	SURT	31 0	Full	2600	—	MRS 8	For 31 lb. shell only
	688	SORT	31 0	Full	2800/2400	680, 681		
	681	AART	31 0	Full	2600	—		
	587	Star RT	29 3	Star	2100	—	—	Fuze No. 207
2-in. Rocket Flare	D.N.O. 10	TC	—	—	—	—	—	Head No. 3, with Launcher Mark 5 (spiral rails). All ships fitted
2-in. Rocket Target	D.N.O. 4	TC	—	—	—	—	—	Frigates and above fitted with launchers or projectors
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	—	S.T.D. C.R.B.F. Marks 2m, Mod. 1	—
	652	AART	2 0	Full	2740	—	M.R.S. 8	—
	685	SORT	2 0	Full	2940/2540	652		

* *See* Appendix A (new pages). † Formerly 40-mm. Bofors. ‡ Available for issue mid 1960.

SECTION II.—*continued.*

CURRENT RANGE TABLES AND TRAJECTORY CHARTS—*continued.*

Gun. (1)	Serial No. of Table. (2)	Nature of Table. (3)	Projectile Weight. (4)	Charge. (5)	M.V. (6)	Agrees with Table No. (7)	Allied Fire Control System. (8)	Remarks. (9)
			lb. oz.		ft/s.			
2-pdr. SU sub-calibre, Marks 1 and 2	169A	SURT	2 0	Full	1900	—	—	CP shell weighted, Mks. 1*, 2
	355A	SURT	2 0	Full	1900	—	—	CNF shell weighted, Mks 2**, 3*, 4
	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
All 0.303-in. machine guns and rifles firing Mark 7 Ammunition	312	SURT	174 Grains	Mark 7 Ammunition	2440	—	—	—

* *See* Appendix A (new pages).

SECTION III.

RANGE TABLES 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 3, 4 and 5	423	SURT	55 0	Reduced	1775	—	P62/44, P104/45, P482/46, P159/50, P175/51, P274/51, P132/52	Page 1 revised July, 1946
	464	R & E	55 0	Reduced	1850/1700	423	—	Pages 1A, 1B revised March, 1950
	465	R & T	55 0	Reduced	1850/1700	423	— (above refers to O.S.)	
4-in. Mark 5-5***	361	SURT	31 7¾	AA	2350	—	276/60	
	429	AART	31 0	AA	2350	—	—	
	216	Star RT	28 12	Star	1710	—	—	
4-in. Marks 16* and 21	*369	SURT	35 14	Full	2600	—	P192/57, P515/58, P145/59, P738/59, P277/60	
	*373B	AART	35 0	Full	2600	—	P195/57, P517/58, P144/59, P740/59, P278/60	New style. For details *see* Section 11
	587	Star RT	29 3	Star	2100	—	—	
4-in. Mark 23 40/60† All Marks	627	SURT	35 13	Full	1750	—	—	
	628	Star RT	29 10	Star	1950	—	—	
	*532	AART	2 0	Full	2800	—	P375/60, P480/60	
	*652	AART	2 0	Full	2740	—	P376/60, P422/60	
	685	SORT	2 0	Full	2940/2540	652	P552/58	

* *See* Appendix A (new pages). † Formerly 40-mm. Bofors. ‡ Reduced charge.

APPENDIX A.

LIST IN NUMERICAL ORDER OF RANGE TABLES AND TRAJECTORY CHARTS IN B.R. 2050 SERIES WITH DETAILS OF AMENDMENTS.

RANGE TABLES.

Serial No.	Calibre and Mark of Gun.	Current Amending A.F.O.'s.	Additional and Revised Pages.
169A	2-pdr. SU sub-cal. ..	—	—
176A	3-pdr. SU sub-cal. ..	—	—
215A	4.7-in. Mark 12 ..	P.496/50 ..	—
254	4.7-in. Mark 12 ..	P.417/38 ..	—
		P.475/50 ..	—
		P.549/51 ..	—
		P.251/52 ..	—
312	.303	—	—
316A	2-pdr. SU sub-cal. ..	—	—
320A	2-pdr. SU sub-cal. ..	—	—
355A	2-pdr. SU sub-cal. ..	P.318/58 ..	—
364A	2-pdr. SU sub-cal. ..	P.317/58 ..	—
369	4-in. Mark 16* and 21	P.192/57 ..	—
		P.515/58 ..	—
		P.145/59 ..	—
		P.738/59 ..	2 and 3 (Revised Sept., 1959)
		P.277/60 ..	—
		Aust. Am. No. 1	—
370	4-in. Mark 16* and 21	P.193/57 ..	—
371	4-in. Mark 16* and 21	—	—
373B	4-in. Mark 16* and 21	P.195/57 ..	—
		P.517/58 ..	—
		P.144/59 ..	—
		P.740/59 ..	2, 3, 7 and 8 (Revised Sept., 1959)
		P.278/60 ..	—
399A	4.5-in. Marks 3, 4 and 5	P.521/57 ..	9 and 10 (Revised Feb., 1957)
		P.286/58 ..	—
		P.550/58 ..	—
		P.464/59 ..	—
		P.732/59 ..	2, 3, 11 and 12 (Revised Sept., 1959)
		P.279/60 ..	—
		Aust. Am. No. 1	—
400	4.5-in. Marks 3, 4 and 5	P.196/57 ..	—
401	4.5-in. Marks 3, 4 and 5	—	—
402C	4.5-in. Marks 3, 4 and 5	P.322/57 ..	—
		P.283/58 ..	11 and 12 (Revised March, 1958)
		P.466/59 ..	—
		Aust. Am. No. 1	—
		P.737/59 ..	2 and 3 (Revised Sept., 1959)
		P.281/60 ..	—

APPENDIX A—*continued.*

RANGE TABLES—*continued.*

Serial No.	Calibre and Mark of Gun.	Current Amending A.F.O.'s.	Additional and Revised Pages.
405A	4.7-in. Mark 12 ..	P.281/47 ..	—
O.C. 70		P.477/50 ..	—
		P.511/51 ..	—
		P.254/52 ..	—
532	40/60 All Marks ..	P.375/60 ..	(5 Revised Aug. 1960)
		P.480/60 ..	—
547	4.7-in. Mark 12 ..	P.372/47 ..	—
O.B. 104		P.478/50 ..	—
		P.256/52 ..	—
		P.457/52 ..	—
581	4.5-in. Marks 3, 4 and 5	P.522/57 ..	—
		P.285/58 ..	—
		P.551/58 ..	—
		P.467/59 ..	—
		P.734/59 ..	2, 3, 7 and 8 (Revised Sept., 1959)
		P.282/60 ..	
587	4-in. Marks 16* and 21	—	—
588	4.7-in. Mark 12 ..	P.57/45 ..	—
		P.177/45 ..	—
		P.498/50 ..	—
607	5.25-in. Mark 1 ..	—	—
627	4-in. Mark 23	—	—
628	4-in. Mark 23	—	—
630	4.5-in. Marks 3, 4 and 5	—	—
632	5.25-in. Mark 1 ..	P.200/57 ..	—
		P.405/58 ..	—
		P.501/58 ..	—
		P.721/59 ..	2 and 3 (Revised Sept., 1959)
633	5.25-in. Mark 1 ..	—	—
634	5.25-in. Mark 1 ..	—	—
635	5.25-in. Mark 1 ..	P.406/58 ..	—
		P.502/58 ..	—
		P.722/59 ..	2 and 3 (Revised Sept., 1959)
641	4.5-in. Marks 3, 4 and 5	Aust. Am. No. 1	—
		Aust. Am. No. 2	—
		P.468/59 ..	—
		P.735/59 ..	2 and 3 (Revised Sept., 1959)
		P.283/60 ..	—
644	4.5-in. Marks 3, 4 and 5	P.469/59 ..	—
		P.736/59 ..	2 and 3 (Revised Sept., 1959)
		P.284/60 ..	
652	40/60 All Marks ..	P.376/60 ..	—
		P.422/60 ..	—

APPENDIX A—*continued.*

RANGE TABLES—*continued.*

Serial No.	Calibre and Mark of Gun.	Current Amending A.F.O.'s.	Additional and Revised Pages.
*653	4-in. Marks 16* and 21	P.741/59 ..	2 and 3 (Revised Sept., 1959)
		P.285/60 ..	
		Aust. Am. No. 1	—
*656	4-in. Marks 16* and 21	Aust. Am. No. 1	2 and 3 (Revised Sept., 1959)
		P.742/59 ..	
		P.286/60 ..	—
680	4-in. Marks 16* and 21	—	—
681	4-in. Marks 16* and 21	P.548/60 ..	—
685	40/60 All Marks ..	P.552/58 ..	—
686	4.5-in. Marks 3, 4 and 5	P.470/59 ..	—
*687	4-in. Marks 16* and 21	P.361/60 ..	6 and 7 (Revised April, 1960)
688	4-in. Marks 16* and 21	P.549/60 ..	—

* Available for circulation mid 1960.

TRAJECTORY CHARTS.

D.N.O., O.B. and O.C. Series.

Serial No.	Calibre.	Mark of Gun.	Serial No.	Calibre.	Mark of Gun.
D.N.O. 4	2-in.	Rocket Target	O.C. 70	4.7-in.	9 and 12
		Rocket Flare	O.B. 104	4.7-in.	9 and 12
D.N.O. 10	2-in.	Rocket Flare			

Other Trajectory Charts, when required, are now incorporated at the back of the relevant Range Tables and are not issued separately.

APPENDIX B.

LIST OF TABLES REMOVED FROM LAST CURRENT LIST.

Calibre.	Serial No. of Table.	Nature of Table.	Remarks.
6-in. Mark 23	342	SURT	—
4.5-in. Marks 3, 4 and 5 ..	402B	AART	—
5.25-in. Mark 1	409	SURT	—
	410	R & E	—
	411	R & T	—
	418A	AART	—
20-mm. Oerlikon	467	SURT	—
20-mm. Oerlikon	468	AART	—
4-in. Mark 19	496	SURT	—
	497	AART	—
	540	STAR R.T.	—
4-in. Marks 16* and 21 ..	612	RE/P Shell	—
2-in. R.F.	D.N.O. 9	TC	—

(DW 700/70/13.)

(*Navy Order* 251 *of* 1960.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
27th March, 1961.

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.

1697/61.

UNCLASSIFIED.

214.—Books—Distribution of Non-Accountable Publications during January, 1961.

The non-accountable publications, amendments to A.P.'s and 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, 1961.

2. Article 2578 of A.B.R. 4 is relevant.

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 Article 2518 (7) of A.B.R. 4.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date.*
Aeroplane	4th November, 1960.
Aeroplane	11th November, 1960.
Aeroplane	18th November, 1960.
Aeroplane	25th November, 1960.
Aircraft	Volume 40, No. 3, December, 1960.
Aircraft	Volume 40, No. 4, January, 1961.
" C.I.S."	Alphabetical Subject Index, October, 1960.
" C.I.S."	Cards Index System.
DEF 1234	Amendment No. 10, September, 1960.
Educational Information	No. 106, 25th November, 1960.
Flight	11th November, 1960.
Flight	18th November, 1960.
Joint Services Recognition Journal ..	Volume 15, No. 9, dated September, 1960.
Joint Services Recognition Journal ..	Volume 15, No. 10, dated October, 1960.
Manual of the Audit Act and Treasury Regulations	Issue No. 37, dated 31st August, 1960, Pages 1–14.
Manual of the Audit Act and Treasury Regulations	Issue No. 38, dated 28th September, 1960, Pages 1–13.
Manual of the Audit Act and Treasury Regulations	Issue No. 39, dated 26th September, 1960, Page No. 1.
Manual of the Audit Act and Treasury Regulations	Issue No. 40, dated 12th October, 1960, Pages 1 and 2.
N.A.M.A.N.	N.2158–N.2168 dated 31st December, 1960.
Post Office Guide	Supplement No. 61, July, 1960.
Post Office Guide	Supplement No. 63, September, 1960.
Post Office Guide	Supplement No. 64, October, 1960.
Post Office Guide	Mail Schedule, July, 1960.
Report of Departmental Committee of Ministry of Transport in the Carriage of Dangerous Goods and Explosives in Ships	M.D. Memo. No. 9479, 12th August, 1960.

APPENDIX—*continued.*

BOOKS, MAGAZINES, PAMPHLETS, ETC.—*continued.*

Publication.	*Date.*
Report of Departmental Committee of Ministry of Transport in the Carriage of Dangerous Goods and Explosives in Ships	M.D. Memo. No. 9499, 25th August, 1960.
Report of Departmental Committee of Ministry of Transport in the Carriage of Dangerous Goods and Explosives in Ships	M.D. Memo. No. 9534.
United Nations Review	Volume 7, No. 5, November, 1960.

AMENDMENTS TO B.R.'S, ETC.

B.R. No.	*Amendment No.*
A.L.P. 4 (Navy, 1960)	New Pages and List of Effective Pages.
B.R. 11/1958	Amendment No. 2.
B.R. 125—1960/61	Supplement No. 5, November, 1960.
B.R. 125—1960/61	New Entries No. 5, November, 1960.
B.R. 128 (3)—April, 1960, Edition ..	Corrective Sheets for Page 3.
B.R. 226B (74)	Amendment No. 1.
B.R. 226B (85)	Amendment No. 4.
B.R. 226B (100)	Amendment No. 1.
B.R. 664	Amendments Nos. 41 and 42.
B.R. 763, Volume 1, 6th Edition, dated 31st March, 1959	Supplement No. 5.
B.R. 819 (2) 1955 (Pt. 2 R.A.N.A.S.) ..	Amendment No. 10.
B.R. 926	Amendment No. 2.
B.R. 1476	Amendment No. 2.
B.R. 1492A	Amendments Nos. 34 and 36.
B.R. 1545	Amendments Nos. 11 and 13.
B.R. 1754 (1956)	Amendment No. 10.
B.R. 1768 (1) (5), Addendum No. 2 ..	Amendment No. 2.
B.R. 1822 (1)	Amendments Nos. 18 and 20.
B.R. 1837 (7), Division K, Intro. ..	Amendment No. 22.
B.R. 1837 (7), Division L, Intro. ..	Amendments Nos. 25 and 26.
B.R. 1837 (7), Division L, Section LH ..	Amendment No. 15.
B.R. 1837 (8), Division M, Intro. ..	21.
B.R. 1870 (1)	5.
B.R. 1870 (2)	5.
B.R. 1913 (2)	12.
B.R. 1921 (49)—	60.
B.R. 1928	51.
B.R. 1958	7.
B.R. 1982, Volume 1	2.
B.R. 2014B/1957	6.
B.R. 2047A (12)	2.
B.R. 2067B	3.

AMENDMENTS TO B.R.'S, ETC.—*continued.*

B.R. No.	*Amendment No.*
B.R. 2101 (1)	12.
B.R. 2101 (2)	9.
B.R. 2101 (3)	10.
B.R. 2101 (5)	12.
B.R. 2108	5.
B.R. 2111 (13)	2.
B.R. 2128	7.
B.R. 2180	2.
B.R. 3301	2.
B.R. 3606	1.
C.R.I.B. (G.S.)	R.A.F. Correction No. 5/2.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
129, Vol. 1 (6th Edition)	A.L. 11 (with Covers).
1086, Book 4, Part 1 (2nd Edition)	A.L. 117 and 118.
1086, Book 4, Part 2 (2nd Edition)	A.L. 56.
1086, Book 7 (2nd Edition)	A.L. 121 and 122.
1086, Book 11 (2nd Edition)	A.L. 157.
1181, Vol. 2	(A.L. 115)–B.85 (Alt. 1 inc.) (A.L. 117)–B.90 (Alt. 1 inc.) (A.L. 116)–B.96 (A.L. 119)–B.98.
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1275A, Vol. 1, Section 15	A.L. 26.
1275A, Vol. 1, Section 16	A.L. 44, 45 and 46.
1275A, Vol. 1, Section 20	A.L. 60.
1275A, Vol. 1, Section 24	A.L. 50, 52, 53 and 54.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1275B, Vol. 1, Section 11	A.L. 26.
1355A, Vol. 1	A.L. 77.
A.V.P. 1355	(A.L. 277)–S.17, Issue 4 (Canc.).
1464B, Vol. 1	A.L. 176.
1538P, Vol. 1 and Vol. 6, Part 1	A.I.L. 1/60.
1538P, Vol. 6, Parts 2 and 4	A.I.L. 1/60 A.L. 44.
1641P, Vol. 1, Parts 1 and 3 (2nd Edition)	A.I.L. 1/60.
1641S, Vol. 1, Parts 1 and 3	A.L. 43.
1661E, Vol. 1 (2nd Edition)	A.L. 93.
1661F, Vol. 1	A.L. 94, 95 and 96.
1664A, Vol. 2, Part 1	A.81 (A.L. 3 inc.) A.123 A.124 A.125 A.126 A.127 D.23.
1664E, Vol. 2	(A.L. 9)–B.2 (A.L. 11)–B.2 (Alt. 1) (A.L. 14)–C.4 (A.L. 17)–C.5 (A.L. 13)–D.2 (A.L. 15)–E.1 (A.L. 16)–E.2.
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1803D, Vol. 1, Book 3	A.L. 124.
1803D, Vol. 1, Book 3A	A.L. 25.
1803E, Vol. 1	A.L. 127 and 128.
1803F, Vol. 1, Book 1	A.L. 28.
1803P, Vol. 1	A.L. 109, 110 and 114.
1803P, Vol. 2, Part 2	A.L. 31.
2029A/2441A, Vol. 3, Parts 1 and 4 (2nd Edition)	A.L. 4.
2276F, Vol. 3 (2nd Edition)	A.L. 8, 9, 9 (Erratum) and 10.
2276J	A.L. 27.
2337, Vol. 2	(A.L. 184)–A.36 (Alt. 1) (A.L. 183)–A.38 (A.L. 182)–C.68 (Alt. 1 inc.) (A.L. 181)–C.80.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
2531J, Vol. 3	A.L. 3.
2533C, Vol. 3, Part 3 (2nd Edition) ..	A.L. 7.
2550B, Vol. 1 (3rd Edition)	A.L. 6.
2552J, Vol. 3	A.L. 8.
2552L, Vol. 3	A.L. 12.
2817A, Vol. 1 and Vol. 6, Part 1.. ..	A.L. 143.
2892F, Vol. 1	A.L. 44.
2892F, Vol. 3	A.L. 14.
2898D, Vol. 1 and Vol. 6, Part 2.. ..	A.L. 19 and 20.
3207 (2nd Edition)	A.L. 11.
4089A	A.21 (A.L. 2) (June, 1960).
A.V.P. 4089D	D.426 (Issue 4) (June, 1960).
4099J, Vol. 1	A.L. 80.
4117B, Vol. 1 and Vol. 6	A.L. 30 and 34.
4288, Vol. 1, Part 2 and Vol. 5	A.I.L. 11/60 A.L. 83, 87, 88 and 89.
4303C, Vol. 1	A.L. 117.
4306A	A.L. 43.
4340, Vol. 1, Book 1	A.L. 25.
4343A, Vol. 2	(A.L. 76)–B.5 (A.L. 77)–C.26 (A.L. 73)–Z.11.
4343A, Vol. 6	A.L. 16.
4343B, Vol. 1, Book 1	A.L. 15.
4343B, Vol. 1, Book 2	A.L. 25.
4343B, Vol. 1, Book 3	A.L. 29.
4343B, Vol. 2	(A.L. 143)–H.6.
4343C, Vol. 1, Book 1	A.L. 27.
4343C, Vol. 1, Book 2	A.L. 42 and 44.
4343C, Vol. 1, Book 3	A.L. 23 and 24.
4343D, Vol. 1, Book 1	A.L. 8.
4343D, Vol. 1, Book 3	A.L. 63.
4343D, Vol. 1, Book 4	A.L. 27.
4343D, Vol. 6	A.L. 80.
4343E, Vol 1	A.L. 144, 156, 158, 159 and 160.
4343E, Vol. 4, Part 6	A.L. 26.
4343S, Vol. 1	A.L. 91 and 93.
4360A, B and D, Vol. 5, Part 4 (N) ..	A.L. 3.
4360B and D, Vol. 4, Part 3 (N), Issue 2 (Office Copy)	A.L. 13.
4361, Vol. 6, Part 1	A.L. 25.
4411A, Vol. 1	A.L. 13.
4471A, Vol. 1	A.L. 137, 138 and 139.
4515C, Vol. 3, Part 1, Section 2, Chapter 52	A.L. 5.
4515N, Vol. 3, Part 1, Section 2 (3rd Edition)	A.L. 1.
4578, Vol. 1	A.L. 9.
4601A, Vol. 4, Part 6	A.L. 8.
4602A, Vol. 1	A.L. 32.
4685, Vol. 1	A.L. 10, 12 and 13.
4737A, Vol. 1 and 6	A.L. 12 and 13

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
N.A.M.O. Engines	E(A) 12 (28.9.60) E(RR) 55 (Issue 2) (4.10.60) E(RR) 62 (17.8.60) X.108 (26.8.60) SI/Leonides Major/7 (24.8.60).
N.A.M.O. Gannet	STI/69 (14.9.60) STI/69 Diagram.
N.A.M.O. General	C.12 and Diagram (9.9.60) G.49 (17.8.60) G.50 (9.9.60) I.104 (31.8.60) I.105 (8.9.60) I.106 (9.9.60) L.113 (9.9.60) Q.90 (Issue 2) (12.8.60) Q.93 (22.8.60) R.92 (17.8.60) R.93 (24.8.60) R.94 (15.9.60) STI/Electrical/188 (29.8.60) STI/Instrument/90 (26.8.60) STI/RAA/154 (17.8.60) STI/RAA/154 Diagram STI/RAA/159 (22.8.60) STI/RAA/160 (30.8.60) and Diagram STI/RAA/162A (15.9.60) STI/RAA/163 (15.9.60) SI/RAA/15 (12.8.60).
N.A.M.O. Meteor	STI/132A (29.8.60) SI/71 (12.8.60).
N.A.M.O. Miscellaneous	Sea Prince/X.9 (5.8.60) STI/Devon/28A (22.8.60) STI/Dragonfly/20 (30.8.60) SI/Devon/19 (17.8.60).
N.A.M.O. Sea Venom	X.83 (17.8.60).
N.A.M.O. Vampire	SI/63 (15.9.60).
N.A.M.O. Westland Whirlwind	A.16 (Issue 2) (29.8.60) X.34 (30.8.60) STI/64A (5.8.60) SI/26 (4.9.60).
R.A.N.A.M.O. Double Mamba	18 (December, 1960) 21 (November, 1960).
R.A.N.A.M.O. Gannet	STI/RAN. 88 (December, 1960).
R.A.N.A.M.O. General	A.L. 19 STI/Instrument/RAN. 17 (December, 1960) STI/RAA/RAN. 37 (November, 1960).
R.A.N.A.M.O. Ghost	SI/RAN. 7 (November, 1960).
R.A.N.A.M.O. Sea Venom	O.8 (November, 1960) X.38 (November, 1960) SI/RAN. 32 (Issue 2) (November, 1960)
R.A.N.A.M.O. Sycamore	W.6 (December, 1960).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
Air Clues	August, 1960 September, 1960.
Air Pictorial	September, 1960.
D.C.A. Aeronautical Information Circulars	51/1960 (20.12.60) 2/1961 (5.1.61) 6/1961 (9.1.61).
D.C.A. Aeronautical Information Publications (National Service)	RAC/2 (A.L. 39A).
D.C.A. Airways Operations Instructions, Vol. 1	A.L. 5.
D.C.A. NOTAMS	No. 3/1961 (16.1.61).
R.A.F. Flight Information Publication—Terminal Approach Procedure Charts	A.L. 12 to T.A.P. Check List (1.8.60) A.L. 13 to T.A.P. Check List (1.8.60).
Air Diagrams	O.N. 1356/N.B. O.N. 1361 /N.B. O.N. 1365/N.B. O.N. 1369/N.B. O.N. 1374/N.B. O.N. 1374/N.B. Supplementary O.N. 1375/N.B. O.N. 1381/N.B. O.N. 1388/N.B. (Issue 2) O.N. 1390/N.B. (Issue 2) O.N. 1392/N.B. (Issue 2) O.N. 1397/N.B. O.N. 1400B/N.B. S.R. 1427/N.B. (Issue 2) S.R. 1488/N.B. S.R. 1489/N.B. S.R. 1492/N.B. S.R. 1493/N.B. S.R. 1494/N.B. S.R. 1496/N.B. S.R. 1497/N.B. S.R. 1499/N.B. S.R. 1500/N.B. S.R. 1501/N.B. S.R. 1504/N.B. S.R. 1505/N.B. S.R. 1506/N.B. S.R. 1507/N.B. S.R. 1509/N.B. S.R. 1510/N.B. S.R. 1516/N.B. S.R. 1524/N.B. S.R. 1525/N.B. S.R. 1527/N.B. S.R. 1528/N.B. S.R. 1529/N.B. S.R. 1530/N.B. S.R. 1531/N.B.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
Lloyds Shipping Index	2nd January, 1961.
Lloyds Shipping Index	9th January, 1961.
Lloyds Shipping Index	16th January, 1961.
Lloyds Shipping Index	23rd January, 1961.
Lloyds Shipping Index	30th January, 1961.

(DNAS 465/57/215.)

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1697/61.—2

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C.N.O.'s 215-242/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
4th April, 1961.

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.

2064/61.

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Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED. Cancelled C NO 91/63

215.—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 RAN representative on the council of the institute is the Staff Officer (Navigation) to FOICEA.

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 FOICEA, to—

FOCAF.
RAN Air Station, Nowra.
HMAS 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 RAN.

5. Details of forthcoming meetings will be promulgated by FOICEA.

6. Navy Order 401 of 1959, is hereby cancelled.

(DTSR 108/2/10.)

(*Navy Order* 401 *of* 1959.)

UNCLASSIFIED.

216.—Message of Sympathy to Lady Dunrossil on the Death of His Excellency the Governor-General of Australia.

The following letter of sympathy was sent to the Official Secretary to the Governor-General—

" It would be appreciated if you would convey to Her Excellency, Viscountess Dunrossil, the deep sympathy of the Naval Board, and of all officers and ratings of the Royal Australian Navy in her great loss."

2. The following reply has been received—

" Lady Dunrossil has asked me to thank you for your message from Members of the Naval Board and officers and ratings of the Royal Australian Navy.

She was touched by your kind thought for her and asks that her thanks be conveyed to all concerned."

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

(Sec. 75/201/6.)

UNCLASSIFIED.

217.—" Navy News "—Notice Board Bulletins.

The Naval Board has decided that no further issues of " Navy News " Notice Board Bulletins will be made.

2. Copies of previous issues are no longer current and should be destroyed.

(HPB 469/51/9.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

218.—Australian Sea Cadet Corps—RAN Administration and Inspection.

Following a recent review of the RAN administration of the Australian Sea Cadet Corps, it is considered that with the expansion of the Corps to its present strength of 34 units in all States of the Commonwealth, it is essential that the present centralization of administration should be more flexible.

2. It has therefore been decided that, commencing on 1st March, 1961, Flag Officers and Naval Officers-in-Charge shall assume the following responsibilities for all units of the Australian Sea Cadet Corps established within their respective areas—

(*a*) To assist and encourage the Navy League of Australia in the administration of the ASCC on behalf of the Naval Board.

(*b*) To ensure co-operation between the RAN, CNF, and the ASCC and to co-ordinate public relations.

(*c*) To undertake the annual inspection of units of the ASCC and the selection of the most efficient unit in the area for the annual award of the ASCC Colour.

(*d*) To act as the Naval Board representative for the inspection of newly formed units seeking Naval Board recognition in accordance with Article 22, ASCC Instructions.

(*e*) To arrange for periods of continuous training for Sea Cadets to be undertaken in HMA ships or establishments and for appropriate courses to be given to officers and instructors of the ASCC.

(*f*) To arrange visits by Sea Cadets to ships and for sea training experience when practicable.

(*g*) To supervise the duties of the Sea Cadet Naval Liaison Officer laid down in Article 17 of ASCC Instructions.

(*h*) To forward a half-yearly report to the Naval Board on 15th May and 15th November showing the general progress being made by units.

(*i*) To arrange for the auditing of stores and clothing accounts.

(*j*) To make recommendations to the Naval Board on the appointment of officers and instructors to ASCC units.

(*k*) To check all demands for and condemnation of ASCC stores and uniforms.

(*l*) To issue to ASCC authorities such instructions and memoranda as may be required.

3. These duties may be delegated to Captains of appropriate establishments within the respective areas but the responsibilkity of inspection of units should not be delegated to an officer below the rank of Commander who should undertake the inspection of all units in the area. The inspections of units should normally take place during the daylight hours to test the efficiency of a unit's general seamanship and boatwork.

4. The Director of Naval Reserves is to remain the representative of the Naval Board on the Australian Sea Cadet Council and be responsible for the overall administration as laid down in ASCC Instructions.

5. The Director of Naval Reserves is to undertake the annual inspection of the most efficient unit in each State as assessed by the Local Naval Authority, in order to select the best unit in Australia for the award of the Navy League of Australia Annual Efficiency Trophy.

6. The Director of Naval Reserves will also undertake such other inspections of units as may be recommended by FOICEA and Naval Officers-in-Charge.

7. The Naval Instructions for the ASCC of the Navy League of Australia 1959 will be amended.

8. Attached is an appendix giving details of the organization and present strength of the Australian Sea Cadet Corps.

Appendix.

Background.

Formation.—On 11th December, 1947, the Australian Sea Cadet Corps of the Navy League of Australia was formed as the Naval counterpart to the Army Cadets Corps and the Air Training Corps and, at that time, the Corps comprised six former Navy League Sea Cadet Units in New South Wales, four in Victoria and the affiliated unit TS SYDNEY at Schnapper Island. When Naval Board recognition was afforded the ASCC it enabled units to receive stores, boats, uniforms and assistance with training from Naval sources.

2. In the last thirteen years the ASCC has expanded to all States in the Commonwealth and now comprises 34 units; it seems probable that at least two new units will be formed during 1961, and consideration is being given to establishing a unit in New Guinea.

Aims of the Corps.

3. The Australian Sea Cadet Corps is a voluntary youth organization, the aims of which are to give technical sea training to and instil Naval traditions in boys between the ages of 14 and 18 years who intend to serve in HM Naval or Merchant Service, and also to those sea-minded boys who do not intend to follow a sea career but who, given this knowledge, will form a valuable reserve for the Naval Service.

4. It is also the aim to provide for the spiritual, social and educational welfare of cadets, and to develop character and good citizenship in their widest sense.

Governing Body.

5. The governing body of the Australian Sea Cadet Corps is known as the Australian Sea Cadet Council and consists of representatives of the Naval Board, the Navy League of Australia and a merchant shipping representative.

6. In many respects it follows the pattern of the Sea Cadet Corps in the United Kingdom.

Appendix—*continued.*

Division of Responsibilities between the Naval Board and the Navy League.

7. The Naval Board exercises control over the training of the Australian Sea Cadet Corps, but the Navy League administers the Corps on behalf of the Naval Board. The direction of the Corps is vested in the Sea Cadet Council. The division of responsibilities between the Naval Board and the Navy League are as follows—

Naval Board.

(*a*) Training of the Corps in all its aspects, including syllabus, courses of continuous training in HMA ships or establishments.

(*b*) The provision of uniform, naval stores and equipment.

(*c*) The provision of Naval Instructors where practicable.

(*d*) Advice in regard to suitability of officers and instructors, and approval of selection of individuals as instructors, whether officers or otherwise.

(*e*) Financial assistance.

Navy League.

(*f*) The social and moral welfare of members of the Corps, including recreation and sports activities.

(*g*) The formation of units of the Australia Sea Cadet Corps with Naval Board approval.

(*h*) Provision of accommodation and buildings for training purposes, but the Naval Board will where practicable, provide assistance in regard to buildings in the ownership of the Commonwealth.

(*i*) The financial administration of units and division.

(*j*) Assistance in regard to the provision of suitable officers and instructors.

APPENDIX—*continued.*

AUSTRALIAN SEA CADET CORPS—DETAILS OF UNITS.

Unit.	*Locality.*	*Class.*	*Officers.*	*Instructors.*	*Cadets.*	*Total.*
Victoria—						
TS BARWON	Geelong	Corvette	3	3	47	53
TS AVALON—Closed Unit	Geelong Grammar School	Frigate	6	—	47	53
TS BENDIGO	Bendigo	Frigate	2	3	48	53
TS MELBOURNE	Albert Park	Frigate	3	4	61	68
TS HENTY	Portland	Corvette	1	6	31	38
TS VOYAGER	Williamstown	Corvette	1	8	68	77
TS MILDURA	Mildura	Corvette	2	5	39	46
7 Units—4 Corvette Class. 3 Frigate Class.			18	29	341	388
		Divisional Officers	5			5 D/O
			23			393
New South Wales—						
TS ALBATROSS	Wollongong	Corvette	3	4	46	53
TS AUSTRALIA	Waverton	Corvette	4	1	46	51
TS CONDAMINE	Manly	Corvette	4	2	44	50
TS SHROPSHIRE	Canterbury	Corvette	1	—	40	41
TS SIRIUS	Arncliffe	Corvette	3	2	48	53
TS SYDNEY	Schnapper Island	Corvette	3	3	35	41
TS TOBRUK	Newcastle	Corvette	2	4	47	53
TS WARREGO	Woolwich	Corvette	3	—	21	24
8 Units—8 Corvette Class.			23	16	327	366
		Divisional Officers	5			5 D/O
			28			371
Queensland—						
TS BUNDABERG	Bundaberg	Corvette	2	4	32	38
TS ENDEAVOUR	Cairns	Corvette	3	2	46	51
TS GAYUNDAH	Brisbane	Destroyer	5	8	97	110
T.S. MAGNUS—Closed Unit	Brisbane C. of E. Grammar School	Frigate	6	—	68	74
TS PIONEER	Mackay	Corvette	3	4	31	38
TS TYALGUM	South Port	Corvette	3	1	41	45
6 Units—4 Corvette Class. 1 Frigate Class. 1 Destroyer Class.			22	19	315	356
		Divisional Officers	5			5 D/O
			27			361
Tasmania—						
TS DERWENT	Hobart	Frigate	7	4	93	104
TS EMU	Burnie	Corvette	3	1	59	63
TS LEVAN	Ulverstone	Corvette	1	4	32	37
TS TAMAR	Launceston	Corvette	3	3	46	52
4 Units—3 Corvette Class. 1 Frigate Class.			14	12	230	256
		Divisional Officers	4			4 D/O
			18			260
Western Australia—						
TS BEDFORD	Rockingham	Corvette	2	1	56	59
TS CRESWELL—C/Unit	Fremantle	Frigate	4	3	81	88
TS CYGNET—C/Unit	Perth	Corvette	3	—	28	31
TS CUNNINGHAM	Swanbourne	Corvette	1	—	17	18
TS VANCOUVER	Albany	Corvette	2	2	43	47
5 Units—1 Frigate Class. 4 Corvette Class.			12	6	225	243
		Divisional Officers	4			4 D/O
			16			247

APPENDIX—*continued.*

Unit.	*Locality.*	*Class.*	*Officers.*	*Instructors.*	*Cadets.*	*Total.*
South Australia—						
TS ADELAIDE ..	.. Adelaide ..	.. Corvette ..	3	2	65	70
TS FLINDERS ..	.. Port Lincoln ..	.. Corvette ..	4	5	45	54
2 Units—2 Corvette Class.			7	7	110	124
		Divisional Officers ..	3			3 D/O
			10			127
Australian Capital Territory—						
TS CANBERRA ..	.. Canberra ..	.. Corvette ..	3	1	49	53
		Divisional Officer ..	1			1 D/O
			4			54
Northern Territory—						
TS WARRAMUNGA	.. Darwin ..	.. Corvette ..	3	2	38	43
Totals—						
34 Units—129 Officers (includes 27 Divisional Officers), 92 Instructors, 1,635 Cadets.						
GRAND TOTAL, 1,856.						

(DNR 302/53/74.)

UNCLASSIFIED. Cancelled C N O 121/63

219.—Drafting—Ratings Travelling by Private Transport to or from HMAS MELVILLE or HMAS LEEUWIN.

When a rating is drafted from or to HMAS MELVILLE or HMAS LEEUWIN and is granted permission to travel by private transport a signal is to be made to the receiving ship or establishment reporting the rating's date of departure and details of travelling time and leave where applicable.

2. Navy Order 236 of 1959 is hereby cancelled.

(HPB 333/8/68.)

(*Navy Order* 236 *of* 1959.)

UNCLASSIFIED. Cancelled C N O 105/63

220.—Registration of Private Motor Vehicle.

On becoming resident in another State or Territory of the Commonwealth of Australia, the attention of all members who own motor vehicles is drawn to that State or Territory's Motor Registration Acts.

2. The following information is given as a guide only. All personnel concerned should acquaint themselves with the regulations immediately on becoming a resident in another State or Territory.

3. Members who own private motor vehicles are required by all State and Territory Authorities to re-register their vehicles and obtain driving licences on arrival in the State or Territory to which they have been appropriated. Personnel are warned that there may be difficulties in connection with their Third Party Insurance should they be involved in an accident before re-registration.

4. When members who are appropriated to another State or Territory have re-registered their vehicles they should return the registration plates of their former State or Territory and apply for a refund, on a *pro rata* basis, of the unexpired registration and Third Party Insurance fees.

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

(HPB 459/54/9.)

UNCLASSIFIED.

221.—Rules for Leave.

Navy Order 1036 of 1960 is to be amended by *deleting* the existing paragraph 3 (*a*) and *inserting* in lieu—

"(*a*) at the mid-year or Christmas period are to take all leave due plus leave as necessary to coincide with the leave cycle of the next ship."

(DMT 319/1/15.)

(*Navy Order* 1036 *of* 1960.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

222.—Radar—Panel L53 (A.P. 58363) and L53A (A.P. 64364)—Failure of Springs in Panel Lock Catches.

Reports have been received on the failure of the spring in the lock catches fitted to Panels L53 (A.P. 58363) and L53A (A.P. 64364) fitted in HMA ships and establishments. Investigation of the reports has shown that the failure of the springs is due to fatigue.

2. Although the spring is a non-patternized item, stocks of suitable, locally manufactured springs are held by SNSO, Sydney, for replacement of broken springs in lock catches fitted on Panels L53/L53A.

3. HMA ships and establishments experiencing failure of these springs are to demand replacement springs as required from SNSO, Sydney, quoting this order as authority. When placing demands the spring is to be referred to as "spring, replacement for lock catch, Panel L53/L53A".

(DEE 1213/52/173.)

RESTRICTED.

223.—Receiver Outfits CUJ/CUL—Amplifiers RF Types 7111A, XCA6319 and XCA6319A—Loss of Sensitivity and Increased Noise Factor.

(*A.F.O.* 3124/1960.)

Investigations into reports on loss of sensitivity and an increase in noise factor at the lower end of the frequency range in certain Receiver Outfits CUJ, have shown that under certain conditions dimensional changes may take place in the ceramic shaft of the "butterfly" tuner incorporated in the R.F. Amplifier, Type 7111A. This amplifier forms part of Receiver Outfit CUJ/CUL; it was originally dealt with under Air Ministry Ref. No. 104/17122 but should be now held as pattern F10/911–833. The dimensional changes may be sufficiently great to alter the gang of the tuner by a degree which will give rise to the symptoms reported and it can only be corrected by a physical relocation of the stators in relation to the rotors.

2. It has been established that ceramic shafts in which this phenomenon may have occurred were incorporated in R.F. Amplifiers, Type 7111A, bearing serial numbers in the range 780–1000.

3. Ships and establishments are to check the serial numbers of all R.F. Amplifiers Type 7111A fitted. The noise factor of those R.F. Amplifiers bearing a serial number within the range 780–1000 is to be measured at the following frequencies—230, 250, 270, 290, 310, 350 and 390 Mc/s. The procedure is given in B.R. 1492B (Naval Receiver Outfit CUJ, General and Technical Information), Volume 1, Part 2, Section 2, Chapter 1, Paragraph 13, Sub-paragraphs 1, 2, 3 and 4. R.F. Amplifiers which have both a noise factor greater than 16dB below 300 Mc/s and a noise factor which increases as the frequency decreases are to be returned to the Superintending Naval and Air Store Officer, Sydney, and replacements demanded, quoting this order as the authority.

4. Any R.F. Amplifiers with serial numbers in the range 780–1000 held as spares by ships and establishments should also be returned to store and replacements demanded.

5. Amplifiers returned to the Superintending Naval and Air Store Officer should be reported to Navy Office for instructions.

(DNAS 518/251/348.)

UNCLASSIFIED.

224.—Gun Mountings—40 mm. Mk. 9* Mountings—Mounting Modification No. 23—Modification to Improve the Accessibility of Certain Lubrication Nipples (Manufacturer's Modifications Nos. A.D. 360 and A.D. 372).

(*A.F.O.* 1511/1961.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted; Gunnery Equipment Depots.
(*b*) *Types and marks of equipment*	40mm. Mark 9* Mountings.
(*c*) *Part of equipment affected*	(i) Safety Firing Gear—Plunger. (ii) Safety Firing Gear—Lower Pivot Pin of Connecting Arm. (iii) Centre Pivot Bearing. (iv) Ball Path of training base-lubricator adjacent to safety firing gear plunger.
(*d*) *Purpose of modification* ..	(i) To improve the accessibility of certain lubrication nipples on mountings not already modified. (ii) To standardize the lubrication arrangements on above mountings.
(*e*) *Nature of modification* ..	(i) *Safety Firing Gear Plunger.* The grease nipple serving the safety firing gear plunger, item 10309, requires to be mounted on a bracket, item 11888, attached to the empty clip chute, and connected to the plunger assembly by a short tube, item 11887, with associated lubricator fittings. (*See* Navy Order Diagram Issue 4/1961.) (D.W.S. 713.) This arrangement is also shown in Ships' Officers' Drawings, B.R. 1118 on pages 49 and 60, and in B.R. 209 on Plate 13. (ii) *Safety Firing Gear—Lower Pivot Pin of Connecting Arm.*—The lower pivot pin, item 10329, of the connecting arm, item 10338, requires to be fitted with a grease nipple, and modified as shown. (*See* Navy Order Diagram Issue 4/1961.) (D.W.S. 713.) This arrangement is also shown in Ships' Officers' Drawings, B.R. 1118 on pages 49 and 60 but *NOT* in B.R. 209. Mod. No. A.N. 3 refers.

(iii) *Centre Pivot Bearing.*—The grease nipple serving the centre pivot bearing requires to be brought forward by a tube, item 10743, with straight connector, to a location at the foot of the L.H. Side Frame. (*See* Navy Order Diagram Issue 4/1961.) (D.W.S. 712.)

This arrangement is *NOT* shown in Ships' Officers' Drawings B.R. 1118, or in B.R. 209. Mod. No. 14 refers.

(iv) *Ball Path of Training Base.*—The grease nipple serving the lubrication point on the ball path of the training base on the L.H. side of the mounting, located beneath the return spring of the safety firing gear plunger, requires to be brought forward by a tube, item 10564 with elbow connector, to a location at the foot of the L.H. Side Frame. (*See* Navy Order Diagram Issue 4/1961.) (D.W.S. 712.)

This arrangement is shown in Ships' Officers' Drawings, B.R. 1118 on page 60, but *NOT* in B.R. 209.

(v) *Material.*—The tubes, items 11887, 10743 and 10564, bracket, item 11888, angle plates, item 10331 and pin, item 10329, required for (i) to (iv) above, are to be manufactured locally, and the lubricator fittings demanded from Naval Stores, as required.

(*f*) *Drawing or Navy Order Diagram* — Navy Order Diagram Issue 4/1961. (Drg. No. D.W.S. 712.)
Navy Order Diagram Issue 4/1961. (Drg. No. D.W.S. 713.)

(*g*) *By whom to be done* .. Ship's staff with Dockyard assistance as necessary; Shore establishments and GE Depot staffs.

(*h*) *When to be done* .. At the first available opportunity, priority to be given to the modifications to the safety firing gear.

(*i*) Where the requirements at (*e*) (ii) and (iii) have been satisfactorily covered by Mods. A.N. 3 and 14, no further modification to these items is necessary.

2. Navy Order 1106 of 1960 is hereby cancelled and former Mod. A.N. 3 is to be recorded as Modification 23 (ii).

3. Admiralty has advised that B.R. 209 will be amended in due course.

(DW 736/64/42.)

(*Navy Order* 1106 *of* 1960.)

UNCLASSIFIED.

225.—Shot Guns and Ammunition—Allowances and Supply on Repayment.

Allowances.

The following allowances of shot guns and ammunition are hereby authorized—

Ship or Establishment.	*Guns.*		*Ammn.—Annual Allowance.*			*Remarks.*
	DB.	*SB.*	*No. 6 Shot.*	*No. 6 Shot special for trap shooting.*	*No. 2 Shot.*	
HMAS MELBOURNE	2	nil	4,000	nil	nil	Air crew training
Ships on survey duties	4	nil	2,000	nil	nil	Recreation when on survey duties
Ships in Strategic Reserve	1	nil	1,000 per ship	nil	nil	Recreation
HMAS CERBERUS	4	nil	4,000	*3,000	nil	Training
HMAS ALBATROSS	2	nil	3,000	nil	nil	Air crew training
HMAS ALBATROSS for SAME	nil	1	nil	nil	nil	For stripping
HMAS CRESWELL	1	1	nil	nil	nil	Recreation
HMAS HARMAN	1	nil	nil	nil	nil	Recreation
HMAS PENGUIN	2	nil	nil	*3,000	nil	Recreation
HMAS MELVILLE	2	2	4,000	nil	4,000	Includes COONAWARRA
HMAS TARANGAU	2	nil	4,000	nil	4,000	Recreation

* Increase to 5,000 when the establishment is host for the inter-service competition.

2. Ships proceeding to the Strategic Reserve are to draw their allowance of ammunition before sailing and are to arrange with the ships being relieved for the transfer of guns. Ships which leave the Strategic Reserve without relief are to return guns and remaining ammunition on arrival at their refitting port.

Supply on Repayment.

3. Members of a properly constituted gun club, within an establishment, may obtain shot gun ammunition (No. 6) on repayment.

4. A necessary condition of this concession is that competent supervision of expenditure be exercised by the gun club, that is, that supply to individual members be kept within reasonable proportions.

5. The current price for supply of 100 No. cartridges No. 6 shot is £3 1s.

6. Issue to members should be made on form O.16 registered as an issue voucher. A receipt for the ammunition should be given by an officer of the club (either President or Secretary) on the form O.16.

(DW 726/251/60.)

RESTRICTED.

226.—Weapon Control—Medium Range System Mk. 3 Mod. 1—Gyro Air Supply Unit—Modification No. AN 1.

Type and mark of equipment MRS 3 Mod. 1.—Gyro Air Supply Unit.
Authorities concerned .. Ships and establishments so fitted, Gunnery Equipment Depots and Dockyards.
Part of equipment affected .. GASU Filters.
Purpose of modification .. To prevent filters rusting.
Nature of modification .. Ferrous items to be cadmium plated.
By whom to be done .. .. Dockyard.
When to be done .. .. First convenient opportunity. Prior to installation if possible.
How to be treated .. As a defect.
How to be recorded .. .. To be recorded as GASU Mod. No. AN 1 in CB 4838 (10).

(DW 737/256/43.)

RESTRICTED.

227.—Weapon Control—Medium Range System Mk. 3 Mod. 1—Operational Console—Modification No. AN 1.

Type and mark of equipment MRS 3 Mod. 1—Operational console.
Authorities concerned .. Ships and establishments so fitted, Gunnery Equipment Depots and Dockyards.
Part of equipment affected .. Operational console drawer.
Purpose of modification .. To simplify removal of elevation, training and range tacho-generators.
Nature of modification .. Drill two ¼-in. diameter holes directly under the "Allen" screws securing the tacho-generators.
By whom to be done .. .. Dockyard or ship's staff.
When to be done .. .. First convenient opportunity. Prior to installation if possible.
How to be treated .. .. As a defect.
How to be recorded .. .. To be recorded as Operational Console Mod. No. AN 1 in CB 4838 (10).

(DW 737/256/43.)

RESTRICTED.

228.—Weapon Control—Medium Range System Mk. 3 Mod. 1—Predictor—Modification No. AN 1.

Type and mark of equipment MRS 3 Mod. 1—Predictor.
Authorities concerned .. Ships and establishments so fitted, Gunnery Equipment Depots and Dockyards.
Part of equipment affected .. Predictor rack.
Nature of modification .. To manufacture and fit a suitable warning plate to the predictor rack. Plate to be engraved as follows—

Caution.

Voltage Setting Unit.—When replacing unit, ensure good connecting plug contact by gently tapping the unit at intermediate positions between top and bottom securing screws while tightening.

Servo Units.—When replacing units excessive tightening is to be avoided as this may cause distortion of front plate with consequent mechanical friction at the hand reset drive resulting in high servo breakaway current.

By whom to be done .. .. Dockyard—to manufacture plate. Ship's staff—to fit.
When to be done .. .. First convenient opportunity. Prior to installation if possible.
How to be treated .. .. As a defect.
How to be recorded .. .. To be recorded as Predictor Mod. No. AN 1 in CB 4838 (10).

(DW 737/256/43.)

UNCLASSIFIED.

229.—A/S Weapons—A/S Mortar, Mk. 10—TD333 Spring Ring Retaining.

(*A.F.O.* 37/1961.)

Weapon .. .. .. A/S Mortar Mark 10.
Part affected .. .. .. TD333 Spring Ring Retaining.
Instruction .. .. .. TD333 springs may be supplied in straight lengths to be assembled into belts on board HMA ships.
By whom to be done .. .. Ship's staff.
Method of assembly .. .. A connector spring will be issued with each TD333 spring. The connector should be screwed into one end of the TD333 spring for a length of approximately 0.25-in. (i.e., half its length). The two ends of the TD333 spring should then be unscrewed relative to each other, the protruding part of the connector inserted into the free end of the TD333 spring and the two ends of the spring screwed up until they meet.
When to be done .. .. When TD333 springs are required for use.

(DAS 714/51/96.)

UNCLASSIFIED.

230.—Demolition Stores—Issue of Fuze Safety No. 11 and No. 18.

(*A.F.O.* 38/1961.)

Supplies of UR369 Fuze safety No. 11 and UR382 Fuze safety No. 18 to HMA ships with outfits of demolition stores have hitherto been made in lengths of 48 feet in cylinders tin No. 32 Marks 1–4, 7 and 8, of dimensions 5.22-in. dia. x 2.48-in. length.

2. In future as far as possible safety fuze will be issued to ships with the larger allowances in lengths of 96 feet contained in cylinders tin No. 32 Mark 5 of dimensions 5.19-in. dia. x 4.69-in. length. Stocks packed in cylinders of 48 feet will be conserved for ships with the smaller allowances and to meet requirements which are not in multiples of 96 feet.

3. All empty cylinders No. 32 are to be returned to RAN Armament Depots.

(DAS 716/251/263.)

UNCLASSIFIED.

231.—Naval Stores (Technical) (Class F, Groups 1A, Part 2 and 17)—Asdic Transducers—Periodic Return for Overhaul and Test—Care and Preservation.

(*A.F.O.* 3194/1960.)

Asdic Transducers of the following patterns are subject to slow deterioration and after a life of five years they should be examined for performance.

Class F, Group 1A, Part 2.

Patterns 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/B, A.3578, A.3712, A.4275, A.4285, A.4323, A.4363, A.5498, A.5499, A.5500.

Class F, Group 17 (N.A.T.O. Classification 5845).

Patterns A.5238, A.5249, A.5570, A.5687, A.5972, A.5973, A.5974, A.6164, 190012, 190789, 191047.

Note.—Pattern F1A/2, A.4275 incorporates Pattern F1A/2, A.3420/B 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 number plate of the transducer or on the special-to-contents case, 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 to be sent to SNSO, 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. HMA 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 the SNSO, 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., Patterns A.1142, 1147, 1158 and 1200) are received in store from HMA 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 special-to-contents cases for shipment or despatch, they are to be cleaned, thoroughly dried and the face coated with " Cerrex ".

9. Navy Order 196 of 1959 is hereby cancelled.

(DNAS 517/51/190.)

(*Navy Order* 196 *of* 1959.)

UNCLASSIFIED.

232.—Alteration and Addition Item—A/S Frigate (Sloop) HMAS WARREGO.

The following alteration and addition item is approved for HMAS WARREGO—

Class List Item No. 549. *Classification " A ".*

" To fit Lambda Navigational Aid and associated S.S.B. Radio."

References:

(*a*) NOL 1221/52/40 dated 12th October, 1960.

(*b*) FOICEA's memorandum No. N21/2/11 dated 9th January, 1961.

Note.—This item is not applicable to HMAS SWAN. An appropriate notation is to be entered in that ship's copy of Record of Alterations and Additions.

(DCNTS 1224/71/29.)

UNCLASSIFIED.

233.—Naval Stores (Air)—RAF Vocabulary, Sections 28 and 29—Introduction of Joint Service Catalogue Numbers.

(*A.F.O.* 217/1961.)

The undermentioned reference numbers under Sections 28 and 29 of the Vocabulary of Royal Air Force Equipment have been replaced by the Joint Service Catalogue Numbers shown.

Old Stores Reference Number.	*Joint Service Catalogue Number.*
28D 8302	100-7468
8303	100-7319
28E 14208	999-6125
28F 10442	999-7893
11346	999-6122
14254	100-6952
28FP 187	100-6683
28M 6852	999-6118
8005	999-6112
10228	100-5619
10229	999-3192
11292	999-6121
11293	999-6119
11294	999-6117
11295	999-6120
11299	999-6116
13899	999-5181
15457	999-5180
18230	913-1099
28N 9896	999-6429
12446	100-7475
12604	100-7476
28P 15058	999-5880
28R 1398	999-6883
28S 2766	999-7545
2769	999-7543
2864	999-5324
2869	999-5376
3420	999-5325
6476	999-7428
13851	999-7427
13931	100-6981
14006	100-7469
16666	100-7470
16801	999-8419
17316	999-2998
17658	999-4211
28W 3069	999-4791
11060	941-8843
14238	999-5407
29H 2100	943-7201

2. Stocks and records are to be adjusted accordingly. HMA ships and establishments are to adjust their ledgers in accordance with Article 1812 (*g*) of ABR 4 (Naval Storekeeping Manual).

(DNAS 601/80/12.)

UNCLASSIFIED.

234.—Naval Stores (General) (Class B, Group 10, Part G)—Allowances of 60-lb. Spring Balance for Check Weighing CO^2 Extinguishers.

The allowance of the 60-lb. spring balance for use in check weighing like Pattern 12727, 2-½lb. C.O.² extinguishers and Pattern 4738, 12-lb. C.O.² extinguishers is 1 No. to each of the following—

HMAS ALBATROSS.	HMAS MELVILLE.
HMAS CRESWELL.	HMAS MORETON.
Flinders Naval Depot.	HMAS NIRIMBA.
HMAS HARMAN.	HMAS PENGUIN.
HMAS HUON.	HMAS RUSHCUTTER.
HMAS KUTTABUL.	HMAS TARANGAU.
HMAS LEEUWIN.	HMAS TORRENS.
HMAS LONSDALE.	HMAS WATSON.
	Dockyard Police, Garden Island.

2. The spring balances are to be accounted for as permanent Naval Stores under class B, group 10, part G.

3. Navy Order 888 of 1959 is hereby cancelled.

(DNAS 506/61/12.)

(*Navy Order* 888 *of* 1959.)

UNCLASSIFIED.

235.—Naval Stores (Class E, Group 2E, 6, 7B, 8 and 12)—Insulation Gunnery Equipment—Materials.

(*A.F.O.* 2972/1959.)

Materials for repairing the insulation of MRS Mark 3 Directors, have been added to the Rate Book and Authorized List of Naval Stores under Class E, as follows—

Class and Group.	*Pattern No.*	*Description.*	*Ship's Accounting Classification.*
E.7B	10554	Bostik cleaner No. 6001	Consumable.
E.7B	10556	Bostikote No. 9956	Consumable.
E.7B	10557	Bondastik No. 1230	Consumable.
E.7B	10558	Red dye H6.00	Consumable.
E.7B	10559	Yellow dye H6.04	Consumable.
E.2E	10560	Cork sheets, No. 9530, 36-in. x 12-in. x ¼-in.	Consumable.
E.2E	10587	Cork sheets, No. 9330, 36-in. x 12-in. x ⅛-in.	Consumable.
E.6	10561	No. 2 Barrier coat	Consumable.
E.7B	10592	Bostik No. 1768	Consumable.
E.12	10588	PVC tape, 4½-in. wide	Consumable.
E.12	10589	PVC tape, 3-in. wide	Consumable.
E.12	10590	PVC tape, 1½-in. wide	Consumable.

The following items will also be required—

E.7B	388	Cement, rubber resin	Consumable.
E.8	4773	Cement, sealing, Bostik No. 692	Consumable.

2. The first outfit quantities for ships and establishments concerned and initial dockyard stocks will be as follows—

Pattern No.	*Frigates Type* 12.	*F.N.D. (for West Head).*	*Dockyards.*
10554	½ gallon	½ gallon	2 gallons in ½-gal. tins.
10556	½ gallon	½ gallon	2 gallons in ½-gal. tins.
10557	1 quart	1 quart	4 quarts in 1-qt. tins.
10558	Nil	Nil	2-pint tins.
10559	Nil	Nil	2-pint tins.
10560	8 sheets	8 sheets	32 sheets.
10587	8 sheets	8 sheets	32 sheets.
10561	1 pint	1 pint	4 pints.
388	2 tubes	2 tubes	8 tubes.
4773	2 tubes	2 tubes	8 tubes.
10592	1 quart	1 quart	4-quart tins.
10588	Nil	Nil	Nil.
10589	10 yards	10 yards	50 yards.
10590	20 yards	20 yards	50 yards.

3. Cork sheets (A.P. 10560 and A.P. 10587) should be stowed in warm and dry compartments.

4. Instructions for the use of these materials will be included in the relevant handbook for the equipment.

(DNAS 512/56/38.)

RESTRICTED.

236.–Naval Stores (General) (Class F, Group 5)–Envelope, Negative Storage for Cut Film, Size 5-in. x 4-in.–Introduction.

(*A.F.O.* 2974/1960.)

There is no longer any requirement for Pattern F5/8117 negative storage envelope for cut film size 9 cm. x 12 cm. in the RAN and it will be replaced by a new storage envelope size 5-in. x 4-in.

2. Details of the new envelope are as follows—

Pattern No.	*Description.*	*Denom. of Qty.*	*Ships Accounting Classification.*
F5/162129	Negative storage envelope 5-in. x 4-in. in packets of 100 ..	Packet	C

3. Envelope Pattern F5/8117 will be marked " O " in the Rate Book and Authorized List of Naval Stores.

4. The denomination of quantity of negative storage envelopes Patterns F5/2544 and F5/2545 shown in the Rate Book as " Number " has been amended to read " Packet of 100 ".

5. The allowances of negative storage envelopes shown on page 28 of B.R. 386 Establishment of Sea Stores have been revised as shown in the appendix.

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

APPENDIX.

Page 28. B.R. 386.

Pattern Number.	*Description.*	*Denom. of Qty.*	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
F5/2544	Envelope Negative Storage 5¼-in. x 5¼-in.	Pkt. of 100	2	—	1	—	3	1	—	—	5	—	—	—	—	—	2	—	—	—	—	—
F5/2545	Envelope Negative Storage ½ plate	Pkt. of 100	2	1	1	1	2	—	—	—	2	—	—	—	—	2	1	—	—	—	1	—
F5/162129	Envelope Negative Storage 5-in. x 4-in.	Pkt. of 100	2	1	—	1	2	—	—	—	2	—	—	—	—	2	1	—	—	—	1	—

(DNAS 519/55/78.)

UNCLASSIFIED.

237.—Naval Stores (General) (Class F, Group 5)—Steering Paddle RAF Ref. 14B/607—Obsolescence.

(*A.F.O.* 158/1961.)

The manufacture of Stirring Paddles RAF Ref. 14B/607 used with Tank, developing Ref. 14B/3222 has been discontinued and further supplies are no longer obtainable. They will be marked " O " in the Rate Book and Authorized List of Naval Stores and the allowances shown in BR 386, Establishment of Sea Stores for Photographic Purposes will be withdrawn. Future requirements which may arise should be met by manufacture locally within service resources.

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

(DNAS 519/55/85.)

UNCLASSIFIED.

238.—Losses, Deficiencies and Damage to Stores and Equipment (All Categories) in HMA Ships and Commissioned Establishments.

Navy Order 978 of 1959 is to be amended as follows—

Appendix A, paragraph 2 (*d*) (vii)—

Amend to read—

" Full particulars of any disciplinary action taken or proposed, or the reasons why such action is not considered appropriate."

(DNAS 400/51/27.)

(*Navy Order* 978 *of* 1959.)

UNCLASSIFIED.

239.—Naval Stores (General)—ZX28, Anti-Seize Compound—Extension of Use.

Navy Order 906 of 1960 is to be amended as follows—

(*a*) *Paragraph* 6—*Delete* reference " 9428473 " and *insert* " 34B/9437518 " in lieu.

(*b*) *Insert* new paragraph 7 as follows—

" Grease for other than air purposes is available from Naval Stores under Class E, Group 8, in 1-lb. and 5-lb. tins ".

(*c*) Amend last paragraph numbered " 6 " to read No. " 8 ".

(DNAS 512/87/73.)

(*Navy Order* 906 *of* 1960.)

Section 5.
BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

240.—Auto HF/DF Calibrating Equipment—Introduction of " S " Form Plotting Sheets.

Automatic HF/DF Calibrating Equipment for use in the Fleet, was introduced by Navy Order 627 of 1959.

2. Plotting sheets, forms S.1660, are now available to ships and authorities (through the normal channels) for use with this equipment. Demands for supply of minimum quantities should be made on the Superintending Naval and Air Store Officer, Sydney.

(DNAS 464/54/218.)

(*Navy Order* 627 *of* 1959.)

UNCLASSIFIED. Cancelled c no 116/63

241.—Serial Numbering of Outward Correspondence.

Serial numbering of outward unclassified correspondence shall now be discontinued in HMA ships and establishments. Identification of unclassified correspondence should be confined to its subject, file number and date of despatch.

2. Classified correspondence will continue to be serially numbered, for entry on A.S. 1330Y's.

3. Numbering machines formerly used for the despatch of unclassified correspondence may be returned to SNSO, Sydney.

(Registrar 18/3/36.)

Section 6.
ESTABLISHMENTS.

UNCLASSIFIED.

242.—Use of Official Transport.

The Government instructions for the use of official motor transport include the following—

(*a*) Departmental vehicles are to be used only for official purposes.

(*b*) Approval must be obtained for Departmental vehicles to be garaged at private garages overnight or at weekends.

(*c*) The use of Departmental vehicles for transport of officers, either service or civilian, to and from work is not permitted.

(*d*) Journeys to country areas must not be made by Departmental vehicles where rail or air services can be used without loss of efficiency. The personal convenience of officers as to time and travel shall be secondary.

2. It will be appreciated that these instructions are explicit and in some cases (e.g., sub-paragraphs (*b*) and (*c*)) do not allow discretionary powers to administrative authorities. In cases where a departure from the instructions is desirable in the interests of the efficient functioning of a ship or establishment, application should be made for consideration by the Naval Board.

(DNAS 187/1/13.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra

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C.N.O.'s 243-260/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
6th April, 1961.

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.

2065/61.

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Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

243.—Administration—Change of Title of the Naval Officer-in-Charge Auckland.

It has been advised that the title of the Naval Officer-in-Charge, Auckland, has been changed to Commodore, Auckland, with effect from 1st January, 1961. Short title and signal address will be COMAUCK but the Post Office telegraphic address will remain as NAVYCHARGE, DEVONPORT.

(HNB 2/3/11.)

UNCLASSIFIED.

244.—Aircraft Ejection Seats—Servicing—Revision of Trade Responsibilities.

(*A.F.O.* 2527/1960.)

The responsibilities for trades concerned in the servicing of ejection seats have been reviewed and it has been decided that the Air Ordnance trade should assume greater responsibility for ejection seats.

2. It has been decided that the Air Ordnance trade will assume the following responsibilities previously undertaken by other trades—

(*a*) Inspection and continuity testing of the MIC/TEL lead during bay servicing.

(*b*) Packing of drogues in the drogue container and inspection of drogue container flaps.

(*c*) Removal and replacement of parachutes, personal survival packs, safety harnesses and emergency oxygen equipment.

3. Air Ordnance ratings are to be trained locally in these duties in accordance with the appended syllabus. The history sheets of ratings who have been trained in accordance with this order are to be endorsed stating the type(s) of ejection seats in which they are qualified.

4. The bay servicing and repair of safety equipment and emergency oxygen sets, also the inspection and testing of Barostatic Time delay units in the vacuum chamber are to remain the responsibility of the relevant trades concerned, when removed from the seats.

5. The changeover of trade responsibilities is to take place on receipt of revised servicing schedules.

6. An amendment to RANAMM Articles affected by this changeover will be promulgated in due course.

APPENDIX.

Syllabus of Safety Equipment Familiarization Course for Air Ordnance Ratings.

Short Title.—SEF course.

Duration of Course: Two days. (Trainees not to exceed twelve in number on each course.)

Object of the Course: To provide ratings of the Air Ordnance specialization with a course of instruction to enable them to carry out inspections up to and including primary inspections on the safety equipment fitted in Mk. 4A and Mk. 3B ejection seats when installed in aircraft.

Location of the Course: At RAN Air Station, Nowra, and in HMAS MELBOURNE (for embarked ratings).

Content of the Course:

1. Preamble to the course, explaining the object of the instruction and the reasons for its introduction (approx. ½ hour).

2. Revision of functioning of the seat including the parachute and its major components (approx. 2 hours).

3. (Approx. 5 hours)—

(*a*) Lecture by the safety equipment instructor on components of the equipment, including explanation of terms used.

(*b*) A demonstration by the instructor of the packing of a B Mk. 18A parachute, explaining the difference between pre. and post. mod. M.137B Mk. 19A parachutes.

(*c*) Lecture on safety harness including quick release boxes.

(*d*) Lecture on type N survival pack. Exterior inspection and description of the pack cover, pin and lanyard.

(*e*) Mk. 4A oxygen equipment. General description of the equipment with emphasis on the tell-tale wire and rubber hose.

(*f*) Packing of drogues in the seat container and inspection of drogue container flaps.

4. Each member of the course is to be instructed on, and will carry out under supervision, a primary inspection including safety equipment on an installed ejection seat in a Sea Venom or Vampire aircraft.

(DAMR 1313/51/5.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

245.—Certificate of Service as a Master or Engineer in the Mercantile Marine.

Information regarding the award to officers of (UK) Ministry of Transport and Civil Aviation Certificates of Service under Section 99 of the (UK) Merchant Shipping Act is contained in the appendix to the (RN) Navy List.

2. Applications for these certificates by officers of the RAN 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. Navy Orders 405 and 622 of 1959 are hereby cancelled.

(HNB 26/1/2.)

(*Navy Order* 405 *and* 622 *of* 1959.)

UNCLASSIFIED.

246.—Higher Rates Training.

The table printed as an appendix to this order shows the number of ratings who qualified professionally for higher rate other than by course during the period 1st July, 1960, to 31st December, 1960.

2. The numbers qualified in the previous six months are shown in Navy Order 797 of 1960.

APPENDIX.

RATINGS PASSED PROFESSIONALLY FOR HIGHER RATING 1ST JULY TO 31ST DECEMBER, 1960.

—	Radio Electrical.		Radio Electrical (Air).		Sick Berth.		Dental.	Writer.		Stores (S).		Stores (V).		Steward.	
	PO.	LDG.	PO.	LDG.	PO.	LDG.	LDG.	PO.	LDG.	PO.	LDG.	PO.	LDG.	PO.	LDG.
ALBATROSS ..	—	—	1	3	1	2	—	1	—	—	—	1	—	—	1
ANZAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BARCOO	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CERBERUS	—	1	—	—	1	2	—	—	4	1	—	—	—	—	—
CRESWELL	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2
DIAMANTINA ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
GASCOYNE.. ..	—	—	—	—	—	—	—	—	1	—	—	—	—	—	1
HARMAN	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—
HUON	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
KIMBLA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
KUTTABUL.. ..	—	—	—	—	—	—	—	—	2	—	—	—	—	—	—
LEEUWIN	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
LONSDALE	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—
MELBOURNE ..	—	2	—	—	1	—	1	1	1	—	1	1	—	—	—
MELVILLE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
MORETON	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
NIRIMBA	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—
PALUMA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
PENGUIN	—	—	—	—	2	—	—	—	1	—	—	—	—	—	—
QUEENBOROUGH ..	—	—	—	—	—	—	—	—	—	—	—	—	—	2	—
QUIBERON	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—
QUICKMATCH ..	—	—	—	—	—	—	—	—	2	—	—	—	—	—	—
RUSHCUTTER ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
SWAN	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TARANGAU ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TORRENS	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—
VAMPIRE	—	4	—	—	—	—	—	—	1	—	—	—	—	—	3
VENDETTA	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—
VOYAGER	—	1	—	—	—	—	—	—	—	—	—	—	—	1	3
WARREGO	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
WATSON	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	Nil	11	1	3	5	4	1	3	15	1	1	2	1	4	10

APPENDIX.

RATINGS PASSED PROFESSIONALLY FOR HIGHER RATING 1ST JULY TO 31ST DECEMBER, 1960.

—	Seaman.		Communication.		Engine Room Artificer.	Engineering Mechanic.			Electrical Artificer.	Electrical (P).		Electrical (E).		Electrical (Air).	
	PO.	LDG.	LTO.	LRO.	CERA.	CPO.	PO.	LDG.	CEA.	PO.	LDG.	PO.	LDG.	PO.	LDG.
ALBATROSS ..	—	2	—	7	—	—	—	—	—	—	—	—	—	1	3
ANZAC	2	—	1	—	—	1	—	5	—	—	—	—	—	—	—
BARCOO	—	2	1	—	—	—	—	1	—	—	—	—	—	—	—
CERBERUS	—	6	—	1	—	1	2	5	—	—	2	—	—	—	—
CRESWELL	—	1	—	—	—	—	—	2	—	—	—	—	—	—	—
DIAMANTINA ..	1	1	—	—	—	—	1	1	—	—	—	—	—	—	—
GASCOYNE.. ..	3	3	—	—	—	—	1	—	—	1	—	—	—	—	—
HARMAN	—	—	2	4	—	—	—	—	—	—	4	—	—	—	—
HUON	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
KIMBLA	—	—	—	—	—	—	—	2	—	—	—	—	—	—	—
KUTTABUL.. ..	—	1	—	3	—	—	—	—	—	—	—	—	—	—	—
LEEUWIN	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
LONSDALE	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—
MELBOURNE ..	—	13	—	—	—	—	3	10	—	—	—	—	—	—	—
MELVILLE	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—
MORETON	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
NIRIMBA	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—
PALUMA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
PENGUIN	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—
QUEENBOROUGH ..	—	—	1	—	—	—	1	—	—	—	—	—	—	—	—
QUIBERON	—	4	—	—	—	—	1	7	—	—	1	1	1	—	—
QUICKMATCH ..	—	1	—	—	—	1	—	—	—	—	—	—	—	—	—
RUSHCUTTER ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
SWAN	2	1	—	—	—	—	1	—	—	—	—	—	—	—	—
TARANGAU ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TORRENS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
VAMPIRE	1	15	—	—	—	1	3	8	1	—	2	—	3	—	—
VENDETTA.. ..	—	1	1	1	1	—	—	8	—	—	—	—	—	—	—
VOYAGER	—	5	1	2	1	—	1	1	—	—	2	—	2	—	—
WARREGO	1	3	—	—	—	—	—	—	—	—	—	—	—	—	—
WATSON	—	7	—	—	—	—	—	—	—	—	—	—	1	—	—
Total	10	69	7	18	2	4	15	52	1	1	11	1	7	1	3

(DDM 311/201/4.)

(*Navy Order* 797 *of* 1960.)

RESTRICTED.

247.—Instructional Films and Filmstrips—SA 1177, " Whirlwind, Mark 7, Helicopter—Emplaning and Deplaning Drills in Assault Role "—Distribution.

(*A.F.O.* 17/1961.)

Copies of the Admiralty instructional filmstrip " Whirlwind, Mark 7, Helicopter—Emplaning and Deplaning Drills in Assault Role " (Admiralty Serial No. SA 1177) are being obtained and the initial distribution will be made, without demand, by the SNSO, Sydney, on the following scale—

HMA Ships and Naval Establishments.	*No. of Copies.*
HMAS MELBOURNE	1
NAS NOWRA	1

2. The filmstrip illustrates the correct procedure for emplaning and deplaning by day and by night to ensure the essential speed and teamwork necessary for efficient operation in an assault role.

3. The filmstrip, which is in colour, is classified RESTRICTED and consists of 53 frames.

4. A training guide for use with the filmstrip is available and will be distributed on the same scale as the strip.

(DNAS 519/256/23.)

UNCLASSIFIED. Cancelled NO 751/62

248.—Moral Leadership Courses.

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 influence on their messmates in their daily lives. 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 the Commanding Officers.

4. The courses are conducted in the following denominational groups—

(*a*) Church of England

(*b*) Roman Catholic

(*c*) 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—week-end leave is restricted.

6. A notation " Attended Moral Leadership Course No....." is to be made on service certificates and Officers' records as appropriate, for those attending these courses.

7. The programme of courses for 1961 is as set out in the appendix.

8. Navy Order 189 of 1960 is hereby cancelled.

APPENDIX.

The following moral leadership courses will be held during 1961—

For women (5 from the Navy, 15 from the Army) at WRAAC School, Georges Heights, Sydney—

Course No.	*Dates.*	*Denomination.*	*Applications Close.*	*Personnel Eligible.*
42	22 May–2 June	C of E	10 April (Naval Board)	WRANS in East Australia Area and Victoria.
46	18 Sept.–29 Sept.	PD	7 August (Naval Board)	WRANS in East Australia Area and Victoria
50	23 Oct.–3 Nov.	RC	11 September (Naval Board)	WRANS in East Australia Area and Victoria

For men (15 from Navy, 25 Army) at HMAS PENGUIN—

Course No.	*Dates.*	*Denomination.*	*Applications Close.*	*Personnel Eligible.*
43	15 May–26 May	PD	3 April .. (FOICEA)	Officers and ratings in East Australia Area.
44	29 May–9 June	RC	17 April .. (FOICEA)	Officers and ratings in East Australia Area.
45	12 June–23 June	C of E	1 May .. (FOICEA)	Officers and ratings in East Australia Area.

For men (15 for Navy, 25 Army) at Watsonia Camp, Victoria—

Course No.	*Dates.*	*Denomination.*	*Applications Close.*	*Personnel Eligible.*
47	18 Sept.–29 Sept.	RC	7 August (NOIC SEA)	Officers and ratings in Victoria.
48	2 Oct.–13 Oct.	C of E	21 August .. (NOIC SEA)	Officers and ratings in Victoria
49	16 Oct.–27 Oct.	PD	4 September .. (NOIC SEA)	Officers and ratings in Victoria.

(HPB 323/1/2.)

(*Navy Order* 189 *of* 1960.)

UNCLASSIFIED.

249.—Officers Accommodation—HMAS WATSON.

When officers are appointed or lent to HMAS WATSON for courses, accommodation requirements are to be signalled by ships and establishments concerned.

2. ACNB 046F dated 13th February, 1961, is hereby cancelled.

(DOA 1426/9/29.)

UNCLASSIFIED. Cancelled CNO 99/63

250.—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 in small ships. It affords junior officers special opportunities for the exercise of seamanship in handling ships and 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 HMA 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. Surveying Officers will be given a proportion of General Service appointments ashore as Lieutenants and Lieutenant-Commanders.

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 whom obtain at least one seagoing command.

4. Officers joining the Surveying Service receive additional pay as Assistant Surveyors. Starting as a 4th Class Assistant, an officer may rise on his merits as a surveyor through four grades to become a " Charge Surveyor ".

5. Vacancies in the Surveying Service exist for junior officers. 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 ND during their 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 do so through the usual channels, and this should be done even if an officer has already given " surveying " as a choice in accordance with Navy Order 715 of 1959.

9. Navy Order 714 of 1959 is hereby cancelled.

(DOA 303/2/3.)

(*Navy Orders* 714 *and* 715 *of* 1959.)

UNCLASSIFIED.

251.—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. It is effective from the 1st January, 1961.

Item.	£ s. d.	*Rate.*
Extractions—		
(*a*) With local anaesthetic—		
One tooth	0 17 6	
Each additional tooth	0 7 6	
(*b*) Multiple extractions under general anaesthetic—		
Minimum (two teeth)	3 0 0	
Maximum (three or more teeth) ..	4 0 0	
(*c*) Fees payable to a medical practitioner for administration of general anaesthetic for multiple extractions—		
(i) Open inhalation anaesthesia ..	2 2 0	
(ii) Closed inhalations or intravenous anaesthesia ..	3 3 0	
Fillings—amalgam, porcelain, or plastic—		
(*a*) Amalgam—One surface	1 10 0	
two surfaces	1 15 0	
three surfaces	2 2 0	
(*b*) Synthetic porcelain or acrylic ..		As for amalgam.
(*c*) Gold inlays—to be done only if prior approval is obtained from the Medical Director-General or his authorized representative for both work and fees which must not exceed	6 6 0	
(*d*) Root fillings—		
(i) removal of pulp and root filling	2 15 0	
(ii) treatment of putrescent pulp and root filling—limited to ten anterior teeth	4 0 0	
(*e*) Prophylaxis—limited to one visit ..	1 5 0	
(*f*) Periodontal treatment by a fully qualified periodontist is subject to prior approval from the Medical Director-General or his authorized representative and fee is to be fixed by negotiation with a maximum for full periodontal treatment of	31 10 0	
(*g*) Gingival infections—		
First visit	1 1 0	
Maximum fee for whole treatment ..	4 4 0	
(*h*) Minor oral operations to be done only by a dentist approved by the Medical Director-General or his authorized representative and then only if prior approval is obtained	£4 4s. 0d. to £6 6s. 0d.	

Item.	Rate.
(i) Major oral operations	Fee to be fixed by prior negotiation and subject to the prior approval of the Medical Director-General or his authorized representative.
Dentures—	£ s. d.
(a) Full upper or lower	17 17 0
(b) Full upper and lower	32 0 0
(c) Partial dentures—for one or two teeth plus £1 1s. for each additional tooth or each additional clasp beyond two clasps	7 7 0
Repairs to Dentures—	
(a) Ordinary fracture	1 15 0
(b) Replacement of tooth	2 0 0
(c) Addition of new tooth or clasp ..	2 10 0
(d) Relining (processed)—upper or lower..	6 6 0
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.	
X-rays—	
(a) X-rays and where required a written report up to two films	1 1 0
(b) Each additional film	0 7 6
(c) 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 two films.
Sedative Dressings—	£ s. d.
Emergency treatment for relief of pain or control of haemorrhage	0 12 6
Dental Examination for Enlistment Purposes—	
(a) Attendance conducting dental examination for appointment to or enlistment in the Permanent Forces, or on duty at dental post	2 10 0 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	1 1 0—one candidate. 1 11 6—two candidates. 2 2 0—three candidates. Where more than three candidates are to be examined, fee to be payable on a sessional basis as in (a) above.

Item.	Rate.
General—	£ s. d.
(a) Consultation and examination if specifically requested and submission of report	1 5 0
(b) Specialized treatment outside the scope of the items above. Fee to be arranged by prior negotiation, but no treatment is to be commenced without the approval of the Naval Board.	
(c) Consultation and report at rooms of Senior Visiting Dental Officer, Orthodontist, Periodontist, or Oral Surgeon	2 2 0 initially, then £1 11s. 6d. for each subsequent examination.

2. The authorized representatives of the Medical Director-General are the Senior Dental Surgeon, HMAS CERBERUS, the Command Dental Surgeon, East Australia Area, and the Fleet Dental Officer, HMAS MELBOURNE.

3. Administrative authorities should prepare lists of local dental practitioners who are prepared to act at the above fees and promulgate in local orders.

4. Navy Order 900 of 1959 is hereby cancelled.

(MDG 327/61/1.)

(*Navy Order* 900 *of* 1959.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

252.—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 Order 316 of 1959 is 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*) Fuzes—Check that serviceable spare fuzes 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 (ADRIS)—
- (i) Check alignment of compasses, check variation set to zero.
- (ii) Carry out functional tests of API, GPI and WFA.
- (iii) Set up counters to required readings.
- (iv) Set on variation and deviation for first course either at compass or at API.
- (v) Switch off API, GPI and WFA.

(*e*) A/S equipment (sonobuoy receiver)—

Carry out functional check for type of receiver in use.

(DAMR 519/59/205.)

(*Navy Order* 316 *of* 1959.)

RESTRICTED.

253.—Ocean Passage Observations by HMA Ships During 1960.

In accordance with Navy Order 859 of 1959 the ocean passage observations made by HMA ships during 1960 are set out hereunder. The increased number of observations, especially those for magnetic variation, is commendable, and every effort is to be made to maintain this standard.

2. Operational authorities, when sailing HMA ships on ocean passages are, to quote Navy Order 859 of 1959 in the sailing orders, and passages are to be planned to allow sufficient time for these observations where this does not conflict with operational requirements.

3. Navy Order 350 of 1960 is hereby cancelled.

Ship.	*Ocean Soundings.*	*B.T. Slides.*	*Magnetic Variation.*	*Hydrographic Notes.*
ANZAC	—	—	—	3
BANKS	—	—	1	—
BARCOO	—	60	1	1
BASS	—	—	1	—
DIAMANTINA	2	—	—	1
GASCOYNE	3	268	1	6
KIMBLA..	—	—	1	—
MELBOURNE	—	—	—	1
MELVILLE	—	—	—	1
PALUMA	—	—	3	—
QUEENBOROUGH ..	2	51	1	1
QUIBERON	—	73	—	1
QUICKMATCH	—	42	—	—
SWAN	—	—	1	6
TOBRUK	1	—	—	5
VAMPIRE	—	65	—	1
VENDETTA	—	16	1	2
VOYAGER	1	24	—	—
WALRUS	—	—	1	—
WARREGO	1	—	1	1
WAGGA..	—	—	1	—
WOOMERA	—	—	1	—

(DOD 161/201/24.)

(*Navy Orders* 859 *of* 1959 *and* 350 *of* 1960.)

RESTRICTED.

254.—Depth Gauges for Divers—Testing.

(*A.F.O.* 214/1961.)

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.

4. Navy Order 363 of 1959 is hereby cancelled.

(DW 512/251/25.)

(*Navy Order* 363 *of* 1959.)

UNCLASSIFIED.

255.—Alteration and Addition Item—A/S Frigates (Mod. River)—Amendment.

Navy Order 70 of 1961 is to be amended as follows—

(*a*) *Delete: Note.*—and *insert* in lieu—

"*Note.*—With the exception of Item No. 609 which is also applicable to HMAS GASCOYNE, and Item No. 614 which is applicable to HMA ships GASCOYNE and BARCOO, the above items are presently applicable to HMAS DIAMANTINA only, and should be entered in the Record of Alterations and Additions of other ships of the class with appropriate notations."

(*b*) *Delete:* (DCNTS 1224/1/9).

Insert: (DCNTS 1224/56/65).

(DCNTS 1224/56/65.)

(*Navy Order* 70 *of* 1961.)

UNCLASSIFIED.

256.—Naval Stores (General)—Planned Maintenance Equipment—Returns from HMA Ships.

Planning boards installed in HMA ships as RAN Special Allowances of Naval Stores are to be returned to the SNSO, Sydney, by all HMA ships de-storing on paying off.

2. The relevant card systems and cabinets pertaining to the planned maintenance equipment are to be held with other records of the particular ship paying off.

3. Chapter 11 of ABR 4 Naval Storekeeping Manual will be amended.

(DNAS 400/52/23.)

UNCLASSIFIED. Cancelled under CNO 148/63

257.—Naval Stores—Machinery and Spares—Instruments—Information Required from Demanding Services.

(*A.F.O.* 1173/1960.)

Considerable difficulty is experienced at Machinery and Spares Depot, Sydney, in meeting demands for instruments of all kinds.

2. The reasons for this are numerous, but are mainly—

(*a*) Instrument manufacturers normally work to "Type" numbers, which define an instrument only in very general terms. Within any "type", a wide variation of individual features is possible.

(*b*) Most instruments are incorporated in equipments by the equipment manufacturer, whose records of the instruments actually fitted may omit much essential information. For this reason also, little standardization is possible. Hence it is often impossible to obtain essential data from equipment makers, especially for older equipments.

3. All demands on Machinery and Spares Depot, Sydney for replacement instruments should quote the following information—

(*a*) *Tachometers*—

(i) Size of dial.

(ii) Revolution range.

(iii) Type of mounting and position of drive connection (e.g., (*a*) Back connection drive; (*b*) Back connection at right angles).

(iv) Details of connections (e.g., Screwed or spring coupling).

(v) Maker's name.

(vi) Instrument serial number.

(*b*) *Pressure Gauges*—(*see* paragraph 4 below)—

(i) Size of dial.

(ii) Pressure range.

(iii) The type of gauge, as indicated in Figs 1–4 on Diagram A (B.S. 1780:1951).

(iv) The size of screwed connection.

(v) Position of scale on dial referring to Figs. 5 and 6 on Diagram A, e.g.—

Tomey,
4-in. dial,
0–250 psi,
Fig. 3,
connection screwed ¼-in. B.S.P.
concentric scale.

(vi) Maker's name.

(*b*) *Dial Thermometers*—for distant reading—demands should show the same details as pressure gauges, except that the "pressure range" becomes "temperature range" and "screwed connection" now becomes

"capillary entry" and in addition, the length of the bulb ("L" in Diagram B), the length of the capillary, and thread size of the bulb connection, must be quoted, e.g.—

(i) Negretti and Zambra
4-in. dial.
0–250° Fah.
Fig. 3
Bottom entry capillary, 25-ft. long
Length "L" 4-in.
Bulb connection thread ¾-in. B.S.P.

(ii) Negretti and Zambra
4-in. dial.
0–250° Fah.
straight stem, 16-in. overall length,
with anti-vibration spring length "L" 6-in.
connection screwed ¾-in. B.S.P.

(*d*) *Dial Thermometers*—for direct entry straight stem—details as under (*c*) except that (i) the overall length of the stem, and whether fitted with anti-vibration spring or not, should be stated, and (ii) the reference to length of capillary is inapplicable.

(*e*) *Other Instruments*—Demands for instruments other than the foregoing, should be accompanied by a simple line sketch showing all available details.

(*f*) *Gauges for Use with Corrosive Gases*—Details as under (*b*) above. Demands for instruments for use with oxygen, acetylene, chlorine, or any other corrosive liquids or gases must always clearly quote—

"For use with.....".

4. Standard pressure gauges are detailed in BR 810 (Rate Book and Authorized List of Naval Stores) under Class B, Group 8, Part B (Joint Service Group, Class 6685). Before demands for non-standard gauges are placed on Machinery and Spares Depot, Sydney, therefore, demanders are to confirm and certify on the demand that replacement standard gauges cannot be used in lieu. The standardization of further ranges of pressure gauges is being investigated and additions will be made to BR 810 as and when found possible.

5. Spare parts for the majority of instruments are not stocked at Machinery and Spares Depot, Sydney. The only item normally obtainable as a spare is the glass and bezel for the dial. Demands for these should quote the maker's name and nominal size of instrument dial.

DIAGRAM A.

NOMENCLATURE OF GAUGES AND THEIR COMPONENT PARTS.

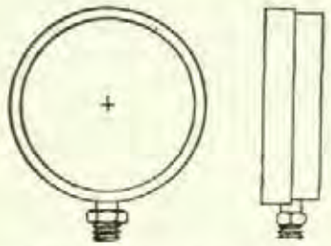


FIG. 1 DIRECT MOUNTING GAUGE WITH BOTTOM CONNECTION

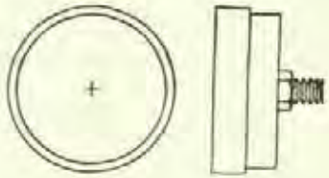


FIG. 2 DIRECT MOUNTING GAUGE WITH BACK CONNECTION

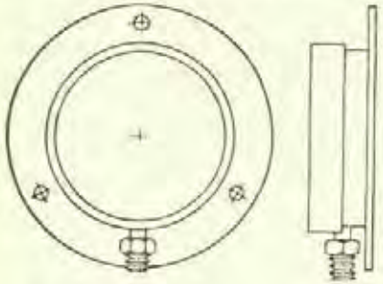


FIG. 3 SURFACE MOUNTING GAUGE WITH BOTTOM CONNECTION

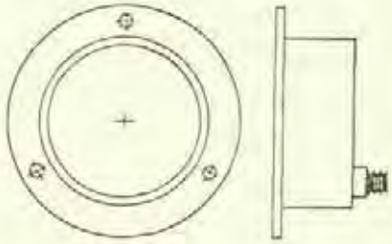


FIG. 4 FLUSH MOUNTING GAUGE WITH BACK CONNECTION

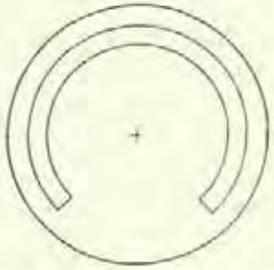


FIG. 5 CONCENTRIC SCALE

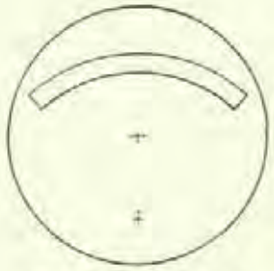
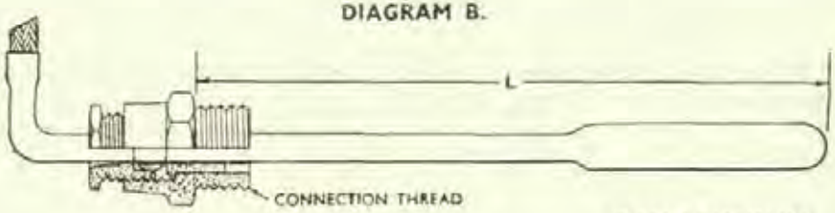


FIG. 6 ECCENTRIC SCALE

DIAGRAM B.



(DNAS 1100/51/6.)

UNCLASSIFIED.

258.—Power Driven Trucks—Siting of Fire Extinguishers.

(*A.F.O.* 1654/1959.)

In an incident involving a diesel driven, rider operated, fork lift truck, the engine became dangerously overheated and because of the heat, the fire extinguisher, being mounted above the engine, was not accessible. The siting of fire extinguishers on fork lift trucks and other power driven trucks has, therefore, been reviewed and the following instructions are issued.

2. Arrangements are to be made, as soon as possible, for the fire extinguishers on all diesel and battery driven, rider operated, fork lift trucks, except stand-on reach trucks, for use in establishments and HMA ships, to be mounted on the mast in a position easily accessible from both the driving position and alongside the truck.

3. All stand-on reach trucks, pedestrian controlled fork lift trucks, power operated pallet and stillage trucks, electric, diesel and gasolene engine driven platform trucks in establishments are to be provided with pattern No. 4723 CTC extinguishers (if not already fitted). The extinguishers are to be sited in easily accessible positions, least likely to become hot due to over-heating of the power unit or fire in the battery compartment. Similar action is to be taken in HMA ships, except that pattern No. 12727 CO_2 extinguishers are to be used instead of pattern No. 4723 CTC extinguishers and where the latter are already in use on vehicles or trucks, they are to be replaced by the former.

(DNAS 1123/51/9.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

259.—Naval Identity Cards.

Naval Identity Cards have been revised and are available on demand from the Superintending, Naval and Air Stores Officer, Sydney.

2. The revised form includes a duplicate identity card which is to be handed to an interrogator in the event of capture. Further instructions in this regard are printed on the card.

3. Initially, sufficient stocks of the revised identity card are to be demanded on the basis of one card for each member borne plus 15 per cent. for wastage and for replacement purposes. Establishments where officers and ratings are entered into the RAN are to demand sufficient stock to issue a revised card to each member borne plus sufficient for all members being entered during the ensuing twelve months.

4. Existing polythene covers are to be used to enclose the revised form. However, if any are in a damaged state, additional covers are to be demanded.

5. All ships and establishments are to report by letter when the new issue has been effected and all obsolete identity cards destroyed.

(HPB 343/201/2.)

UNCLASSIFIED.

260.—Reports on Officers—Introduction of New Form AS 206.

Initial supplies of the new form AS 206 are now being printed and will be issued without demand by mid June, 1961.

2. As from 1st July, 1961, all reports on officers are to be made on the new form AS 206 in accordance with the instructions in Navy Order 986 of 1960.

(DOA 464/251/19.)

(*Navy Order* 986 *of* 1960.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 261-274/61.

JMN 3/5

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
10th April, 1961.

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.

2340/61.

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263. Visits by Personnel to Areas other than their Own.

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Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

261.—Naval Store Depots, Port Melbourne and Fremantle—Reduction of Activities.

The Naval Store Depots, Port Melbourne and Fremantle ceased operations as active Naval Store Depots on 19th January, 1961. Ships and establishments previously supported by these depots will, in future require to obtain Naval Stores from the SNSO Sydney, except for items which certain establishments have been authorized to purchase locally to meet their own requirements. Emergent requirements of stores for ships visiting Melbourne should be obtained in accordance with the Local Purchase procedure set out in ABR 4, Naval Storekeeping Manual, Chapter 28. For local purchase requirements for ships visiting Fremantle *see* Appendix A, paragraph 2 (*d*), of this order.

2. Future arrangements at these ports are set out in the appendixes to this order.

APPENDIX A—FREMANTLE.

A small Naval Store cell on the staff of the Naval Officer in Charge, and under the charge of an Assistant Naval Store Officer will be responsible for matters in regard to receipt, issue, &c., of oil fuel, clearance of inwards and outwards freight and arranging certain local purchases of Naval Stores.

2. Detailed arrangements in regard to the foregoing matters will be—

(*a*) Existing arrangements for requirements of oil fuel by visiting ships should continue, *see* ABR 4, Chapter 21.

(*b*) *Inward Freight.*—All cases, &c., of Naval Stores for ships and establishment in the WA Area are to be consigned to "ANSO Fremantle for..... (Name of ship or establishment)". The ANSO will arrange wharf and customs clearances as necessary.

(*c*) *Outward Freight.*—Packing should be arranged by the Services concerned and details of cases, packages, &c., reported to the ANSO who will prepare the necessary freight documents and arrange shipment, &c., as appropriate.

(*d*) *Local Purchases.*—Separate instructions have been issued for local purchase requirements for local ships and services. The purchase of urgent requirements for visiting ships, of items which are readily available locally will be arranged by the ANSO. Full details of requirements and target delivery date should be advised. The ANSO will place orders for the stores and forward a copy of each order to the ship. The order will provide generally for delivery direct to the ship. If this is not possible, an instruction will be included on the order to the supplier to seek instructions when stores are ready for delivery or alternatively, delivery to a transit store at HMAS LEEUWIN will be arranged. The receiving ship should prepare receipt notes (forms AS 133Z) in duplicate and on conclusion of survey send the receipted duplicate to the ANSO, for use in connection with passing the contractors claim for payment. In the event of rejection, the ANSO is to be notified immediately so that arrangements can be made with the contractor concerned for collection and replacement.

APPENDIX B—MELBOURNE.

A Naval Store Officer who will later also undertake work in connection with Dockyard activities will be responsible for shipping and oil fuel matters as detailed below—

(*a*) *Oil Fuel.*—There will be no change in existing arrangements and NSO Melbourne will continue to be responsible for fuel oil supplies.

(*b*) *Shipping, &c.—Visiting Ships.*—Cases, &c., of Naval Stores for ships visiting Melbourne should be consigned to "NSO Melbourne for HMAS ....". The NSO will arrange collection and delivery to the ship as necessary. Similarly, the NSO will arrange despatch of outwards consignments for visiting ships.

(*c*) *Shipping, &c.—Local Establishments and Services.*—

(i) Rail—as far as practicable consignments will be railed direct to the consignee under the "FRAYTEX" arrangement.

(ii) Air—will be collected by NSO Melbourne and held at the Naval Storehouse, Esplanade West for collection by ultimate consignee.

(iii) Sea—To be cleared and delivered by NSO Melbourne.

Outward Consignments—

(iv) Rail—to be arranged direct by the service concerned with the Railway Department.

(v) Air—to be arranged direct by the service concerned with the airline concerned.

(vi) Sea—will be arranged by NSO, Melbourne. Normally, cases should be packed, addressed and identified as necessary and delivered to NSO Melbourne with a supporting request for shipment, giving all necessary particulars. In the case of special or bulky consignments, NSO Melbourne should be advised before delivery is arranged with a view to direct delivery to the shipping company being arranged.

(DNAS 400/51/83.)

UNCLASSIFIED.

262.—Overseeing, Technical and Inspection Duties connected with the Manufacture and Repair of Naval Aircraft, &c., in New South Wales.

Appendixes 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.

4. Navy Orders 358 and 892 of 1959 are 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, New South Wales—short title NAEO. The duties of the NAEO 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 RAN 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 NAEO is responsible for the technical considerations in respect of the manufacture, modification repair and testing of air stores and air radio stores for the Naval and Air Store Branch.

RAN Air Workshops.

12. The NAEO is responsible for the control and operation of the RAN Air Workshops—short title RANAW—located at the RAN Air Store Depot, Randwick. (*See* Appendix D.)

APPENDIX A—*continued.*

Design and Development.

13. The NAEO 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 (DIS).

(*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 NAEO as Naval Resident Technical Officers (NRTO) or Overseers Assistants, and are responsible to the NAEO for carrying out the duties delegated by him. They may be attached to one or more civilian firms as required.

16. The NAEO 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 NAEO 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 NAEO is responsible is to be passed through the NAEO.

19. For discipline and local domestic matters such as works, accommodation, transport, office services and employment of civil staff, the NAEO is under the administration of FOICEA.

APPENDIX B.

Naval Resident Technical Officer.

Naval and civil technical officers with appropriate qualifications on the staff of the NAEO 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 NRTO attached to a civilian firm will normally have delegated to him by the NAEO, the responsibility for the matters specified in Appendix A, paragraphs 4, 10 and 13, together with any other matters as determined by the NAEO.

3. The NRTO is authorized to correspond direct with the Director of Aircraft Maintenance and Repair, copy to the NAEO, on detailed technical matters for which responsibility has been delegated to the NRTO; all other correspondence is to be addressed to the NAEO.

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 Directorate of Quality Control (DQC) of the Department of Air.

2. For this purpose an officer of the DQC is attached to the staff of the NAEO as the Directorate of Quality Control Liaison Officer (Naval)—short title DQCLO (N). Other officers of the DQC 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 NAEO, as the representative of the Director of Aircraft Maintenance and Repair, may, at his discretion, overrule decisions of the DQC in respect of naval work. In such circumstances the covering approval of DAMR is to be sought immediately.

APPENDIX D.

Royal Australian Navy Air Workshop.

The RAN air workshop is staffed by civilian personnel under the management of a civilian Aircraft Engineer on the staff of and responsible to the NAEO for operating the air workshop in an efficient manner such that the standards and practices employed meet naval requirements.

2. The NAEO 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 stores and air radio stores. The air workshop is from time to time required to meet such commitments as are within workshop capcity, and priorities for this work are to be agreed between the NSO (Air) and the NAEO.

3. All work completed by the air workshop is subject to inspection by DQC personnel attached to the Naval Air Store Depot.

(DAMR 2/4/16.)

(*Navy Orders* 358 *and* 892 *of* 1959.)

UNCLASSIFIED.

263.—Visits by Personnel to Areas other than their Own.

When personnel, either uniformed or civil, are to visit areas other than their own, a letter giving the following details is to be forwarded to the administrative authority of the area to be visited in sufficient time for the necessary arrangements to be made.

For Signal Use Only. Not to be used in letters.	
A	Name, rank and position of visitor or visitors. If an overseas visitor the vote to which expenditure is to be charged.
B	Means of travel. Time (local), date and place of arrival. If by air the airline's name and flight number, and whether quoted time of arrival is at airport or city terminal.
C	Whether accommodation is required, if so preferences and period of booking. If private accommodation is being used, address and telephone number. (Service accommodation, if available, is to be used by uniformed personnel below the rank of Commander).
D	Whether a car is required on arrival. If so, where. (*Note.*—Unless special circumstances apply motor transport is provided to and from city terminals).
E	Whether programme arranged or if the programme is to be arranged by the authority being visited. Transport requirements if any, to be stated. Whether uniform or civilian clothes will be worn. Any other relevant remarks including time of departure and details of mode of transport, e.g., flight number, airline and time in case of air travel.

2. If the journey is of an unexpected nature, or at short notice the details may be forwarded by signal, in which case the letters shown in the first column of the table should be used as a " Signal Format ".

e.g.
ACNB
FOICEA
Info. WATSON
NIRIMBA

CNO 263/1961
A. LT. CDR. BLANK. ASSIST TO DW.
B. AIR ANA FLIGHT 176 16 SEP. 173OK CITY TERMINAL.
C. SERVICE ACCOMMODATION IF AVAILABLE.
D. YES. CITY TERMINAL.

E. ARRANGED.
UNIFORM.
CALL FOIC A M 17TH.
WATSON P M 17TH—CAR.
NIRIMBA A M 18TH—CAR.
DEPART FOR MELBOURNE 18TH 1645K. CITY TERMINAL.
TAA FLIGHT 190—CAR.

3. A signalled reply will be necessary in cases where personnel below the rank of Commander require Service accommodation.

4. Navy Order 600 of 1960 is hereby cancelled.

(DTSR 42/22/45.)

(*Navy Order* 600 of 1960.)

Cancelled CNO 139/63

Section 2.

PERSONNEL.

264.—Defence Forces Retirement Benefits Act 1948-1959—Members of the WRANS.

Following a decision by Cabinet granting the Women's Services permanent status within the Defence Forces of the Commonwealth, provision was made in the Defence Forces Retirement Benefits Act 1948-1959 to enable members to contribute under that Act. These provisions as they concern members of the WRANS are set out hereunder.

2. *Eligibility to contribute.*—Except as provided in paragraph 4 a member of the WRANS is required to contribute to the DFRB Fund—

(*a*) if she is an officer serving on a commission for a period of not less than six years; or

(*b*) if she is a rating serving under an engagement for a period of not less than six years.

3. *Re-appointment or Re-engagement to become a contributor.*—Officers and ratings of the WRANS who wish to become contributors to the DFRB Fund, but who are ineligible to do so because they are currently serving on a Short Service Commission or an engagement of less than six years duration may make application to Navy Office through their Commanding Officer for appointment or engagement, as appropriate, for a six year term commencing from a current date.

4. *Election not to contribute.*—A member serving at 14th December, 1959, who becomes entitled to contribute to the Fund, prior to 14th December, 1963, may within four months after becoming so entitled elect not to be come a contributor.

5. *Rates of contributions.*—The fortnightly rate of contribution to be paid by a member who becomes a contributor is shown in the following table—

Rank or rating.	*Group.*	*Category.*	*Fortnightly contribution on becoming a contributor.*	
			Under 30 *years.*	30 *years or over.*
			£ *s.* *d.*	£ *s.* *d.*
Chief Officer	—	48	3 0 0	*See* para. 6
First Officer	—	49	2 15 0	*See* para. 6
Second Officer	—	50	2 5 0	*See* para. 6
Third Officer	—	52	1 17 0	*See* para. 6
CPO	3, 4 or 5	107	1 19 0	2 3 0
PO	3, 4 or 5	108	1 17 0	2 1 0
L/Wran	3, 4 or 5	109	1 14 0	1 17 0
Wran	3, 4 or 5	110	1 12 0	1 15 0
CPO	1 or 2	108	1 17 0	2 1 0
PO	1 or 2	109	1 14 0	1 17 0
L/Wran	1 or 2	110	1 12 0	1 15 0
Wran	1 or 2	111	1 9 0	1 12 0
Recruit	—	113	1 4 0	1 6 0

6. The amount of contribution to be paid by an officer who becomes a contributor on or after attaining the age of 30 years, will be determined by the DFRB Board.

7. *Purchase of Past Service.*—A member of the WRANS serving at 14th December, 1959, who becomes a contributor prior to 14th December, 1963, without having had a break in service during that period, may elect, within four months of becoming a contributor, to purchase, for the purposes of pension, the whole or any part of her service, after attaining the age of 20 years, which was continuous with her service from the date on which she became a contributor.

8. In addition, if the above-mentioned period of continuous service commenced—

(*a*) *After* 30*th June*, 1951, *and before* 30*th June*, 1952, she may elect to purchase the whole or part of any previous period of full-time service, after attaining the age of twenty years, served by her in the Defence Forces of the Commonwealth after 2nd September, 1939, and before 3rd September, 1945; or

(*b*) *On or before* 30*th June*, 1951, she may elect to purchase the whole or part of any full-time service, after attaining the age of twenty years, servep by her in the Defence Forces of the Commonwealth after 3rd September, 1939.

9. Where a member elects to purchase a period of prior service the following provisions will apply—

(*a*) the member is required to pay to the Commonwealth an amount equal to any gratuity paid to her under the Pay Code Regulations in respect of the service purchased;

(*b*) the period of service purchased will be taken into account for the purpose of pension, but not for any other purpose;

(*c*) the member is required to pay an additional fortnightly contribution in respect of the service purchased. (*See* paragraph 10); and

(*d*) if she is subsequently discharged from the Service without entitlement to pension under the DFRB Act her gratuity entitlement under the Pay Code Regulations for the past service purchased including any amount repaid in accordance with clause " A " will be restored to her. The gratuity payable on discharge will be assessed in accordance with the provisions of paragraph 13.

10. The table of factors hereunder will enable a member who becomes a contributor to the Fund under the age of 30 years to assess approximately the amount of additional contribution she would be required to pay for various periods of past service. This additional contribution may be determined by multiplying the normal fortnightly contribution shown at paragraph 5 by the appropriate factor.

Years of past service to be purchased.	*Factor.*
10	1.195
9	.995
8	.825
7	.678
6	.548
5	.434
4	.331
3	.237
2	.152
1	.073

Example:

A Petty Officer Wran Writer Group V, would be required to pay a normal contribution of £1 17s. per fortnight. In addition, if she wished to purchase 4 years past service she would be required to pay a contribution in respect of such past service of 12s. 3d. (i.e., £1 17s. x .331) per fortnight for the balance of twenty years, i.e., for the ensuing sixteen years.

11. This table provides an *approximation only* of the additional contributions required for past service and each individual case must be referred to Navy Office for calculation by the DFRB Board.

12. Members who become contributors at the age of 30 years or over should make application to Navy Office for advice of the additional contribution payable in respect of any past service which it is desired to purchase.

13. *Contributors who do not elect to purchase past service.*—In the case of members who become contributors and who do not elect to purchase past service, pay code gratuity will be payable up to the day prior to the date of re-appointment or re-engagement at the following rates—

(*a*) *Officers*—10d. per day in respect of service rendered up to and including 13th December, 1959, and at the rate of £25 per annum calculated *pro rata* daily for service performed subsequent to that date.

(*b*) *Ratings*—

(i) for not more than twelve years service—at the rate of £15 per annum calculated *pro rata* on a daily basis.

(ii) for more than twelve years service—£180 in respect of the first twelve years and at the rate of £25 per annum calculated *pro rata* daily for subsequent service.

14. *Pensions.*—An officer of the WRANS who, on retirement, on or after attaining the retiring age for rank held, has completed at least twenty years service for pension, will be entitled to a pension in accordance with the following table—

Rank.	*Category.*	*Retiring age.*	*Rate of pension per annum.*
			£
Chief Officer	48	55 years	944
First Officer	49	50 years	701
Second Officer	50	50 years	573
Third Officer	52	50 years	446

15. *Reduced Pensions.*—If, on retirement, on or after reaching the retiring age for rank held, an officer has completed fifteen years but less than twenty years service for pension, she will be entitled to a reduced pension according to the number of years actually served. Examples of the reduced pensions are as under—

Rank.	*Years of service for pension attained on retirement.*				
	15.	16.	17.	18.	19.
Chief Officer	£796 p.a.	£819 p.a.	£842 p.a.	£876 p.a.	£910 p.a.
First Officer	£601 p.a.	£621 p.a.	£641 p.a.	£661 p.a.	£681 p.a.
Second Officer ..	£491 p.a.	£508 p.a.	£524 p.a.	£541 p.a.	£557 p.a.
Third Officer	£382 p.a.	£395 p.a.	£408 p.a.	£420 p.a.	£433 p.a.

16. A rating who, on discharge on completion of an engagement, has completed at least twenty years service for pension will be entitled to a pension according to her rating on discharge and the number of years served. The rates payable in respect of twenty years service for pension are as follows—

Rating.	*Rate per annum.*
Group 3, 4 or 5—	£
CPO	340
PO	320
Leading Wran	300
Wran	275
Group 1 or 2—	£
CPO	320
PO	300
Leading Wran	275
Wran	250

17. *Benefits other than Pension.*—Where a member of the WRANS, who is a contributor, retires without entitlement to pension she will be entitled to a refund of the amount of contributions paid to the fund. In addition she will be eligible for payment of a gratuity, subject to the provisions of paragraphs 18 to 27.

18. *Gratuity.*—Gratuity in respect of an officer of the WRANS who contributes to the DFRB Fund, may be paid either under the Pay Code Regulations or the DFRB Act according to the number of years service attained and the circumstances of her retirement.

19. *Pay Code Gratuity.*—The Pay Code Regulations provide that on discharge on completion of her Short Service Commission or any extension thereof, an officer of the WRANS will receive gratuity in respect of both service as a rating and as an officer. The rates payable are as indicated in paragraph 13, calculated to the day prior to date of promotion in the case of rating service and to the date of discharge in the case of Officer service.

20. If an officer resigns with the approval of the Naval Board before completion of her Short Service Commission or any extension thereof, she will, provided she has completed at least two years service under the appointment, be eligible to receive gratuity in respect of completed years of service on the following basis—

(*a*) If the total service as a rating and as an officer is less than six years, gratuity is payable at the appropriate rates for both periods of service.

(*b*) If the total service as a rating and as an officer is not less than six years the amount payable is the greater of—

(i) the gratuity entitlement for service as a Short Service Commission Officer; or

(ii) the gratuity applicable to a rating for a completed engagement of six, nine or twelve years, whichever is the next lower in relation to the aggregate of service in the ranks and in the Short Service Commission.

21. The gratuity in respect of rating service, referred to in paragraphs thirteen, nineteen and twenty may be paid on date of re-engagement or promotion, as appropriate, or alternatively it may be deferred until ultimate retirement, at the member's election. Where payment is made during service, i.e., on re-engagement or promotion, the total amount of the gratuity due will be regarded as taxable income for the year during which it is received, whereas if payment is deferred until retirement only 5 per cent. of the total amount will be taxable.

22. *DFRB Gratuity.*—If, on retirement, on or after reaching her normal retiring age an officer has completed at least ten but less than fifteen years service for pension, she will be eligible under the provisions of the DFRB Act for payment of gratuity at the rate of £60 for each completed year of service for pension.

23. Should the period of service referred to in the preceding paragraph include a period of service as a rating contributor, gratuity is payable—

(*a*) at the rate of £25 per annum in respect of service as a rating; and

(*b*) at the rate of £60 per annum in respect of the service which represents the difference between the period comprising the years of service for pension completed before retirement and the period of service for pension performed as a rating.

24. *Ratings.*—Wran ratings who are ineligible to contribute to the DFRB Fund by virtue of their engagement or who elect not to become contributors, will on discharge on completion of an engagement, qualify for gratuity under the Pay Code Regulations at the rates shown in paragraph thirteen.

25. The gratuity in respect of a Wran rating who contributes to the DFRB Fund is payable under the DFRB Act. On discharge on completion of an engagement of at least six but less than twelve years service for pension a rating will receive gratuity in accordance with the following table—

Number of completed years of service for pension.	*Amount of gratuity.*
	£
6	90
7	105
8	120
9	135
10	190
11	245

26. In any other case the gratuity payable will be an amount calculated at the rate of £25 for each year of service for pension completed on retirement.

27. Where a rating who has completed not less than six years continuous service after becoming a contributor retires with the approval of the Naval Board, or is discharged for reasons other than disciplinary reasons, before completing her engagement, she will be regarded for gratuity purposes as having completed 6, 9, 12 or 15 years service whichever is the next lower in relation to the number of years actually served, and gratuity will be paid according to the period she is regarded as having completed.

28. *Invalidity benefits.*—If a member of the WRANS, who is a contributor is discharged on medical grounds, she will be eligible to receive invalidity benefits as provided under the DFRB Act. The benefit payable may be either a pension or a lump sum payment according to the degree of her incapacity in relation to civil employment as determined by the DFRB Board.

29. *Option of Benefits.*—Where an officer serving on a Short Service Commission, is invalided from the Service the DFRB Act provides that she may elect to receive either the lump sum gratuity due under the Pay Code Regulations or alternatively the benefit payable under the Act.

30. Pay Code Gratuity is not payable in respect of any period for which a benefit (other than a refund of contributions) is payable under the DFRB Act.

31. *Service for Pension.*—The term "service for pension" used throughout this order means—

(*a*) *for the purpose of pension*—full-time continuous service as a contributor to the DFRB Fund after attaining the age of twenty years plus service purchased under paragraph 9; and

(*b*) *for gratuity purposes*—service rendered from date of commencement of the engagement during which the member became a contributor.

(HPB 263/1/25.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

265.—Ammunition—Fuzes N96, Mark 2—Incorrect Positioning of Fuze Setting Indicator Line.

(*AFO* 340/1961.)

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 FSM, 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.

4. Navy Order 389 of 1959 is hereby cancelled.

(DW 729/251/21.)

(*Navy Order* 389 *of* 1959.)

UNCLASSIFIED.

266.—Gun Mountings—4.5-in., Mark 6 Series Mountings—Firing Circuits, Gun Run Out Contacts—Removal of Defective Rubber Shrouds.

(*AFO* 35/1961.)

A failure has been reported of the firing circuits in a 4.5-in. Mark 6 Series Mounting due to the deterioration of the rubber shroud, Drawing No. N.36390/10. Deterioration of the rubber caused the shroud to sag to such an extent that its edge caught between the moving contact and the box containing the fixed contact and a strip of shroud was consequently torn away. The strip was then forced between the contacts, thus preventing the gun firing.

2. To avoid a repetition of such a failure, ships' staff concerned are to inspect these rubber shrouds and any found defective are to be removed.

3. Arrangements will be made to supply shrouds to "A" and "D" set spares without demand as soon as stocks become available.

4. New shrouds, when received, should be fitted to replace those removed, and further replacements demanded in the normal manner, quoting BR 226B, Part 22, Folio 1, Section F, Index No. 11.

5. Admiralty has advised that BR 226B, Part 22 and Maintenance Schedules will be amended.

(DW 736/59/88.)

UNCLASSIFIED.

267.—Nylon Joint Rings for Hydraulic Unions and Flanges—BR 292, Chapter 6, Paragraph 30.

Recent trials of nylon joint rings in 4.5-in. Twin RP 41 Mountings, Mark 6 Series, have shown that they are slightly superior to the existing diamond copper and flat copper joint rings for the following hydraulic services—

Pipe Union.	*Existing Joint Ring.*	
0.25-in. bore pipe union	G.M.3	Diamond Copper.
0.35-in. bore pipe union	G.M.8	
0.50-in. bore pipe union	G.M.13	
0.75-in. bore pipe union	G.M.25	
1.0625-in. bore pipe union	G.M.34	
1.25-in. bore pipe union	G.M.38	
1.575-in. bore pipe union	G.M.52	
1.9-in. bore pipe flange	N.38093/5	Flat Copper.

2. Future purchases of joint rings for these services will be of the nylon type but these will not be available for issue until existing stocks of diamond and flat copper joint rings have been used up.

(DW 736/59/75.)

UNCLASSIFIED.

268.—Alteration and Addition Item—AS Frigates (Converted Fleet).

The following alteration and addition item is approved for HMA ships QUIBERON AND QUICKMATCH (AS Frigates, Converted Fleet).

Class List Item No. 575. *Classification* " *A* ".

" To fit a deep freeze unit in accordance with the policy laid down in Navy Order 1047 of 1959."

Note.—This item is not applicable to HMAS QUEENBOROUGH. An appropriate notation is to be made in that ship's copy of Record of Alterations and Additions.

References:

(*a*) Navy Order 1047 of 1959.
(*b*) Navy Office letter 1112/51/28 dated 6th October, 1960.
(*c*) FOICEA memorandum N53.8.27 dated 21st November, 1960.

(DCNTS 1112/51/28.)

(*Navy Order* 1047 *of* 1959.)

UNCLASSIFIED.

269.—Lifting Appliances—Tests, Maintenance and Periodical Inspections.

Navy Order 886 of 1960, is to be amended as follows—

Paragraph 4—

After the word " commission " *delete* full-stop and insert comma.

Add the following—

" excepting where the interval is specifically laid down in planned maintenance schedules, when the planned maintenance instruction is to be adhered to.

(DNC 1211/51/129.)

(*Navy Order* 886 *of* 1960.)

UNCLASSIFIED.

270.—Naval Stores (Air)—RAF Vocabulary, Section 5 CZ—Transfer of Fuses to Class F, Group 9.

(*AFO* 216/1961.)

The following items at present dealt with under RAF Vocabulary Section 5CZ have been re-referenced and will in future be dealt with under Class F, Group 9—

Old Ref. No. under Section 5CZ.	*New Ref. No. under Class F, Group 9.*	*Description.*
204	10H/23802	Fuse
463	10H/23803	Fuse
515	10H/23804	Fuse
878	10H/21794	Fuse
879	10H/21797	Fuse
880	10H/21798	Fuse
881	10H/21799	Fuse
907	10H/23805	Fuse
1061	10H/23875	Fuse
1255	10H/21800	Fuse
1592	10H/23820	Fuse
1604	10H/22477	Fuse
1666	10H/23807	Fuse
1667	10H/21796	Fuse
1931	10H/23818	Fuse
1933	10H/23821	Fuse
1948	10H/23819	Fuse
1963	10H/23808	Fuse
3207	10H/23811	Fuse
3208	10H/23812	Fuse
3209	10H/23813	Fuse
3210	10H/23814	Fuse
4057	10H/23801	Fuse
5214	10H/23865	Fuse
5215	10H/23864	Fuse

2. Demands for these items are to be lodged in future on the Superintending Naval and Air Store Officer, Sydney.

3. Records are to be amended accordingly. HMA ships and establishments are to adjust their ledgers in accordance with Article 1812 (*b*) of ABR 4 (Naval Storekeeping Manual).

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

(DNAS 603/55/347.)

UNCLASSIFIED.

271.—Naval Stores (General) (Class B, Group 10, Part D)—Can, Rectangular 1 Quart for Inflammable Liquids except Gasoline—Introduction.

(*AFO* 835/1960.)

A rectangular can capacity one quart, for general decanting purposes and for the carriage of inflammable liquids by air freight, has been introduced into the service, to replace the existing can, 1 quart, pattern B10 D/27. Particulars are as follows—

Pattern.	*Description.*	*Ship's Accounting Classification.*
B10D/12733	Can, rectangular, 1 quart for inflammable liquids (except gasoline) AM. ref.—34E/591 Spec. UK/1SC/S/3015	Consumable

2. *The can is not suitable for the storage of gasoline.*

3. Admiralty has advised that Can, pattern B10D/27, will be marked " O " in the Rate Book, but services should retain those held until replacement is necessary; replacements will be of B10D/12733 when stock of B10D/27 has been exhausted.

(DNAS 506/61/62.)

UNCLASSIFIED.

272.—Naval Stores (General) (Class F, Group 25)—Lampholders, Pattern 202728—Amended Description—Pattern 202729—Obsolescence.

(*AFO* 3131/1960.)

Lampholder, Bullseye, Green, MV Railway Signals Style No. S214012, Pattern F25/202729, has been deleted from BR 810, Rate Book and Authorized List of Naval Stores.

2. The description of Lampholder, Bullseye, Red, MV Railways Signals Style No. S.109964, Pattern F25/202728 has been amended to read " Lampholder, Panel Mounted, for P.O. Lamp No. 2 ".

3. The following red and green lenses which are suitable for use with Lampholders F25/202728, should be demanded separately—

F2A/972-9668 .. .. Lens indicator, light green.
F2A/W106 .. .. Cap, lamp, Red (P.O. type No. 2-1C).

(DNAS 519/75/13.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

273.—Medical Stores—Thiopentone B.P.

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 obsolete and upon exhaustion of stocks will not be available.

5. Navy Order 255 of 1959 is hereby cancelled.

(MDG 1002/59/11.)

(*Navy Order* 255 *of* 1959.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

RESTRICTED.

274.—Accounting for Secret and Confidential Books.

Evidence disclosed at recent Boards of Inquiry indicates that many officers are unaware of their responsibilities and the proper procedures to be followed in the handling of and accounting for Secret and Confidential Books on CB Register charge. This applies particularly when officers assist with mustering, act as a witness to destruction, or take over custody for short periods.

2. The attention of officers is therefore drawn to the instructions for the custody, accounting and disposal of CB Register charge publications contained in the following, which are to be strictly observed—

BR Form U2D (1944).
ACP 122 (B) RN Supplement.
ABR 9 dated 1952 and RAN Supplement No. 1, 1961.

3. The provisions of CB Circulars Orders Nos. 1 to 4 of 1961 should also be noted. These orders are re-issued annually.

(HNB 465/251/29.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

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C.N.O.'s 275-294/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
21st April, 1961.

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.

2478/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

RESTRICTED.

275.—Operation, Administration and Role of Ships of the RAN.

The principles on which ships of the Royal Australian Navy are administered and operated are as follows—

(*a*) *Administration.*—All HMA ships are administered by the Flag Officer Commanding, HMA Fleet except—

(i) Certain training ships and minor war vessels, which are administered by the Command to which they are attached.

(ii) Surveying ships, which are administered by the Flag Officer in Charge, East Australia Area.

(iii) New construction ships undergoing trials, which are administered by the Flag or Naval Officer in Charge of the area in which the trials are being conducted, until satisfactory completion of the trials.

(iv) Ships paying off, which are administered by the Flag or Naval Officer in Charge of the port at which they are paying off.

(v) Ships in reserve, which are administered by the Captain of Reserve Ships, Sydney.

(vi) Miscellaneous auxiliary craft including SAR craft, which are administered by the Command to which they are attached.

(vii) HM Submarines attached to the RAN, which are administered by the Commander (S/M), Fourth Submarine Division.

(*b*) *Operation.*—All HMA ships are operated by the Flag Officer Commanding, HMA Fleet except—

(i) Certain training ships and minor war vessels, which are operated by the Command to which they are attached.

(ii) Surveying ships, which are operated by the Naval Board.

(iii) Ships employed on oceanographic surveys, which are operated for the Naval Board by the Command to which they are attached.

(iv) Ships attached to the RAN Experimental Laboratory for trials, which are operated by the Flag Officer in Charge, East Australia Area during their period of attachment.

(v) New construction ships undergoing trials, which are operated by the Flag or Naval Officer in Charge of the area in which the trials are being conducted, until satisfactory completion of the trials.

(vi) Miscellaneous auxiliary craft including SAR craft, which are operated by the Command to which they are attached.

(vii) HM Submarines attached to the RAN, which are operated by the Commander (S/M), Fourth Submarine Division for the Flag Officer in Charge, East Australia Area.

(viii) Ships attached to the Strategic Reserve, which are operated by the Commander-in-Chief, Far East Station during their period of attachment.

2. Ships administered by the Flag Officer Commanding, HMA Fleet form HMA Fleet. The Fleet Type organization is as follows—

Aircraft Carrier—
MELBOURNE.

Tenth Destroyer Squadron (Captain (D) 10)—

Nineteenth Division—
VENDETTA (Senior Officer).
VOYAGER.
VAMPIRE.

Twentieth Division—
ANZAC (Senior Officer).

First Frigate Squadron (Captain (F) 1)—

First Division—
QUEENBOROUGH (Senior Officer).
QUIBERON.
QUICKMATCH.

Second Division—
PARRAMATTA (Senior Officer).
YARRA.

3. Ships of HMA Fleet serving in the Strategic Reserve form the RAN Division (FES) and the Senior Officer co-ordinates local administrative matters. Other subordinate authorities will be consulted as necessary by the Flag Officer Commanding HMA Fleet as follows—

(*a*) Captain (D) on matters affecting destroyers collectively.

(*b*) Captain (F) on matters affecting frigates collectively.

(*c*) Divisional Commanders on matters affecting ships of their class collectively.

4. When two or more ships of HMA Fleet are operating together they will normally be formed into Task Groups or Units, and Task Group or Unit Commanders will be nominated by the Flag Officer Commanding, HMA Fleet. The Task Organization of the Fleet is laid down in Australian Fleet Communications Orders.

5. From time to time the Flag Officer Commanding, HMA Fleet may transfer operational control of Fleet ships to the Flag Officer in Charge, East Australia Area or other authorities as considered desirable when these ships are employed in local exercises or tasks such as AJASS Courses or TAS School Training.

6. The administrative and operational organization of HMA ships in commission together with their roles and limitations is laid down in the attached appendix.

7. ACNB 264F dated 6th December, 1960, 007F dated 6th January, 1961, 015F dated 17th January, 1961 and Navy Order 855 of 1959 are hereby cancelled.

APPENDIX.

1. *Ship.*	2. *Administration.*	3. *Operation.*	4. *Role in order of priority.*	5. *Limitations.*	6. *Remarks.*
MELBOURNE	FOCAF ..	FOCAF ..	1. Operational flying training 2. Service in Strategic Reserve 3. Higher rates training	Nil	Stabilized
VENDETTA ..	FOCAF ..	FOCAF ..	1. Fleet unit .. .. 2. Service in Strategic Reserve 3. Higher rates training	Nil	Stabilized
VOYAGER ..	FOCAF ..	FOCAF ..	1. Fleet unit .. .. 2. Service in Strategic Reserve 3. Higher rates training	Nil	Stabilized
VAMPIRE ..	FOCAF ..	FOCAF ..	1. Fleet unit .. .. 2. Service in Strategic Reserve 3. Higher rates training	Nil	Stabilized
ANZAC ..	FOCAF ..	FOCAF ..	1. Basic training of junior officers and ratings of the Fleet 2. Higher rates training 3. Fleet unit (*see* column 5)	Limited to— (*a*) Short A/S actions (*b*) Short tactical exercises (*c*) Close range firings (*d*) Steaming on one boiler except for short periods on two boilers	Unstabilized

APPENDIX—*continued.*

1. *Ship.*	2. *Administration.*	3. *Operation.*	4. *Role in order of priority.*	5. *Limitations.*	6. *Remarks.*
QUEENBOROUGH	FOCAF ..	FOCAF ..	1. Basic and higher rates training 2. Short service in Strategic Reserve (120 days) 3. Fleet unit (*see* column 5)	Limited on Australia Station to— (*a*) Undertaking extended cruises on one boiler only (*b*) Plane guard duties at 24 knots on one boiler (*c*) AIO operating for short periods only (*d*) Sections of the armament being manned for short periods only	Unstabilized
QUIBERON ..	FOCAF ..	FOCAF ..	1. Basic and higher rates training 2. Short service in Strategic Reserve (120 days) 3. Fleet unit (*see* column 5)	As for QUEENBOROUGH	Unstabilized
QUICKMATCH	FOCAF ..	FOCAF ..	1. Basic and higher rates training 2. Short service in Strategic Reserve (120 days) 3. Fleet unit (*see* column 5)	As for QUEENBOROUGH	Unstabilized
PARRAMATTA	FOCAF ..	FOCAF ..	1. Fleet unit .. .. 2. Service in Strategic Reserve 3. Higher rates training	Nil	Under operational and administrative control of FOICEA until completion of trials and workup approximately 1st November, 1961 Stabilized
YARRA ..	FOCAF ..	FOCAF ..	1. Fleet unit .. .. 2. Service in Strategic Reserve 3. Higher rates training	Nil	As for PARRAMATTA Stabilized
DIAMANTINA	NOICWA ..	NOICWA for ACNB	1. Basic and higher rates training 2. Oceanography 3. Local tasks	Limited to— (*a*) Cruises not exceeding six weeks from Australian ports (*b*) Sustained steaming on one boiler only	Unstabilized
GASCOYNE ..	FOICEA ..	FOICEA ..	1. Basic and higher rates training 2. Oceanography 3. Local tasks	As for DIAMANTINA ..	Unstabilized
BARCOO ..	FOICEA ..	ACNB when employed surveying (*see* column 6)	1. Surveying and trials .. 2. Basic and higher rates training	Limited to— (*a*) Cruises not exceeding six weeks from Australian ports (*b*) Sustained steaming on one boiler only	Unstabilized When employed on trials, transfers to operational control of FOICEA

APPENDIX—*continued.*

1. *Ship.*	2. *Administration.*	3. *Operation.*	4. *Role in order of priority.*	5. *Limitations.*	6. *Remarks.*
WARREGO ..	FOICEA ..	ACNB ..	1. Surveying .. .. 2. Basic and higher rates training	Limited to roles in column 4	Partially stabilized
SWAN ..	FOICEA ..	FOICEA ..	1. Cadet training .. .. 2. Basic and higher rates training 3. Local tasks	Limited to— (*a*) Elementary gunnery and A/S training (*b*) Australia station except for cadet cruises	Partially stabilized
PALUMA ..	FOICEA ..	ACNB ..	1. Coastal surveying ..	Limited to coastal surveys	Unstabilized
KIMBLA ..	FOICEA ..	FOICEA ..	1. Research trials	Limited to East Australia Area	Unstabilized
BANKS ..	NOICNA ..	NOICNA ..	1. Fishery surveillance .. 2. Coastwatching 3. Local tasks	Limited to coastal passages	Unstabilized. Manned by HMAS MELVILLE
BASS ..	FOICEA ..	ACNB ..	1. Coastal surveying ..	Limited to coastal surveys..	Unstabilized

(DOD 2/204/24.)

(*Navy Order 855 of 1959.*)

Section 2.

PERSONNEL.

UNCLASSIFIED.

Cancelled with ENC 173/63

276.—Fleet Club—Sydney.

The Fleet Club is established in the building known as "Jenner" situated at No. 2 Macleay Street, Potts Point, Sydney, 150 yards above the Fleet clothing store.

2. The object of the club is to provide a place for recreation and entertainment at reasonable prices for ratings of naval ships and shore establishments in Sydney. It is for the use of Naval personnel only and no civilians will be admitted.

3. The main entrance to the club is from the Garden Island Dockyard area via the steps leading over the powerhouse past the tennis courts. This entrance is open from 1230–2230 daily. Entrance may also be gained from Macleay Street between 1000 and 2200 daily.

4. The facilities of the club include separate bars, reading, writing and games rooms for Chief and Petty Officers and junior rates, a general TV viewing room, and a billiard room. TV and radio are fitted in each bar. Light refreshments are available at reasonable rates. A tennis court is available and racquets and balls may be drawn from the Club Manager.

5. The club will be open from 1000 daily and the club bar will be open during the following hours—

1230–1430 Saturdays, Sundays and Public Holidays.
1215–1245 Mid-week and special Make and Mend days.
1630–1830 Daily.
1900–2200 Daily.
The Club will close at 2230.

6. The club is managed by a Chief Petty Officer appropriated for this duty and is administered by a committee consisting of representatives from the Fleet and HMAS KUTTABUL, under the Chairmanship of the Chief Staff Officer to FOICEA. The Committee meets twice yearly and the day to day administration of the club is handled by a House Committee consisting of the following persons—

The Captain, HMAS KUTTABUL.
The Fleet Club Treasurer.
The Fleet Club Secretary.
The Fleet Club Manager.

7. The dress for ratings taking club leave will be the dress of the day, and night clothing after 1800 or sunset whichever is the earlier. Ratings on shore leave may be dressed in civilian clothes.

(*HPB 121/1/6.*)

UNCLASSIFIED.

277.—Joining Procedure and Conditions of Service at Maralinga.

The joining procedure and conditions of service to apply to personnel who are to serve at Maralinga are as follows—

Joining Procedure.

2. When ratings are drafted to Maralinga their Certificates of Service are to be forwarded to the Senior Naval Officer, Maralinga Australian Range Support Unit, Maralinga, South Australia.

3. The Pay Account cards of personnel appointed, drafted or lent to Maralinga are to be forwarded to HMAS LONSDALE in accordance with the ABR 18—Manual of Instructions for the Pay Accounting System, Article 0105, clause (3).

4. Personnel travelling to Maralinga are to be issued with warrants to Adelaide only. Neither accommodation nor victualling is available in HMAS TORRENS, and personnel should be despatched so as to arrive during normal working hours. Any necessary arrangements for overnight accommodation in Adelaide will be made by HMAS TORRENS. The Naval Officer-in-Charge, South Australia will arrange onward travel to Maralinga, which is normally by charter aircraft which departs from Adelaide daily Mondays to Fridays. If no seats are available personnel are despatched by rail to Watson, South Australia (the railhead for the Maralinga Range) by fast freight train. No meals are provided on this train and personnel so travelling have to provide their own.

Uniform.

5. Ratings are to travel to Maralinga in uniform. The following items of clothing will be issued gratuitously by HMAS TORRENS to personnel appointed or drafted to Maralinga—

Hat, fur felt with puggaree and chinstrap	1 No.
Jersey, blue (officers only)	1 No.
Shirts, action working	2 No.
Shorts, blue (2 pair for officers)	1 Pr.
Stockings, nylon, blue	2 Pr.
Trousers, action working	1 Pr.

6. Any replacement of the above items is to be effected on re-payment.

7. The following items will be issued on personal loan—

Boots, heavy (Army type) (1 pair for officers)	2 Pr.
Suit, blue overall (ratings only)	1 No.

8. One marked kit bag may also be issued to all personnel and recovery effected immediately on arrival at Maralinga.

Leave.

9. In addition to the normal entitlement of fourteen days a year Remote Locality Leave, personnel serving at Maralinga are entitled to seven days Arduous Service leave a year. This accrues at the rate of one day for each months service up to seven days provided a minimum of three months is served in the area.

Special Area Allowance.

10. Members serving at Maralinga may be paid Maralinga Allowance as laid down in IPI Instruction 76/1.

(HPB 303/21/38.)

UNCLASSIFIED.

278.—Officers—Zones for Promotion in the Royal Australian Navy.

The zones for promotion for the half-yearly selection of officers are as shown below—

General List, Instructor, Medical, Dental and Ordnance Inspecting Officers.

(*a*) *Seaman Specialists.*

(i) To Captain .. 4–8 years seniority as Commander (including officers of exactly 4 years and exactly 8 years seniority).

(ii) To Commander 3–8 years seniority as Lieutenant-Commander (including officers of exactly 8 years seniority but excluding officers of exactly 3 years seniority).

(*b*) *Engineer, Supply and Electrical Specialists.*

(i) To Captain .. 4–12 years seniority as Commander (including officers of exactly 4 years and exactly 12 years seniority).

(ii) To Commander 3–8 years seniority as Lieutenant-Commander (including officers of exactly 8 years seniority, but excluding officers of exactly 3 years seniority).

(*c*) *Instructor Officers.*

(i) To Instructor-Captain 8 years seniority and over as Instructor-Commander (in special circumstances officers, in particular ex-Schoolmaster officers, with less than 8 years seniority may be considered).

(ii) To Instructor-Commander 4–10 years seniority as Instructor Lieutenant-Commander.

(*d*) *Medical Officers.*

(i) To Surgeon-Captain 5 years seniority and over as Surgeon-Commander.

(ii) To Surgeon-Commander 6 years seniority and over as Surgeon-Lieutenant-Commander.

(*e*) *Dental Officers.*

(i) To Surgeon-Captain 6 years seniority and over as Surgeon-Commander.

(ii) To Surgeon-Commander 6 years seniority and over as Surgeon-Lieutenant-Commander.

(*f*) *Naval Ordnance Inspection Officers.*

Officers of the Naval Ordnance Design and Inspection Branch are promoted in the same way as General List officers, i.e., automatic promotion to Lieutenant-Commander and then by selection to Commander and Captain as vacancies occur. Reports on form AS 206 are not, however, required half-yearly but will be called for as necessary.

Supplementary List.

Zones of promotion are as for General List officers.

Special Duties List—All Branches.

(*a*) To Lieutenant	4–8 years seniority as Sub-Lieutenant including officers of exactly 8 years seniority but excluding officers of exactly 4 years seniority.
(*b*) To Lieutenant-Commander	5 years seniority (including officers of exactly 5 years seniority) as Lieutenant to the age of 52½ years.
(*c*) To Commander	3 years seniority as Lieutenant-Commander to the age of 54 years (including officers of exactly 3 years seniority). Seniority as Lieutenant-Commander for the purpose of this clause includes seniority as Lieutenant on the former Branch List.

The above zones apply to all Branches of the Special Duties List.

Dockyard Police.

(*a*) To Chief Inspector	All officers of Inspector's rank are eligible for consideration for promotion.
(*b*) To Inspector ..	4–8 years seniority as Sub-Inspector.

WRANS.

(*a*) To Chief Officer	Minimum age of 30 and 3 years service in the rank of First Officer.
(*b*) To First Officer	Minimum age of 27 and 4 years service in rank of Second Officer.
(*c*) To Second Officer	Minimum age of 23 and 2 years in service since first promoted to officer rank.

2. Reports on General List, Medical, Dental and Instructor officers and on all Supplementary List officers are to cover all those six months junior to the zones of promotion. Reports will not be required on those officers who, as a result of the introduction of advance warning, have already had their last opportunity for selection, i.e., who are in the last six months of the promotion zone; nor on those officers who have been provisionally selected for promotion but not yet actually promoted.

(DOA 316/4/21.)

UNCLASSIFIED.

279.—Ratings—Communication and Medical Branches—Basic Dates for Advancement.

As from the 1st April, 1961, the basic dates for advancement of ratings in the Communication and Medical branches will be the last day of the quarter in which they pass professionally for the higher rate.

2. Where a rating is unable to appear before an examining board or undergo a course for reasons beyond his control, application is to be made to the Naval Board for the basic date to be adjusted accordingly.

3. The basic date of a rating who passes on re-examination is to be a date two months subsequent to that which would have been the basic date had he passed at the first attempt.

4. ABR 10 will be amended.

(HPB 316/4/23.)

UNCLASSIFIED.

280.—Results of Sporting Competitions for Year ended 31st December, 1960—HMA Fleet, East Australia Area and South-East Australia Area.

The results of interpart and interservice competitions held in the Fleet, East Australia Area and South-East Australia Area for the year ended 31st December, 1960, and civilian competition 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 933 of 1960 is hereby cancelled.

APPENDIX.

HMA FLEET INTERPART COMPETITION.

Sport.	*Competition.*	*Winner.*
General Sport ..	Pakistan Shield	HMAS VAMPIRE.
Fleet and Small Ships Championship	Fleet Pulling Championship	HMAS VENDETTA.
	Fleet Sailing Championship	HMAS VENDETTA.
	Fleet Rugby Championship ..	HMAS MELBOURNE.
	Small Ships Rugby Championship	HMAS VAMPIRE.
	Fleet Cricket Championship	HMAS MELBOURNE.
	Small Ships Cricket Championship	HMAS VAMPIRE.
	Fleet Australian Football Championship	HMAS MELBOURNE.
	Small Ships Australian Football Championship	HMAS VOYAGER.

EAST AUSTRALIA AREA INTERPART COMPETITION.

Australian Rules ..	Australian Rules Shield ..	HMAS ALBATROSS.
Cricket	Zingari Shield	HMAS MELBOURNE.
Golf	H. B. Witham Cup ..	Lakes G.C.
	Sussex Trophy	Lt.-Cdr. Salthouse, RAN, and Mr. McHatton.
	G. R. May Trophy ..	Lt. M. J. D. Board, RAN.
	Randle Ford Trophy ..	Surg. Lt. Darrock, RAN.
	Guest Cooper Trophy ..	Surg. Lt. Darrock, RAN.
Rugby Union ..	Dempster Cup	HMAS NIRIMBA.
	McKerihan Cup	Navy.
Soccer	Rear-Admiral Showers Cup	HMAS PENGUIN/4th Submarine Division.
Swimming	G. D. Moore Trophy ..	Dockyard.
Water Polo ..	Urquhart Cup	Navy.
	Lorraine Crapp Cup ..	HMAS ALBATROSS.

APPENDIX—*continued.*

Sport.	*Competition.*	*Winner.*
	INTER-SERVICE COMPETITION.	
Australian Rules ..	HQ Eastern Command Cup	Navy 1. Army 2. RAAF 3.
Bowls	Malone Trophy	Navy 1. Army 2. RAAF 3.
Cricket	NSW Association Shield and Oldfield Cup	Navy 1. Army 2. RAAF 3.
Golf	Feltex Cup	Navy 1. Army 2. RAAF 3.
Association Football	Convery Lucas Shield ..	Army 1. RAAF 2. Navy 3.
Rugby Union ..	McCabe Cup	Navy, Army, RAAF } Tie.
Swimming and Diving	AIF Shield	Army 1. RAAF 2. Navy 3.
Water Polo ..	RKO Cup and Richardson Cup	Navy 1. RAAF 2. Army 3.
Athletics	NSW Amateur Athletic Shield	RAAF 1. Navy 2. Army 3.
	MGM 100 yds. Trophy ..	NAA McLean (HMAS NIRIMBA).
	Schweppes Trophy (Field Events)	Navy.
Tug of War ..	Gordon Pfeiffer Cup 1898 Challenge Shield	Navy 1. Army 2. RAAF 3.
Tennis	Holbrook Shield	RAAF 1. Navy 2. Army 3.
Basketball	H. J. Cooney Cup ..	Army 1. RAAF 2. Navy 3.
Boxing	Arnotts Shield	Army 1. Navy 2. RAAF 3 (did not compete).
	Legacy Cup	AB Hughes, C. E. (HMAS KUTTABUL).
Swimming and Diving (Women)	David Jones Cup	Navy 1. Army 2. RAAF 3.

APPENDIX—*continued.*

INTER-SERVICE COMPETITION—*continued.*

Sport.	*Competition.*	*Winner.*
Basketball (Women)..	Cole Trophy	Navy 1. RAAF 2. Army 3.
Hockey (Women) ..	Rural Bank Trophy ..	RAAF 1. Army 2. Navy 3.
Golf (Women) ..	Langdon Trophy	Army 1. RAAF 2. Navy 3.
Athletics (Women) ..	Challenge Cup	RAAF 1. Army 2. Navy 3.
Tennis (Women) ..	Barclay Trophy	RAAF 1. Army 2. Navy 3.

SOUTH-EAST AUSTRALIA AREA.

INTER-SERVICE SPORTS RESULTS 1960 (WINTER SERIES).

Sport.	*Competition.*
Australian Football ..	Army 103 defeated Navy 57. Navy 106 defeated RAAF 27. Army 128 defeated RAAF 61. *Final Points: Army* 30, *Navy* 20, *RAAF* 10.
Rugby	Navy 14 defeated Army 12. Navy 16 defeated RAAF 0. Army 14 defeated RAAF 6. *Final Points: Navy* 30, *Army* 20, *RAAF* 10.
Soccer	Navy 3 drew with Army 3. Navy 3 defeated RAAF 1. Army 2 defeated RAAF 1. *Final Points: Navy* 25, *Army* 25, *RAAF* 10.
Hockey	Army 3 defeated Navy 2. RAAF 4 defeated Navy 0. RAAF 4 defeated Army 2. *Final Points: RAAF* 30, *Army* 20, *Navy* 10.
Golf	RAAF 13 defeated Navy 0. Navy 8 defeated RAAF 5. Army 12 defeated Navy 1. *Final Points: Army* 30, *RAAF* 20, *Navy* 10.
Basketball (Women)..	WRAAF 56 defeated WRANS 15. WRAAF 27 defeated WRAAC 11. WRAAC 33 defeated WRANS 7. *Final Points: WRAAF* 30, *WRAAC* 20, *WRANS* 10.
Hockey (Women) ..	WRAAF 2 defeated WRANS 1. WRAAF 1 drew with WRAAC 1. WRAAC 4 defeated WRANS 2. *Final Points: WRAAF* 25, *WRAAC* 25, *WRANS* 10.

APPENDIX—*continued.*

CIVILIAN COMPETITION IN WHICH DEPOT TEAMS COMPETED.

Sport.		*No. in Competition.*	*Winner.*	*Depot Placing.*
Australian Football—1sts	same competition	12	FND	1st
Australian Football (Recruits)	same competition	12	FND	9th
Rugby Union—1sts		10	Powerhouse	5th
Rugby Union—Reserves		10	University	3rd
Rugby Union—Thirds		11	FND	1st
Rugby Union—Colts		9	FND	1st
Basketball—				
FND A		11	St. Johns	7th
FND B		11	Golden Fleece	10th
Soccer—				
FND		10	Ferntree Gully	9th

DEPOT INTERPART COMPETITION 1960-61 (NOT COMPLETED).

Cup or Trophy.	*Sport.*	*Winner.*
Richmond Cup	Australian Football	"L" School—Seamen.
Cowan Cup	Rugby Union	"L" School—Recruits.
Buchanan Cup	Basketball (Winter)	Wardroom.
Tolly Cup	Soccer	Band.
Drew Cup	Hockey	Wardroom.
Curry Cup	Obstacle Cross Country Race	Seaman.
Journal Cup	Athletics	Recruit School.
Walker Hall Cup	Champion Athlete	P/O Sutton.
Grey Smith Bowl	Cross Country	Recruits.
	Cross Country Individual	L/S Golotta.
Ladava Shield	Swimming	"L" School.
Challenge Shield—Chiefs and PO's *v.* Wardroom	Australian Football	Chiefs and PO's.
	Soccer	
	Rugby	
	Hockey	
	Basketball	
Sarel Cup	Golf	EA Lambert, N.
Oxford Cup	Golf	Sub-Lieut. Reilley, M.
Club Champion	Golf	Sub-Lieut. Reilley, M.
Plunkett Cole Bowl	Golf	Lt.-Cdr. Anderson, R.

(HPB 138/6/6.)

(*Navy Order* 933 *of* 1960.)

UNCLASSIFIED.

281.—Royal Navy Loan Ratings—Drafting Preferences.

The appendix to Navy Order 114 of 1961 (Form B.45) is to be amended as follows—

The heading of the section "Next-of-Kin" is to be amended to read "Present or intended address of next-of-kin in the United Kingdom".

(HPB 333/6/2.)

(*Navy Order* 114 *of* 1961.)

UNCLASSIFIED.

282.—Uniform—Naval Officers—Review of Dresses.

Details of the occasions when dress 9W may be worn, shown in the Appendix to Navy Order 735 of 1960, are to be amended as follows—

Delete the words "On tropical stations" and *insert* in lieu "In hot climates".

(DV 910/251/9.)

(*Navy Order* 735 *of* 1960.)

UNCLASSIFIED.

283.—WRANS—Examination Dates for Cook and Regulating Ratings.

In future, higher rates examination for Wrans Cook and Petty Officer Wrans Regulating will be held bi-annually; dates for these examinations will be promulgated by Navy Order.

2. Forms AS 442 are no longer to be raised for the examinations, applicants are to be reported by letter one month before the examination to Navy Office, copy to Commodore Superintendent of Training, Flinders Naval Depot who will issue examination papers.

3. Examinations in 1961 will be held on the following dates—

Petty Officer Wran Regulating—
2nd May—Written paper.
3rd May—Power of command.

Leading Wran Cook—
19th September.

Petty Officer Wran Cook—
21st April.
3rd November.

4. A three week course will be held as required at the Schools of Cookery, Flinders Naval Depot and HMAS WATSON before the examinations for Petty Officer Wran Cook.

5. WRANS Instructions will be amended.

6. Navy Order 90 of 1961 is hereby cancelled.

(HPB 311/6/6.)

(*Navy Order* 90 *of* 1961.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

284.—Electrical and Radio—Operation of Private Equipment in HMA Ships.

(*AFO* 3067/1959.)

Commanding Officers of HMA ships are to ensure that Ship's Standing Orders direct that all private electric, electronic and radio equipment is to be approved by an Electrical Officer as safe from shock and fire risks before installation.

2. Private equipment should be supplied from an approved DP switch socket, and the equipment should be switched off at the socket when not in use. As it is possible that in certain ships DP switch sockets are not fitted throughout, the plug supplying the equipment is always to be withdrawn from the socket when the equipment is left unattended.

3. No accountable public expense is to be involved in installing private equipment in HMA ships.

(DEE 177/51/11.)

UNCLASSIFIED.

285.—Lighting—Dimmers for Two in Number Mast Obstruction Lights—Introduction.

(*AFO* 2962/1960.)

Dimmers AP's F16/189578 (220 volt) and F16/189579 (115 volt), together with spare resistances AP's F16/189580 (220 volt) and F16/189581 (115 volt) have been introduced into service for use in ships fitted with two in number mast obstruction lights in order that the range of visibility of these two lights may be reduced to approximately 1 mile when used as " in contact " lights during night A/S action.

2. Dimmers AP's F16/189578 and F16/189579 and resistances, AP's F16/189580 and F16/189581 will be included in the Rate Book and Authorized List of Naval Stores, BR 810 under NATO Supply Classification 5905, Class F, Group 16.

3. For ships in commission fitted with two in number mast obstruction lights it is not intended to replace existing dimmers except when they become defective and beyond economical repair. Separate action is being taken for ships under construction.

4. When required, demands from ships for Dimmers AP's F16/189578 and F16/189579 should quote this order as authority for supply. Spare Resistances, AP's F16/189580 and F16/189581 are not to be held on board for maintenance but should be demanded only to replace those defective.

(DEE 519/66/33.)

UNCLASSIFIED. Cancelled N.O. 167/63

286.—Tubes—Electronic (Including Semi-Conductor Devices)—The Services List of Preferred Electronic Tubes—DEF (Aust) 3800.

(*AFO* 3024/1959.)

Electronic tubes for use in Service equipment of Australian design should be selected as far as possible, from those listed in Australian Defence Standard DEF (AUST) 3800 " Electronic Tubes and Semi-conductors ". The lists of electronic tubes and semi-conductor devices included in DEF (AUST) 3800 are reviewed at appropriate intervals and kept up to date in line with best modern tube practices.

2. The objects of publishing DEF (AUST) 3800 are—

(*a*) To ensure that only modern and readily available tubes are used in Service equipment of Australian design.

(*b*) To prevent the unnecessary addition of new types of tubes as items of Service Stores.

3. Ordering authorities are to ensure that every invitation to tender for any equipment which might involve a new design employing electronic tubes (including radio tubes, cathode ray tubes, photo cells, voltage regulator tubes, magnetrons, klystrons, gas switch tubes, semi-conductor diodes and transistors) stipulates that a report in the form of Appendix A to DEF (AUST) 3800 shall accompany the tender. This report requires the provision of a list of the electronic tubes the tenderer intends to use in the design. Copies of these reports are to be forwarded to the Director of Electrical Engineering for approval prior to placing the order.

4. Copies of DEF (AUST) 3800 may be obtained by authorities concerned from the Department of Supply.

(DNAS 519/54/41.)

UNCLASSIFIED.

287.—Ammunition—General—Types of Tracers in Naval Service Ammunition in Supply.

(*AFO* 251/1960.)

Appendixes A and B to this order detail the types of tracer in supply or the capability of shells and ammunition 40/60 and above to accept tracers—

Appendix A.—Details of various tracers in supply.

Appendix B.—Tracers used in various projectiles for calibres 4.7 inch to 40/60.

2. HE tracer is not a requirement for guns 4 inch and above, using separate or fixed ammunition. However, separate loading HE shell will continue to be supplied fitted tracer as follows while fuzes percussion DA No. 230 are supplied—

4.5-in.—25 per cent. of outfit.

4.7-in.—5 per cent. of outfit.

3. The practice of identifying the number and mark of a tracer or tracer igniter fitted to a shell or projectile, by the use of code letters, is being abandoned. Tracers in shell can now be identified by the supply nomenclatures of the shell concerned.

4. Admiralty has advised that BR 1202 will be amended accordingly.

APPENDIX A.

Type of tracer.	*Mark.*	*Type of ignition.*	*Approx. time of tracer or time to self destruction.*	*Remarks.*
No. 2 Internal ..	3C	Bright ..	7 secs.	—
	5	Bright ..	7 secs.	—
	5A	Bright ..	7 secs.	—
	8	Dark ..	8 secs.	—
No. 9 Internal ..	1 and 2	Bright ..	12 secs.	—
Tracer and Igniter—				
No. 7	4	Dark ..	7 secs.	—
No. 11 ..	2, 2R, 3, 3R, and 3B	Bright ..	7 secs.	—
No. 14 ..	4 and 5	Dark ..	12 secs.	—
	6	Bright ..	12 secs.	—

APPENDIX B.

Calibre of gun.	*Nature of shell.*	*Mark of shell.*	*Type of tracer supplied.*	*Remarks.*
QF 4.7-in. (S.L.)	HE Practice AA	8 ANT if fitted for tracer	No. 2 plugged	For QF, 9.9**B and 12-12B guns
	Shot practice ..	7 ANT ..	No. 2 ..	
QF 4.5-in. (separate loading)	HE Practice AA	N.10 if fitted for tracer	No. 9 plugged	—
QF 40/60	HE	2T or 4T ..	Tracer and igniter No. 11 Tracer and igniter No. 14	Fitted in Australian and British Naval Service Ammunition
		8T or 9T ..	Tracer and igniter No. 7 Mk. 4	Fitted in British Naval Service Ammunition
QF 40/60	Practice, tracer, fuzed	—	Tracer and igniter Nos. 11 and 14	Fitted in British Naval Service Ammunition
	Practice, weighted and plugged tracer	—	Tracer and igniter No. 14	Fitted in British Naval Service Ammunition

(DW 729/55/9.)

UNCLASSIFIED.

288.—Ammunition—Propellant—Landing—Destruction—Report.

(*AFO* 283/1961.)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached the age limit—

Propellant lots and sub-lots affected.	*Type.*	*Nature of ammunition, &c., which may be involved.*
RNC 1099 ..	SC 061 ..	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in. (FA).
RNC 1119 ..		
RNC 1353XB ..		
RNC 1555XC ..	SC 103 ..	QF 5.25-in.; QF 4-in.
RNC 3908XL ..		
MEC 121XL ..		
RNC 1104 ..	SC 109 ..	QF 4.7-in.
RNC 1117 ..		
RNC 1364XB ..		
RNC 1106 ..	SC 150 ..	Impulse Torpedo.
RNC 1115 ..		
RNC 1234XA ..		
BS 18309XA ..	SUK 1.7-0.6	Motor Rocket 2-in.
SPDN 4400 ..	FNHP 019 ..	QF 40/60.

Action to be taken by HMA ships, &c. Return to nearest RANA Depot as early as practicable; if unable to comply within three months from the date of this order, report specially to Navy Office for instructions. NM and ER BR 862, Article 211, and NCR BR 862A, Article 53, paragraphs 6, 7, and 9 refer.

Action to be taken at RANA Depots Separate instructions have been issued.

(DAS 729/57/62.)

RESTRICTED.

289.—Ammunition—QF 4-in., Marks 16* and 21 Guns—Practice AA/UC Assembled with 31-lb. Shell and MNF2P/S Propellant—Supply.

(*AFO* 148/1961.)

Cartridges, QF 4-in. Marks 16* and 21 guns, Practice AA/UC, assembled with 31-lb. shell and Propellant MNF2P/S 164-064 are now released for supply to all ships in the RN as the need for replenishment of outfits arises, and as local stocks of rounds assembled with 35-lb. shell and Propellant MNF/S, NF/S 164-048 or MNF2P/S 164-064 become exhausted.

2. A mixture of the two weights of shell and the several types of propellant is not to be included in an outfit of Practice AA/UC, and it will be necessary where replenishments containing the same weight of shell or type of propellant are not available, for the quantity remaining on board to be landed in exchange for the approved allowance in a different combination of shell and propellant.

3. It is to be particularly noted that cartridges QF 4-in. Marks 16* and 21 guns Practice SU assembled with 35-lb. shell will continue in supply to all ships except those fitted MRS.8 fire control system, in accordance with AFO 1847/1960. (Cartridges, QF, 4-in., Marks 16* and 21 guns, HEUC. Use for SU Practice Firings.)

4. HMA ships and gunnery school will continue to be supplied with cartridges assembled with 35-lb. shell only, stocks of which will be maintained at Singapore on RAN account.

(DAS 729/251/19.)

UNCLASSIFIED.

290.—Gun Mountings—4.5-in. Twin RP 41. Mark 6 Series Mountings—Modification.

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted; Gunnery Equipment Depots.
(*b*) *Type of equipment* ..	4.5-in. Twin RP 41 Mk. 6 series mountings.
(*c*) *Part of equipment affected*	Gas proof flaps on inlet and exhaust ventilation ducts on gunshield.
(*d*) *Purpose of modifications*	To prevent seizure of hinge pins of gas proof flaps.
(*e*) *Nature of modification* ..	Bosses are to be welded to the hinge brackets, drilled and tapped ¼-in. BSF, and fitted with Tecalamit lubricator AP 5747.
(*f*) *Drawings*	N.52831, N.52832, N.52449.
(*g*) *By whom to be done* ..	Dockyard, as a defect.
(*h*) *When to be done* ..	At the earliest opportunity. *See also* Mod. 54 to Mks. 6 and 6*.
(*i*) *How to be recorded* ..	As modification AN 102 to Mks. 6 and 6*. As modification AN 4 to Mk. 6* Mod. 1.

2. BR 2014B and Navy Order 406 of 1960 are relevant.

(DW 736/259/32.)

(*Navy Order* 406 *of* 1960.)

UNCLASSIFIED.

291.—40-mm. Twin RP 50, Marks 5 and 5* Mountings—Safety Firing and Firing Gear—Modification.

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted; Gunnery Equipment Depots.
(*b*) *Type of equipment* ..	40-mm. Twin RP 50 Mks. 5 and 5*.
(*c*) *Part of equipment affected*	Safety firing and firing gear.
(*d*) *Purpose of modification* ..	To prevent the fixed stop from working loose in its recess with consequent damage to securing screws.
(*e*) *Nature of modification* ..	To fit a new fixed stop having parallel ends into a suitably modified cover recess and securing with "Unbreako" type countersunk hexagon socket screws.
(*f*) *Drawings*	GR 6658 dated (6.2.1961).
(*g*) *By whom to be done* ..	Dockyards, as a defect.
(*h*) *When to be done* ..	At the earliest opportunity.

To be recorded as modification AN 5 on form S1151 (*e*) or in Ordnance Engineers Master Record.

(DW 736/64/19.)

UNCLASSIFIED.

292.—MRS8—CRBF Directors, Mark 5—Modifications.

The appendix to this order lists approved modifications to CRBF Directors Mark 5.

2. The drawing numbers are not shown, but the MR No. applicable, and the change sheets showing the drawings and details concerned, are listed.

3. Future modifications will be promulgated by Navy Order and are to be added to the lists to maintain a complete record of modifications.

4. Defect items are to be raised to have the outstanding modifications carried out by Dockyards quoting this order as the authority.

5. Drawings and change sheets will be forwarded to Dockyards when available.

6. Arrangements have not yet been made for modification parts for Mods. No. 6, 10, 11 and 14, but in the meantime the modifications are promulgated for information and are to be incorporated at the first convenient opportunity.

7. As each modification is completed a notation is to be made in the Ordnance Engineer's Master Record or on form S.1151 (*e*).

APPENDIX.

Mod. No.	*Description of modification.*	*Drawings, MR or change sheet.*	*Supply of Parts.*	*Remarks.*
1.	To include the aerial servo unit in the warm oil circulating system	MR No. 1 change sheets 1, 2, 3 and 4	—	—
2.	To improve performance of director to suit the new gear ratio, back lash limits remain unaltered	MR No. 5 change sheet No. 11	—	Completed in all directors in RAN
3.	To provide facilities for maintaining a false closing range rate when acquiring a target at 10,000 yards	MR No. 6 change sheet No. 15	—	Completed in all directors in RAN
4.	Armament communications revised by deletion of the GD grpup	MR No. 15 change sheet No. 32 sheets 1–6	—	—
5.	To improve the method of sealing doors	MR No. 18 change sheet No. 30	—	—

APPENDIX—*continued.*

Mod. No.	*Description of modification.*	*Drawings, MR or change sheet.*	*Supply of Parts.*	*Remarks.*
6.	To modify 4-in. range dial to suit latest range tables	MR No. 20 change sheet No. 44	—	West Head only
7.	To provide additional coarse training and elevation transmissions to GDS	MR No. 30 change sheet No. 56	—	Not required in RAN
8.	To avoid the possibility of excessive grease being injected into Section "J"	MR No. 29 change sheet No. 55	—	—
9.	To prevent the leakage of oil from tachometric box into Section "J"	MR No. 32 change sheet No. 57	—	—
10.	To provide an additional 6 second time-constant and increase the lower time-constant to 1.5 seconds in the rate measuring units of the Tachometric Box	MR No. 33 change sheet No. 58	—	—
11.	To replace NH.2 oil pump by NH.111. To reduce noise level on director	MR No. 34 change sheet No. 59	—	—
12.	Provision of test position on radar selection switch. To enable "Target Lost" condition to be obtained without necessity of running the radar set	MR No. 44 change sheet No. 80	—	—

APPENDIX—*continued.*

Mod. No.	*Description of modification.*	*Drawings, MR or change sheet.*	*Supply of Parts.*	*Remarks.*
13.	To enable the waveguide flare to be adjusted to bracket and gauge A.P.59985	MR No. 57 change sheet No.	—	Change sheets will be forwarded when available
14.	To prevent DBU main oil pump being started before DBU magslips are energized	MR's No. 61 and 69 change sheet No.	—	Change sheets will be forwarded when available
15.	To improve acquisition	MR No. 70 ..	—	Change sheets will be forwarded when avaiable
16.	To provide steam heating to training rack	MR No. 66 change sheet No.	—	Not required in the RAN
17.	To fit CBRS1 and switch and uniter box in place of reflector light	MR No. 19 change sheet No.	—	—

(DW 737/60/9.)

UNCLASSIFIED.

293.—Anti-Submarine—Asdic Type 170 (Series)—EHT Units F.1.A. (2)/A3121, A3441, A5083—Transformer F.1.A(2)/A3130B.

(*AFO* 3366/1960.)

Failures of Transformers A.3130B usually caused by defective Visconsol type capacitors, have assumed serious proportions. A modified transformer introduced as an interim measure has proved troublesome in manufacture, but A.3130B (Mod. 1) Transformers, embodying potted ceramic capacitors, are now being incorporated in A.5083 (which replaces A.3121 and A.3441, *vide* Mod. S.98 in BR 1653). A.5083 remains in short supply.

2. Separate supplies of A.3130B (Mod. 1) are expected soon, and it may be necessary to issue these instead of replacement A.5083 in some cases. The fitting of a spare transformer in A.5083 is straightforward, which was not the case in earlier A.3121 and A.3441 EHT units. All demands and signalled requests for pattern A.5083 are to indicate whether the requirement is for initial fitting in accordance

with Mod. S.98 or to replace a similar defective item. In the latter event confirmations should be given that supply of A.3130B, which will be of the modified type, is acceptable.

3. S.2022 reports are no longer required for pattern A.3130B, but are required for A.3130 (Mod. 1).

4. As a longer term cure it is hoped to introduce a re-designed transformer now in the prototype stage. Stocks of these may become available by the end of 1961. E. List allowances of spare transformers (at present three per Depot Ship only) will not be altered until present shortages are overcome and until progress of the re-designed transformer is clearer.

(DNAS 518/52/93.)

UNCLASSIFIED.

294.—Naval Stores (General) (Class E, Group 3)—Lifebuoys, Pattern 307—Numbers for Boats.

(*AFO* 3132/1960.)

The numbers of 30-in. circular lifebuoys, pattern E3/307, carried in pulling, sailing or power boats, including PAS Craft are to be as follows—

Length of boat.	*No. of lifebuoys.*
Under 23-ft.	Nil
23-ft. to under 45-ft.	1
45-ft. and over	2

2. These quantities are to be provided as far as possible from existing holdings.

(DNAS 1275/58/19.)

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Registrar.

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FOR OFFICIAL USE ONLY.

C.N.O. 295/61.

Jan 8/5

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
26th April, 1961.

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.

RESTRICTED.

2479/61.

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295.—Upper Yardmen—Selection and Training.

(*A.F.O.'s* 1725/1958, 2534/1959 *and* 1845/1960.)

The arrangements for the selection and training of Upper Yardmen are inconsistent with the higher academic standards now required at the Naval College and the revised pattern of training for Junior Officers of the General List announced in ACNB 254F dated 15th November, 1960. So that Upper Yardmen can be given a comparable training, without which they will be unable to compete on level terms with Cadet-entered officers, they must be selected at an earlier age and be given special appointments for academic preparation.

2. The following revised arrangements will therefore replace the existing scheme which is hereby cancelled. Henceforth all Upper Yardmen candidates will need to be educationally qualified as in paragraphs 4 and 6 below.

Age Limits.

3. Ultimately candidates must be over 17 years 6 months and under 21 years of age on 1st September of the year in which they enter the TEMERAIRE Block at Dartmouth. The upper age limit of 21 will not, however, be imposed until 1963. Details of the stages by which the current upper age limits will be progressively reduced are as follows—

Specialization—	*Maximum age on 1st September, 1961.*	*Maximum age on 1st September, 1962.*	*Maximum age on 1st September, 1963.*
X	23	22	21
S	23¼	22¼	21
E	25 years 1 month	24 years 1 month	21
L—Artificers ..	25¼	24¼	21
Other ratings ..	25¾	24¾	21

Educational Qualifications.

4. In view of the academic standard to be attained in TEMERAIRE block (*see* paragraph 13) it is particularly important that RAN candidates should be of the same initial educational standard as their RN contemporaries. It has therefore been decided that in future the RN HET examinations should be taken by RAN candidates. Satisfactory passes in this examination as outlined in paragraph 6 below will be required before a candidate becomes eligible to appear before the Preliminary Selection Board.

5. In order to assist RAN CW candidates in preparing for the Royal Navy HET examinations the following information is included—

Appendix A.—HET .. Revised syllabuses.

Appendix B.—HET .. Specimen papers.

Appendix C.—HET .. General directions for conduct of the examination.

Note.—Only RAN ratings for whom CW papers have been commenced are to be permitted to sit for the Royal Navy HET examinations.

6. Before embarking on their formal training as Upper Yardmen RAN candidates must have obtained the equivalent of four passes at " O " level in the General Certificate of Education but not necessarily at the same examination—

X and S—Mathematics, English language, Physics and one other subject, recommended to be either Applied Mathematics or Navigation for X Officers.

E and L—Mathematics, English language, Physics, and one other subject, recommended to be Applied Mathematics.

(*See* Appendix A, paragraph 2 for HET GCE passing standards).

7. Passes in Matriculation Examinations at Australian Universities will be recognized as equivalent to GCE (O) on a subject for subject basis. Commanding Officers of CW candidates so qualified are to forward documentary evidence to Navy Office in order that credit for the subject(s) may be given.

Commanding Officer's Recommendation.

8. A rating may be recommended by his Commanding Officer as a potential Upper Yardmen candidate on completion of 6 months service in the Royal Australian Navy. Form CW 1 is to be started for recommended ratings. It is not necessary at this stage for the candidate to be qualified educationally as in paragraph 6 above, but his Commanding Officer should satisfy himself as far as he is able, that, as well as being generally suitable for training as an officer, the rating has a reasonable chance of reaching this academic standard with further study.

Preliminary Selection Boards.

9. Recommended and educationally qualified candidates should appear before a Preliminary Selection Board at the earliest opportunity. Boards will be held in January and June of each year, being convened by Flag Officer Commanding H.M. Australian Fleet or the Flag Officer in Charge, East Australia Area. The convening authority will be informed of the names of eligible candidates by the Naval Board.

10. The Boards are to consist of a Captain and a Commander of any specialization and an Instructor Officer. In addition to assessing a candidate's officer-like qualities, they are also to gauge his ability to achieve the final educational qualifications set out in paragraph 13 below.

11. Approval will be sought for candidates who pass the Preliminary Selection Board to proceed to the United Kingdom. They will enter Dartmouth (TEMERAIRE block) in their existing rating at the beginning of the next (English) autumn term (i.e. about August/September).

The Upper Yardman Training Course.

12. The former hospital at the Britannia Royal Naval College, Dartmouth, has been converted to accommodate the Upper Yardmen under training from the autumn term of 1960. It is known as TEMERAIRE block, and is administered by the Captain of the Britannia Royal Naval College.

13. The course in TEMERAIRE block is primarily academic, leading to the following qualifications, which must be obtained within a maximum of 2 years—

General Certificate of Education passes at " A " level in Mathematics (Pure and Applied) and Physics, and at " O " level in Chemistry.

Admiralty Interview Board.

14. After one term as ratings in TEMERAIRE block candidates will attend the Admiralty Interview Board. Those who pass will be promoted to Cadet, and will continue their training. Those who fail, will revert to general service in their existing ratings. In exceptional cases, the Admiralty Interview Board may recommend their return to Dartmouth (TEMERAIRE block) in the following September, if still eligible by age, and their re-appearance before the Admiralty Interview Board after a further term there.

Promotion to Midshipmen.

15. When they have qualified as in paragraph 13 above, Upper Yardmen Cadets will be promoted Midshipmen and will join the Cadet-entered Midshipmen for their year at sea in the Fleet. Their subsequent training and their allocation to specializations, will be identical with that of Cadet-entered officers.

Withdrawals from Course.

16. Upper Yardman Cadets who fail to make satisfactory progress or who prove otherwise unsuitable will be given the option of leaving the Service or of re-engaging in previous rate.

Pay and Uniform.

17. The rates of pay of Upper Yardman Cadets and Midshipmen will be promulgated later.

18. Details of initial uniform outfits for Cadets and outfit gratuities payable on promotion to Acting Sub-Lieutenant will be promulgated later.

Messing.

19. RAN Upper Yardman Cadets and Midshipmen will be messed in the Wardroom and will be required to pay the customary messing charge (up to 3s. a day), mess subscription, &c., to the mess.

Appendix A.

Royal Navy Higher Educational Test—Revised Pass Marks and Syllabuses.

The pass marks qualifying for a General Certificate of Education (O) level pass is 45 per cent. A Higher Educational Test pass in any subject will be awarded to any candidate who obtains not less than 40 per cent.

2. The following are the revised syllabuses of the Royal Navy Higher Educational Test—

Higher Educational Test.—Revised Syllabuses.

Paper I.—English Language.

The purpose of the syllabus is to encourage and promote the workmanlike use of English.

The paper will be designed to test powers of expression and comprehension, rather than skill in solving formal exercises. Attention will be paid throughout to sentence-construction, the effective use of words, the avoidance of slang and colloquialisms and to punctuation, spelling and handwriting.

Appendix A—*continued.*

The examination will consist of one three-hour paper of five questions, one on each of the following sections—

(*a*) An essay chosen from a wide range of topics which may be factual, narrative, descriptive, imaginative or controversial. The orderly arrangement of the subject matter will be taken into account.

Candidates are advised to spend about one hour on this question.

(*b*) A passage of about 350 words for summary in approximately one third of the number of words in the original passage.

Candidates are advised to spend about forty minutes on this question.

(*c*) A comprehension test based on a shorter prose passage. This test will include questions on the general content of the passage and on the meaning of particular words and phrases.

Candidates are advised to spend about thirty minutes on this question.

(*d*) An exercise designed to test ability in the more practical aspects of expression. Emphasis will be placed on lucidity, relevance and precision.

There will be a choice of questions. Candidates may be asked among other things:

(i) to describe a familiar object;
(ii) to describe an everyday operation;
(iii) to write a set of instructions;
(iv) to write a letter;
(v) to write a report.

Candidates will be required to limit themselves to a prescribed number of words and are advised to spend about twenty-five minutes on this question.

(*e*) A question will be set on English usage (for example, the correct use and meaning of words, direct and indirect speech, the correct use of parts of speech and idiomatic and metaphorical expressions). Formal exercises in parsing and analysis will not be set.

The question will consist of two parts of which candidates will be required to answer only one.

Candidates are advised to spend about twenty-five minutes on this question.

Text Books.

Pocket Oxford Dictionary		A.B.R. 5030
English for General Certificate	G. F. Lamb ..	B.R. 476
The Complete Plain Words	Sir E. Gowers ..	B.R. 482

Paper II.—General Paper.

The examination will consist of one paper of 3 hours. Candidates will be required to answer *five* questions including at least *one* from each of Sections A, B, and C.

Five questions will be set in each section—

Section A .. Current affairs.
The historical, economic and geographical background to world events. General Naval topics.
Section B .. Science and its social implications.
Section C .. Literature and the fine arts; music, art, the theatre, sport, &c.
Questions on controversial political and religious issues will not be set.

The best preparation for this paper is the intelligent reading of the daily and weekly press.

APPENDIX A—*continued.*

Paper III.—History.

The examination will consist of one paper of 3 hours duration. Candidates will be required to answer *five* questions from any *two* of the following sections. Not more than three questions may be taken from any one of the two sections chosen.

Section A.—The History of the Royal Navy, 1485–1945.

(*a*) *The Development of the Royal Navy.*

The Tudor contribution to naval development, the preparatory work of Henry VII; Henry VIII and the coming of the warship; Elizabeth, Hawkins and the ships and seamen of Elizabethan England.

The Stuart contribution to naval development; the Navy under the early Stuarts; the loss of sea-power and the Ship-Money Fleet; the Commonwealth, Blake and the development of the State Navy; the Later Stuarts, Pepys and the coming of the Royal Navy.

The Hanoverian contribution to naval development; the Peace of Utrecht, naval supremacy and Fleet decay; Anson, Hawke and the regenerated Navy; the Peace of Paris and its aftermath; vicissitudes and developments in the golden age of the ship-of-the-line; the Navy of Nelson and Trafalgar.

The Victorian contribution to naval development; the 19th century naval transformation; the coming and triumph of steam; the coming of the ironclads, the new naval weapons, specialization and the long-service Navy.

The 20th century contribution to naval development; the impact of submarine and aeroplane and the changing composition of the Fleet; Foreign complications and the Washington Treaties; domestic difficulties and the 10-year rule.

(*b*) *The Role of the Royal Navy.*

The 16th century contribution to the development of naval tactics and strategy; the Armada campaign; the use and missue of sea-power in the Spanish war.

The 17th century struggle for command of the sea; the role of the Navy in the Civil War; the Commonwealth and sea-power; the development of the Navy's role in the Dutch wars and the beginning of the French wars.

The 18th century contribution to the development of naval tactics and strategy; the maintenance of the Home Base and of oversea bases; Pitt and the use of sea-power; the War of American Independance and the loss of sea-power; the role of the Navy in the revolutionary and Napoleonic wars.

The Navy in the 19th century; its role in the Pax Britannica; the Navy and the suppression of the Slave Trade; the Navy and the Monroe Doctrine; the role of the Navy in the development of Empire and Commonwealth.

The Navy in the 20th century; its part in the Great War; British sea-power in the years between the wars; the Navy in the Second World War.

Section B.—The British Commonwealth of Nations 1815 *to the Present Day.*

The 1837 rebellions in Canada; the Russell-Gladstone discussions and the Governor-Generalship of Lord Elgin; Canadian Federation and the British North American Act of 1867.

APPENDIX A—*continued.*

The settlement of Australia; the development of wool and gold; Gibbon Wakefield and South Australia; the coming of responsible government and the Federation of the Australian Colonies; the settlement of New Zealand; the Maori Wars and the Treaty of Waitangi; the governorship of Sir George Grey; the coming of responsible government.

The British impact on the Cape; the Great Trek and the establishment of the Boer Republics; the Zulu wars; Anglo-Boer relations; the effect of the discovery of diamonds and gold; the Boer War and the making of the Union of South Africa; the development of Afrikander extremism, the doctrine of apartheid and the problem of South Africa to-day.

The extension of British power in India; the India Act of 1833; the rule of Lord Dalhousie; causes and consequences of the Indian Mutiny; the development of Indian National feeling; Gandhi, Nehru, Jinnah and the birth of independent India and Pakistan; the problem of Kashmir and the situation in India and Pakistan to-day.

The Imperial Conferences 1887–1911 and the development of Dominion Nationhood; the emerging British Commonwealth of Nations and the Great War; the British Commonwealth of Nations between the wars; the Balfour Declaration and the Statute of Westminster; the Commonwealth since 1945; the withdrawal of Eire; the new Asian and African members; the machinery, nature and character of the new Commonwealth.

Section C.—The History of Great Britain 1815–1914.

The unreformed Parliament and the theory of the Balanced Constitution; the Great Reform Act and its immediate and ultimate effects; the age of Peel; the age of Gladstone and Disraeli; the later Reform Acts and the coming of democratic Britain; the position and influence of the Crown; the struggle between the House of Lords and the House of Commons and the Parliament Act of 1911; the development of modern political parties.

The social and economic effects of the French wars; the Corn Laws and the movement for Free Trades; the growth of population and the development of the towns; urban, rural and factory conditions; the reform of the Poor Law, Factory Acts and Public Health Acts; Chartism and the development of Trade Unions; the Co-operative movement and Friendly Societies; the growth of science and technology and the development of communications; the condition of British agriculture; the years of the Great Depression; the New Trade Unionism; Humanitarianism and Evangelicalism; the spread of education.

The Irish question and the struggle to solve it; Irish conditions and Irish reforms; the failure of Home Rule; Curragh and the shadow of partition.

British Foreign Policy; Castlereagh and Canning; Palmerston's foreign policy; the foreign policies of Disraeli and Gladstone; Salisbury and the Interests of Great Britain; Sir Edward Grey and British involvement in the Great War.

Text Books.

British History	E. R. Brett	B.R. 478
British History, Vol. II.	T. K. Derry	B.R. 477
History of British Navy	M. Lewis	B.R. 479
The Nation and the Navy	C. Lloyd	B.R. 480
British Empire and Commonwealth	J. A. Williamson	B.R. 481

APPENDIX A—*continued.*

Paper IV.—Geography.

The examination will consist of one paper of three hours.

Candidates will be required to answer five questions, one taken from each of Section B, C, D and E, together with the compulsory question in Section A.

Candidates will be expected to study in detail only *one* of the areas of the world cited in Section E.

Section A.—Mapwork.

Questions will be set requiring the use of ordnance maps or excerpts from these, the interpretation of photographs in terms of the map or vice versa, the co-ordination of sections of Admiralty Charts with Ordnance Survey Maps in relation to small coastal areas and problems requiring a knowledge of conventional signs, scales, grid references, bearings and intervisibility.

Map reading and the interpretation of Ordnance Survey Maps to scales of

$$\frac{1}{63{,}360} \text{ and } \frac{1}{25{,}000}$$

Reading of sections of Admiralty Charts with special reference to the approaches to Great Britain—

Landforms, coastal features; underwater features above the 100 fathom line.
Cross sections and the related problems of intervisibility.
Simple cases of enlargement and reduction; gradients.
Conventional signs, scales and distances, true and magnetic bearings.
The determination of land use, settlement patterns, human activities and communications from evidence given by map, chart or picture.

Section B.—Physical Geography.

1. The earth as a sphere. Day and night. The seasons. Latitude and longitude and methods of determining them.

2. Simple land forms. Agents of weathering, erosion, transportation and deposition. Distribution of mountains, plateaux and plains.

3. The atmosphere. Temperature, distribution and variations. Wind belts and main pressure belts. Rainfall, distribution and causes. Weather and climate. Interpretation of simple weather maps, graphs and distribution maps.

4. Ocean currents. Circulation and temperatures, salinity, surface movements of water in oceans and seas omitting the theories of tides, the polar ice-caps.

5. Major climatic and natural vegetation regions.

Section C.—Human and Economic Geography.

The world dealt with as a number of aspects of human activities, to include agriculture, food, forest resources, power, extractive and manufacturing industries, trade and commerce. The distribution of population and the growth of great cities. The chief communications by land, sea and air.

Section D.—The British Isles.

APPENDIX A—*continued.*

Section E.—(a) The British Commonwealth and Associated Territories.
(b) N.W. Europe.
(c) U.S.S.R.
(d) U.S.A.

Text Books.

The British Isles	Preece & Wood ..	B.R. 456
The World—General Regional Geography	Stembridge ..	B.R. 564
New School Atlas of Comparative Geography	(Philips')	B.R. 457
The Interpretation of Ordnance Survey Maps	Lockey	B.R. 487
A Rational Economic Geography ..	Fox & Fairs ..	B.R. 486
A Dictionary of Geography	Moore	B.R. 485

Paper V.—Navigation.

There will be a single paper of 2½ hours duration. The paper will contain eight questions. Candidates will be required to answer Questions 1 and 2 and *three* others. Question 1 will be on chart work and Question 2 on astronomical position lines.

The paper will test a knowledge of the principles of the subject and of simple practical applications. The knowledge of mathematics required will not extend beyond the Syllabus in Mathematics given for Paper VI.

Practical use of the sextant and compass will not be required in the examination, but knowledge of the use of these instruments will be tested in the paper.

Familiarity with the use of the Nautical Almanac will be expected. Nautical tables will be used in the examination.

Candidates will be expected to be familiar with chart work and should provide themselves with parallel rulers and dividers.

Charts will be provided in the examination.

Syllabus.

1. The geometry of the sphere. Definitions. Position on the earth's surface. Plane, parallel, mean latitude and rhumb line sailings. Use of the traverse table. The Mercator chart, the gnomonic chart, principles only.

2. The spherical triangle. Simple formulae of spherical trigonometry (proofs not required). Great circle distance, initial and final courses by calculation or tables.

3. Terrestrial magnetism, variation, deviation. Conversion of courses and bearings taken with magnetic and gyro compasses. Radio DF bearings and their reduction to Mercatorial bearings.

4. The triangle of velocities and its applications to the solution of problems of course, speed, wind, current and tidal stream. Dead reckoning. Estimated position, i.e. the position obtained by allowing for courses and distance and for leeway and current. Fix.

5. The celestial sphere. Altitude, zenith distance, azimuth, hour angle, declination, Greenwich hour angle, local hour angle. The ecliptic. First point of Aries. Right Ascension. Sidereal hour angle.

APPENDIX A—*continued.*

6. Apparent solar time, the equation of time, mean solar time, sidereal time, zone time.

7. The theory of the astronomical position line; the geographical position of the sun. Calculation of the position line by finding the intercept and azimuth of the sun.

Candidates may, if they wish, use Tables of Computed Altitude and Azimuth H.D. 486 (iv) and, in order to facilitate this, problems will refer only to the latitude bands 45° to 59° North and South.

8. Calculation of the time of the sun's meridian passage. Estimation of meridian altitude; latitude from sun's meridian altitude.

9. Corrections to observed altitude of the sun in sea navigation.

10. The rising and setting of heavenly bodies. Bearing amplitudes by tables. The twilights.

11. Interpretation of charts (soundings; lights, buoys, &c.). Elementary chart work. Coastal Navigation. Position line. Fix by cross-bearings. Fix by bearing and range. Transferred position line. Running fix. Transits. Horizontal sextant angles and vertical danger angles. Practical applications of paragraphs 3 and 4.

Text Books.

Notes on Navigation	H.M.S.O.	BR 454 (under review).
Right Angle Triangle Tables	H.M.S.O.	BR 560
Admiralty Navigation Manual, Vol. 1	H.M.S.O.	BR 45 (I)
Admiralty Navigation Manual, Vol. 2	H.M.S.O.	BR 45 (II).

Paper VI.—Mathematics.

One three-hour paper will be set. The solution of any one question may require knowledge of more than one part of the syllabus. The paper will consist of *two* sections. The first section will contain a number of simple questions, all of which must be attempted. In the second section a choice will be allowed; candidates will be required to answer not more than *four* questions.

Unless specific instructions to the contrary are given.

(*a*) a candidate may use any appropriate method.

(*b*) slide rules and tables of logarithms, trigonometrical functions, squares, square roots and reciprocals may be used, wherever they give the required degree of accuracy.

(*c*) set-squares, graduated rulers, diagonal scales, protractors and compasses may be used.

Arithmetic.

The ordinary processes of Arithmetic and their practical application. Units (British, Nautical, Metric). Fractions, decimals, averages, ratio, percentages, simple interest. The use of tables of common logarithms, squares, square roots and reciprocals.

Mensuration.

The mensuration of the rectangle and triangle and figures derived from them (with easy extension to three dimensions), the circle, cylinder, cone and sphere. Applications of the mid-ordinate rule.

APPENDIX A—*continued.*

Algebra.

The expression of an algebraic formula in words and of a rule as a formula. Evaluation of algebraic expressions. Change of a subject in a formula. Formulae connected with Service matters. The use of indices. Factors of simple expressions of first, second and third degree. Simple equations in one or two unknowns; quadratic equations; application to the solution of easy problems. The position of a point fixed by Cartesian co-ordinates. Graphs from numerical and statistical data; determination of a linear law, where applicable. Graphical solution of equations. Graphical treatment of the functions:

$$y = Ax + B;\ y = Cx^2 + AX + B;\ y = Dx^3 + Cx^2 + Ax + B;\ y - B = \frac{E}{x - F}$$

Ideas of maximum, minimum and rates.

Plane Geometry.

An appreciation of the following geometrical properties will be expected of all candidates. Formal proofs will not be required.

Angular measures, angles of elevation and depression, bearings. Properties of adjacent and vertically opposite angles, parallel lines, corresponding and alternate angles. Angle properties of triangles and polygons. Congruency and similarity of triangles. Properties of rectangles, parallelograms, triangles and trapezia.

Relation between the areas of the squares on the three sides of a right-angled triangle, with applications.

Chord and angle properties of the circle. Rectangle properties of intersecting chords and secants.

Properties of tangents. The 'alternate segment' theorem.

Trigonometry.

The sine, cosine and tangent of angles up to 360°. Determination of these ratios for a given angle by construction, and the converse:—

The equation $\sin^2 A + \cos^2 A = 1$.
The sine and cosine rules for a triangle.
Application to simple problems.

Applied and Three-dimensional Geometry.

The following constructions, using ruler and compasses only:

(i) bisection of angles and straight lines,
(ii) construction of perpendiculars to straight lines, angles equal to given angles, and angles of 30°, 45°, 60°,
(iii) construction, from sufficient data, of triangles, quadrilaterals and circles, including the circumscribed and inscribed circles of a triangle,
(iv) division of a straight line into a given number of equal parts, or into parts in any given ratio.

Scale drawing. Construction of rectilinear figures from given data. The projection of a point and of a line on a plane; the relation between the length of a line and that of its projection. Extension to the projection of an area.

The application of scale drawing (or trigonometry) to vector problems, navigation, heights and distances. Construction of plans and elevations.

Sections. Freehand sketches to scale on squared paper of simple objects, such as a nut and bolt, in plan and elevation from actual measurements.

APPENDIX A—*continued.*

Text Books.

Certificate Mathematics (Vol. I)	Durell	BR 488 (1)
Certificate Mathematics (Vol. II)	Durell	BR 488 (2)
Certificate Mathematics (Vol. IIIB)	Durell	BR 488 (3)
Certificate Mathematics (Vol. IVB)	Durell	BR 488 (4)

Paper VII.—Applied Mathematics.

The examination will consist of one paper of three hours and be divided into two sections. The first section will consist of *five* questions on fundamental ideas of which *four* must be attempted. The second section will contain questions of a more difficult character and *three* questions out of five must be attempted.

Candidates will be expected to be thoroughly conversant with definitions, using, where applicable, the idea of rates of change, and be familiar with experimental methods of verifying fundamental laws.

Candidates will be expected to be able to solve problems by using either graphical methods or the trigonometry of the right-angled triangle and trigonometrical tables.

Syllabus.

Linear and angular motion; distance, speed, displacement, velocity and acceleration. Relationships between linear and angular velocity, and between linear and angular acceleration.

Velocity as a vector. Simple ideas of vectors, including vector sum and vector difference. Relative velocity, including velocity diagrams of simple mechanisms.

The distance-time graph, velocity-time graph, meaning of slope of curve and area under curve. Velocity and acceleration expressed as a rate of change. (Analytical treatment of uniform acceleration only.)

Derivation of uniform acceleration equations from a consideration of the velocity-time graph. Deduction of formulae for rotational motion having uniform angular acceleration.

Application of the equations for uniform acceleration to motion under gravity.

Motion of a projectile; time of flight, greatest height and horizontal range.

Definition and representation of force as a vector. Composition and resolution of forces. Triangle of forces. Conditions for equilibrium of three co-planar forces. Determination of line of action of resultant, or equilibriant, of parallel forces. Parallelogram of forces.

Concurrent co-planar forces. Polygon of forces. Resultant or equilibriant of such systems.

Moment of a force, the principle of moments. Definitions of torque and couple. The orders of levers.

Simply supported beams with uniformly distributed loading, and with point loads.

Determination of the resultant of a system of non-concurrent co-planar forces. Link polygon, graphical solution.

General conditions for equilibrium of co-planar forces.

Graphical solutions of forces in a simple framework.

APPENDIX "A"—*continued.*

Definitions of stress and strain. Simple stresses; tensile, compressive and shear. Hooke's law and Young's modulus of elasticity. Elastic limit, ultimate strength, factor of safety. Simple calculations on the strength of ties and struts.

Newton's law of motion; distinction between mass and weight. Use of Stroud system of units. Weight of one pound (1 lb.) as a unit of force. Force measured by comparison with the weight of a body.

Impact of water on a fixed plane surface.

Work, potential energy and kinetic energy. Work done in linear translation and in rotation.

The force-displacement graph; work done represented as an area; engine indicator diagram.

Conservation of energy. Sources and forms of energy. Work equivalents in terms of heat and electrical energy. Power. Indicated horse-power and brake horse-power.

Motion against constant resistance on horizontal and inclined planes.

Centre of gravity and its determination for bodies and laminas; position in the case of a triangle. Stable and unstable equilibrium.

Laws of static friction; coefficient of static friction; limiting friction; the angle of friction. The inclined plane, critical angle of slope.

Simple machines; lever, wheel and axle, inclined plane, screw, capstan, crab winch and simple pulley systems. Definitions of mechanical advantage, velocity ratio and efficiency.

Text Books.

Elementary Mechanics with Hydrostatics	Humphrey and Baggot	BR 489

Paper VIII.—Physics.

There will be a single paper of three hours duration. It will consist of three sections—

(*a*) General Physics, containing *four* questions.
(*b*) Heat, Light and Sound, containing *four* questions.
(*c*) Electricity and Magnetism, containing *five* questions.

Candidates will be required to answer *seven* questions, including at least *two* from each section.

(*a*) *General Physics.*

Measurement of length, area and volume.

Meaning, measurement and graphical representation of displacement, velocity and acceleration. Simple examples of uniform acceleration, including motion under gravity. Mass and weight. Laws of motion. Scaler and vector quantities. Composition and resolution of forces and velocities. Principle of moments. Conditions for equilibrium of co-planar forces. Centre of gravity.

APPENDIX "A"—*continued.*

Momentum. Meaning and measurement of work, energy and power. Kinetic and potential energy. Friction. Simple machines. Efficiency. Fluid pressure and its transmission. Boyle's law, atmospheric pressure and barometers. Simple practical applications, e.g. air and liquid pumps, the syphon.

Densities and specific gravities of solids and liquids. Principle of Archimedes and its application to specific gravity, flotation and hydrometers.

(*b*) *Heat, Light and Sound.*

Mercury and alcohol thermometers. Centigrade and Fahrenheit scales. Maximum and minimum thermometer. Thermal expansion of solids, liquids and gases and their measurement. Effects and applications of expansion. Maximum density of water.

The gas equation $\frac{p.v}{T}$ = constant. Absolute temperature.

Quantity of heat; calorie and B.t.u. Specific heat. Heat capacity and water equivalent. Determination of specific heats of solids and liquids by the method of mixtures.

Change of state; evaporation and boiling; latent heats of fusion and vaporization. Boiling and melting points; influence of pressure and of dissolved substances.

Saturated and unsaturated vapours; relative humidity. Dew point and its determination. Simple associated meteorology.

Simple kinetic theory applied to the pressure exerted by a gas and to the evaporation of a liquid.

Mechanical equivalent of heat. Forms of energy, its conservation and transformation. Fuels and calorific values. Principles of the steam engine, the internal combustion engine and the refrigerator.

Transference of heat by conduction, convection and radiation.

The effect of the nature of the surface of a body on its radiation and absorption.

Rectilinear propagation of light. Shadow and eclipses. Reflection of light and sound. Real and virtual images. Principal focus of a spherical mirror. Use of mirror formulae. Laws of refraction. Critical angle and total internal reflection. Deviation and internal reflection of light in a prism. Principal foci of converging and diverging lenses. Power. Formation of images by lenses. Magnification. Use of lens formulae. Simple treatment of vibration of strings and air columns. Resonance. Speed of sound in air and in water. Echo sounding in ships.

(*c*) *Electricity.*

The electric circuit and sources of electrical energy. Introduction to heating, chemical and magnetic effects of an electric current. Potential difference (voltage). Current and resistance. Ohm's law. Resistance in series and parallel. The measurement of resistance using a Wheatstone bridge, resistivity and temperature co-efficient. Comparison of e.m.fs. using a potentiometer. Electric energy and power units. Electric lighting and heating. Elementary properties of magnets and magnetic materials. Magnetic fields. The earth's magnetic field, magnetic screening, magnetic compass, deviation.

APPENDIX "A"—*continued.*

Magnetic field due to an electric current; straight wire, circular coil and solenoid The electromagnet. Moving-coil meters.

Electro-magnetic induction; induced electromotive force; self and mutual induction ; types of inductor.

Generation of alternating e.m.f. by rotating coil. Simple a.c. generator, principle and construction. Meaning of cycle, frequency and amplitude; root mean square and average values, graphically.

The simple d.c. generator. Relation between voltage and current in a.c. circuits containing (i) resistance only, (ii) inductance only, (iii) resistance and inductance in series (iv) capacitance only and (v) resistance, inductance and capacitance in series; phase relationships and vector representation; series resonance and response curves; calculation of reactance and impedance; simple calculations based on the series circuit.

Power in a.c. circuits; power factor and phase angle.

Thermionic emission. Principle of diode valve. Ia/Va characteristic. The diode as a rectifier. Half wave and full wave rectification. Simple smoothing circuits. Principle of triode valve; mutual and anode characteristic. Mutual conductance, anode resistance and amplification factor.

The triode as an amplifier with resistance loading.

Text Books.

Elementary Mechanics with Hydrostatics	Humphrey and Baggot	BR 489
Sound, Heat and Light	Hearsey ..	BR 475 (2)
Magnetism and Electricity	Nightingale ..	BR 489
Foundation of Wireless	Scroggie ..	BR 483

APPENDIX B.

HIGHER EDUCATIONAL TEST—SPECIMEN PAPERS.

Paper I.—English Language.

(Three hours allowed).

ALL questions are to be attempted.

1. Choose *one* of the following subjects for composition. About *one hour* should be spent on this question.

(*a*) An important British industry, e.g. the shipping industry, the aircraft industry, the coal industry, &c.

(*b*) If a seaman of Lord Nelson's time could come back to earth, what do you think would strike him most about the British Navy of to-day?

(*c*) Describe two hobbies or games from which you have derived great pleasure, the first an outdoor hobby and the second an indoor hobby, and explain clearly why they appeal to you.

(*d*) Give an account of your experiences (real or imaginary) when you spent a week in a foreign country without any knowledge of the language.

(*e*) Describe some of the ways in which science has helped the housewife.

(*f*) Rain as a friend and foe.

(*g*) Write an appreciation of any book of fiction that has a background of smuggling *or* piracy *or* espionage.

2. Write a summary of the following passage in not more than 120 words, taking care to give a continuous connection of ideas, *and using your own words as far as possible*. State at the end of your summary the number of words you have used. The passage contains about 350 words:—

There are still people in our country for whom work means the same as it did to the majority of the population 200 years ago. We shall usually find that the industries in which work means hard physical toil, the lifting of weights and the dragging of loads, are backward industries, industries least able to compete on the world market and those which, for historical reasons, have not been brought up to date. In these industries we tend to find frequent labour unrest and they become the centres of political controversy.

The working man and woman of to-day, however, is a different being from the one of 200 years ago. He and she use their minds more and their muscles less. During working hours there was no time to think and afterwards people had more inclination to sleep than to do anything else. To-day things are different. Skilled jobs in supervising machinery need more thought, and unskilled jobs are less strenuous and leave more time to let the mind wander. Even a generation ago the chasm dividing the manual worker from the intellectual was very much deeper than it is to-day. The whole physical and mental set-up of our people is undergoing fundamental changes.

The many jobs now being done by women, which until recently were obviously men's jobs, show as well as a change in the character of women, a change in the character of the jobs. The rift between the sexes is being reduced step by step by power and machines. The present level of science and technique makes the lifting of weights and the dragging of heavy loads by hand unnecessary in general. A woman may not have the muscles of a man, but muscles do not count as much as they did 100 years ago. Women were despised by men because

APPENDIX B—*continued.*

they could not do the heavy work that men could do. There was some justification for this, because when the principal earning power of a human being lay in his muscles, woman came off second-best. But sheer muscular power is of less importance to-day.

Adapted from a passage in *Power*.
Martin Ruhemann.

3. Read the following passage and then answer the questions which follow:—

With the coming of August the traditional holiday season reaches its height. Those who have already taken their holidays can comfort themselves not only with reflections on happy days spent in the country, at the seaside, or abroad, but also, in a rather Scrooge-like fashion, with the thought that holiday expenses are over for the year and that by taking an earlier holiday they have missed the August rush. On the other hand for those who are about to set off for a change of scene there are all the pleasures of anticipation.

One important thing, of course, is the weather, and that, with salaams to our long-suffering forecasters, is for the month ahead anybody's guess. But, whatever the weather is like, the essence of a holiday for most of us is the carefree atmosphere in which it may be enjoyed. " Be sure to take what you want, but be sure also to leave your worries behind " is not bad advice for holiday makers. Private worries are one's own affair and have to be dealt with as wisely as one knows how. But the world is always with us and public worries are not easy to escape from. Looking back over the past ten years or so, we can all of us remember occasions when on the eve of a holiday we have to give a side glance at " the situation " and lend an ear to whatever international rumblings might be contributing to the disturbance of our peace. But even the pessimist would have to admit that things for the moment are, or at all events seem to be, a good deal better in lots of ways than they might have been.

Adapted from a passage in *The Listener*.

(*a*) Write down the expression in the passage that is used as a contrast to " reflections on happy days ". Justify your choice by giving the meaning of the two expressions.

(*b*) Express in your own words: " The essence of a holiday for most of us is the carefree atmosphere in which it may be enjoyed ".

(*c*) Distinguish in meaning between " private worries " and " public worries ".

(*d*) Give the meaning of *three* of the following expressions—
the traditional holiday season; in a rather Scrooge-like fashion;
our long-suffering forecasters; international rumblings;
even the pessimist.

(*e*) Why is " the situation " placed within inverted commas?

4. *Either*,

(*a*) You were the first to observe an outbreak of fire on a mess-deck. You were able with assistance to extinguish the fire but some damage was done. Write a report on the fire *in not more than* 150 *words*, including an account of the action you took and a description of the repairs necessary to make good the damage; *or*,

(*b*) Describe *one* of the following articles *in not more than* 150 *words*: A vacuum cleaner, a primus stove, a battery lamp, a barometer.

APPENDIX B—*continued.*

5. *Either,*

(*a*) (i) Give briefly the meaning of any *five* of the following metaphorical expressions:—

on one's beam-ends; to sail close to the wind; in the swim; to come off with flying colours; both in the same boat; a fish out of water; a sheet-anchor; to ride out the storm; *and*

(ii) Transpose the following passage into indirect speech;

" Do you think it is loss of memory? " John asked.
" No," Harold said. " We have proof that Pat is being held as a hostage."
" You know she is alive? "
" Yes; and there is evidence which points to a very deep and devilish plot."; *Or,*

(*b*) (i) Define, in one sentence for each, any five of the following—

encyclopaedia, dictionary, anthology, programme, catalogue, magazine, pamphlet, gazetteer; *and*

(ii) Change the punctuation of any *three* of the following sentences so as to give each sentence another meaning—

When did you arrange to meet him on Friday evening?
Mr. Jones earns £600 a year more than he deserves.
The professor said the undergraduate was puzzled by the problem.
What do you think? I walk home every evening when I own a car.

Paper II.—General Paper.

(Two hours and a half allowed.)

Answer *Five* questions, including at least *One* from each section.

Section A.

1. Estimate the prospects of the re-unification of Germany.
2. " The world does not owe the British worker a living ". Comment on this statement.
3. " Our dependence on the seas and a sea-borne transport is not reduced by the steadily increasing importance of air-power." Discuss.
4. While driving your motor car, you have knocked down and injured a lady on a pedestrian crossing. What legal developments are likely to ensue?
5. Discuss the strategic importance to this country of *two* of the following:— Malta, Singapore, Cyprus.

Section B.

6. Mathematics has been called the handmaid of the sciences. Do you consider this an apt description?
7. Give a survey of present world oil production and outline future developments.
8. Write an account of the contributions made to scientific knowledge by *one* of the following: Newton, Captain Cook, Darwin, Pasteur, Freud, Rutherford.
9. Outline the peaceful uses of atomic energy.
10. Give a short description, suitable for the general reader, of *two* of the following: a planetarium, a sextant, a Geiger counter, a navigational chart, a crankshaft, a pitometer log, a refrigerator.

APPENDIX B—*continued.*

Section C.

11. Write a critical account of a modern novel you have read recently.
12. What distinguishes a great musician from a merely successful one? Give examples to illustrate your answer.
13. Discuss the suitability of recent choices for the Annual Royal Command Film performance.
14. Attendances at football matches in Great Britain during the 1956–57 football season were the lowest in post-war years. How do you account for this, and what remedies can you suggest to stop this drift away from the football grounds?
15. The invention of the camera, it has been said, was the death knell of modern art. Comment on this statement.

Paper III.—History.

(Two hours and a half allowed.)

Answer *Five* questions, including at least *Two* from each section.

Section A.

Britain, The British Empire and The Commonwealth since 1750.

1. What changes took place in English agriculture in the late eighteenth and early nineteenth centuries?
2. If you had lived in America in 1776 would you have supported the Declaration of Independence? Give reasons for your answer.
3. Outline the stages by which criticisms of Parliament as it was after 1832 were met by reforms during the later nineteenth century and the twentieth century.
4. Compare the educational opportunities to boys and girls in 1870 with those available to their descendants to-day.
5. Describe the attempts of Gladstone to give Ireland Home Rule and explain why they failed.
6. In what way did Great Britain become associated with Egypt in the nineteenth century, and what difficulties did she encounter there?
7. Describe the part played by *two* of the following in the exploration of Africa: David Livingstone; John Speke; Richard Burton; Mungo Park.
8. Compare the federal system of government established in Canada in 1867 with that established in Australia in 1901. Account for the differences between them.
9. Write an account of the causes, course and consequences of the Second Boer War (1899–1902).
10. Describe the progress towards self-government in India between 1900 and 1939.
11. Write briefly about the following: Lord Kitchener and the Sudan; the Mandatory System; the Statute of Westminster; the Ottawa Conference, 1932.

Section B.

The Function of the Royal Navy since 1750.

12. " It was Saunders Boscawen, Hawke and Watson who made possible both the victories of Wolfe and Clive and their consolidation ". Discuss this statement.
13. " Among many great Sea Kings the instinct of Englishmen has selected Nelson as the greatest ". Why?

APPENDIX B—*continued.*

14. What use was made of Blockade by both sides in the 1914–18 war?

15. "The recovery of the strength of the Royal Navy in the years between the two world wars cannot be dated earlier than the Second London Naval Conference of 1935–36." Comment.

16. Describe the part played by the Royal Navy in the Mediterranean during the Second World War and estimate its significance.

Paper IV.—Geography.

(Three hours allowed.)

Answer *Five* questions, Question 1 and *One* question from each of sections B, C, D and E.

Wherever possible appropriate simple sketch maps and diagrams should be drawn as an integral part of an answer.

Section A.

1. After studying the Ordnance map provided—
   (*a*) Suggest the likely origin of Carrick Roads inlet.
   (*b*) State the approximate depth of water to be expected at position 835345.
   (*c*) Draw a cross-section to ascertain whether Philleigh church tower (at position 872395 and say 50-ft. above ground level) is visible from the bridge of a ship (say 50-ft. above sea level) which is anchored in position 830340.
   (*d*) Suggest reasons for the growth of Truro.
   (*e*) Describe briefly and suggest an explanation of the distribution of woodland east of Truro and north of grid 400.
   (*f*) State the features (man made or natural) indicated at the following positions: (i) 790420, (ii) 878341, (iii) 879450, (iv) 820331.

Section B.

2. With the aid of diagrams and examples where necessary, explain *Three* of the following—
   (*a*) Continental shelf.
   (*b*) The relation between winds and the main ocean currents.
   (*c*) A canyon.
   (*d*) The variation of daylight with latitude on 21st December.
   (*e*) The relation between land breezes and sea breezes.

3. Describe, under the headings of wind, precipitation, cloud, visibility and temperature, the typical weather you associate with the following—
   (*a*) An active warm front.
   (*b*) A large anticyclone over England in November.
   (*c*) The British Isles when they are covered by a persistent northwesterly airstream in July.

APPENDIX B—*continued.*

4. On the outline map of the world provided mark or name the following—
   (*a*) The Tropic of Capricorn (by a bold dotted line);
   (*b*) Three areas of hot desert (mark HD) in different continents;
   (*c*) The sea areas marked A, B and C;
   (*d*) Two cold ocean currents in the southern hemisphere (CC and an arrow);
   (*e*) Island D, isthmus E and strait F;
   (*f*) Mount Kilimanjaro (K);
   (*g*) Two areas within the tropics with an average rainfall of over 60 in. a year (HR);
   (*h*) The International Date Line, stating at the bottom of the map the entry which would be made in the log of a ship crossing that line from East to West.

Section C.

5. Expand and explain *Three* of the following statements—
   (*a*) In South America most of the people live near the coast.
   (*b*) In Australia there is only a little development of hydro-electric power.
   (*c*) The U.S.S.R. is now developing her Arctic Coast.
   (*d*) There is little trade between the three Southern Continents.

6. Locate the main sources of supply of *either* the world's *oil or* its coal. In the case of one producing area (outside the British Isles) describe the circumstances under which the product you select is extracted, transported and marketed.

7. Important ports have grown up in such apparently unfavourable positions as desert coasts, small islands adjacent to a foreign mainland, small islands in mid-ocean, small peninsulas which are part of another country, muddy deltas.

   For *Each* of *Three* of these unpromising sites give a precise example of a port and explain why it has developed in such a position, illustrating your answer with a sketch-map.

Section D.

8. (*a*) On the outline map of Wales provided, mark, and name Snowdonia, Cardigan Bay, Brecon Beacons, Lake Vyrnwy, the river Teifi and Fishguard.
   (*b*) Describe and account for the economic activities of the townspeople in area A.
   (*c*) Mark and name (i) an important slate producing area (ii) a town noted for tin-plating, (iii) the largest town in Wales.

9. Describe the factors which have been responsible for each of *Three* of the following:
   (*a*) The growth of the chemical industry on the Tees.
   (*b*) The importance of Carlisle as a route centre.
   (*c*) The growth of Scunthorpe.
   (*d*) The development of Southampton as a port.
   (*e*) The development of atomic power in Britain.

APPENDIX B—*continued.*

10. Select *Two* of the following: Western Norway, Northern Germany, The Netherlands, North West France (Brittany). For each of the two selected—
    (*a*) Describe the character of the coast and the hinterland.
    (*b*) Explain how the occupations of the people and the trade in the coastal belt are related to the characteristics described in (*a*).

11. Using sketch-maps to illustrate your answer, give reasons for the importance of *Three* of the following pairs of ports: Holyhead and Dublin; Dover and Calais; Newcastle and Bergen; Weymouth and St. Helier; Harwich and Esbjerg.

Section E.

12. With the aid of sketch-maps locate and account for the distribution of wheat, sheep, dairy cattle and beef cattle in Australia.

13. *Either* give an account of the geographical factors which have resulted in the present economic stength of Canada *or* compare West Pakistan with East Pakistan with particular regard to (*a*) population, (*b*) climate, (*c*) agriculture.

14. Each of the following pairs consists of two areas exhibiting many geographical contrasts. Select any *Two* of these pairs and in each case describe and account for these contrasts.
    (*a*) British Columbia and Newfoundland.
    (*b*) Tasmania and the North Island of New Zealand.
    (*c*) Jamaica and Falkland Isles.
    (*d*) The rive basins Nile and Niger.

Paper V.—Navigation.

Chart 5116.
Deviation Table.
Alt. Azimuth Tables. H.D. 486. Vol. IV.
Abridged Naut. Almanac 1958.

Time allowed: 2½ hours. Maximum Mark: 100.

Attempt Questions 1 and 2 and any *Three* others.

1. Chart 5116. Use the variation for 1958 and the deviation table provided, where necessary. Tidal streams are given as True. Courses and bearings are True, unless suffixed (C) to indicate that they are measured with the magnetic compass.
    (*a*) Centre right. From a position giving the horizontal angles Cap Gris Nez Lt. 68° C.D. 'Alprech Lt. 29° Paris Plage Lt., at 1400, find the true courses to steer at 9 knots to leave Dungeness Main Lt. 5 miles to starboard allowing for a tidal stream setting 225° at 2½ knots. At what time will Dungeness Main Lt. be abeam?
    (*b*) Bottom right. At 0540 a ship steering 354° C at 20 knots through a tidal stream setting 210° at 3 knots observes Ault Lt. bearing 114° C. At 0610, Pt. du Haut Blanc Lt. is seen to be bearing 066° C. Fix the ship at 0610.
    (*c*) Centre left. At 1600 a ship steering 071° C at 12½ knots, observes Beachy Head Lt. bearing 002° C, and Royal Sovereign Lt. Vessel bearing 059° C. At 1800 Dungeness Main Lt. on the radar screen was bearing 015°, range 12,000 yards. What was the rate and direction of the tidal stream experienced? (25)

APPENDIX B—*continued.*

2. Chart 5116. At 0930 G.M.T., 12th January, 1958, in D.R. 50° 33′ N., 0° 24′ E., ship steaming 195° at 7 knots. I.E.: -0. ′4. H.E.: 32 feet D.W.: 4m. 21s. fast on G.M.T.
    0930. D.W.T.: 9h. 33m. 51s. Sext. alt. Sun's L.L.: 9° 50. ′5.
    1207. Sext. mer. alt. Sun's L.L.: 17° 55. ′1.
    By plotting the position lines on the chart, fix the ship at 1207. (30)

3. A ship sails on a great circle track from 36° 25′ S., 19° 02′ E., to 55° 20′ S., 64° 00′ W. What distance does she steam, and what is her initial course? (15)

4. A ship in position 56° 34′ N., 2° 19′ E., at 1500, steaming at 20 knots, carries out a search for a missing aircraft as follows:—

1500.	Course	080°.
1636.	a/co	325°.
1709.	a/co	250°.
1800.	a/co	200°.

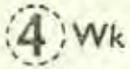
    Using the Traverse Table, find her D.R. position at 1900; and give the bearing and distance of this position from her starting position. (15)

5. Define: Observer's Meridian; Hour Angle; Ecliptic.
    Draw a figure of the Celestial Sphere for an observer in latitude 30° North. Mark in the celestial horizon and equator, the cardinal points, and the observer's meridian.
    Plot the position of the Sun, given H.A. 330°. Dec.: 20° S.
    Estimate from your diagram:
    (i) the Sun's altitude and true bearing.
    (ii) the Hour angle and true bearing at Sunset. (15)

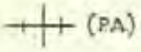
6. Find by mercator sailing the rhumb line course and distance from Otago (45° 47′ S., 170° 45′ E.) to Easter Island (27° 10′ S., 109° 26′ W.). (15)

7. (*a*) What do the following symbols on an Admiralty chart mean?

(i) 

(ii) 

(iii)

(iv) 

    (*b*) How are the following denoted on a chart?
    (i) Light vessel operating a radio-beacon;
    (ii) 100 fathom line;
    (iii) direction of the flood tidal stream;
    (iv) port hand buoy showing a red light which flashes every 6 seconds, and which is fitted with a radar reflector (15)

8. (*a*) Define and give the causes of Variation and Deviation.
    (*b*) At 1437 Zone Time, 28th October, 1958, in D.R. 49° 34′ S., 118° 26′ W., where the variation is 24° East, a ship observed the Sun to be bearing 282° C.
    What was the deviation? (15)

APPENDIX B—*continued.*

Paper VI.—Mathematics.

(Three hours allowed.)

Answer ALL the questions in Section A and *Four* questions from Section B.

Section A.

Answer *all* the questions in this section.

1. A cutter weighs 3 tons 11 cwt. 100 lb. Express this weight in tons correct to three decimal places.

2. Convert 30.5 knots into kilometres per hour, given that 1 nautical mile = 6,080 ft. and 1 kilometre = 0.6214 statute miles.

3. A machine, which was bought for £300, is assumed to depreciate in value by 10 per cent. each year. Find, to the nearest £5, its value after three years.

4. Solve the equation $\frac{3x+2}{4} - \frac{x-7}{3} = \frac{x+3}{2} + 1$.

5. Solve the equations $1.2x - 3y = 2.4$.
$2x + 20y = 5$.

6. Factorize (i) $a^2 - (b-c)^2$ (ii) $x^3 + 27$.

7. If $\frac{1}{r} = \frac{1}{r_1} + \frac{1}{r_2} + \frac{1}{r_3}$ find the value of r when $r_1 = r_2 = 2.75$ and $r_3 = 3.25$.

8. If $V = \frac{2}{3}r^3 + \frac{1}{3}r^2h$, express h in terms of V and r.

9. Construct a triangle ABC having $BC = 3$ in., angle $ABC = 60°$ and angle BCA equal to 45°. Construct the perpendicular AX meeting BC in X. Measure AB, BX, AX and CX.

10. From a ship A, a destroyer B is 6 miles dead ahead, while a second destroyer C bears Green 40 distant 5 miles. Calculate, correct to two significant figures the distance apart of destroyers B and C.

11. Evaluate $D\sqrt{\frac{(f-h)}{(f+h)}}$ when $D = 3.5$, $f = 75.5$ and $h = 38$.

12.

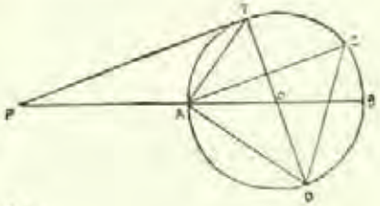


Fig. 1

In Fig. 1, PT is the tangent at T to the circle centre O and AC is parallel to PT. If angle $PTA = 32°$, calculate the sizes of the angles of the triangle ADC.

13. Solve the equation $x^2 + 1.2x + 0.07 = 0$ giving the roots correct to two decimal places.

14. The sides of a triangular plate ABC are 5 in., 6 in. and 7 in. Calculate the largest angle of the triangle.

APPENDIX B—*continued.*

Section B.

Answer *Four* questions from this section.

15. A ship left Gibraltar at 1000 hours on 1st June and was due to arrive at Malta at noon on 3rd June, steaming at a steady speed. Take the distance to be 1050 nautical miles. The speed was set by the reading of the log. At 2100 hours on 2nd November, the position of the ship was checked and it was then found that the log had been overlogging by 5 per cent. (i.e., every reading of the log was 5 per cent. too large). What was the speed of the ship for the remainder of the trip, and what was the log reading, if the time of arrival was as intended?

16. $ABCD$ is one face of a wooden cube of edge 4-in., and $EFGH$ is the opposite face, AE, BF, CG and DH being edges. A saw-cut is made along the plane which contains the corner A and also the mid points of the edges FG and GH.

Obtain the necessary measurements from an accurate drawing (not by calculation), and then calculate the area and the perimeter of the saw-cut.

17. A ring, 6-ft. in diameter is suspended from a point by eight wires, each 4-ft. long, attached to the ring at points equally spaced round its circumference.

Calculate (i) the angle between two opposite wires.
and (ii) the angle between two adjacent wires.

18. (To be done by drawing.) An aircraft flies from Lee-on-Solent to Eglinton at an airspeed of 180 knots. Eglinton is 340 nautical miles from Lee on a bearing of 320°. There is a 45 knot wind blowing from direction 045°. Find the course to be steered by the aircraft and the time taken for the trip.

19.

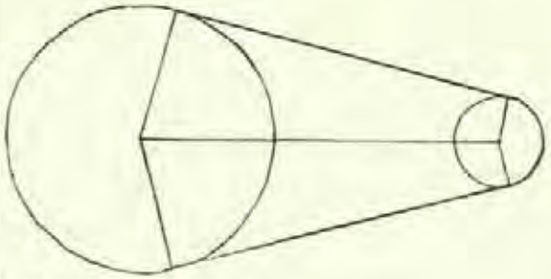


Fig. 2

The figure shows a continuous belt passing round two pulleys. The diameters of the pulleys are 30 and 10 cm. and their centres are 40 cm. apart. Assuming that the straight portions of the belt are tangential to the two circles find the total length of the belt correct to the nearest cm.

20. A ball is thrown vertically upward from a point A which is 14 feet above the ground. The height *above A* of the ball t seconds after it is thrown is h feet and h and t are connected by the given relation $h = 16t(2-t)$.

Taking 1 inch to represent 5 feet and 2 inches to represent 1 second, draw a graph of h for values of t from 0 to $2\frac{1}{2}$. Hence determine:

(i) the time that elapses before the ball strikes the ground;
(ii) the greatest height *above ground* attained by the ball;
(iii) how long the ball is 23 feet or more above the ground.

APPENDIX B—*continued.*

Paper VIII.—Applied Mathematics and Mechanics.

Maximum Marks—100.

(Three hours allowed.)

Four questions are to be attempted from Section A and *Three* questions from Section B. All questions in each Section carry equal marks.

Carefully labelled diagrams should be given wherever they can make your answer clearer.

Take g = 32 ft./sec.^{2}

Section A.

Four questions are to be attempted from this section.

1. (*a*) State the conditions necessary for the equilibrium of any number of non-concurrent co-planar forces.
   (*b*) A uniform rod 3-ft. long and with a mass of 40 lb., is hinged at its upper end to a vertical wall and its lower end is drawn sideways by a horizontal force of 30 lb. wt. until the system is in equilibrium.
   Determine (i) the angle between the rod and the wall;
   (ii) the magnitude and direction of the reaction at the hinge.

2. (*a*) Define the mechanical advantage and velocity ratio of a machine. Obtain an expression for the efficiency of a machine in terms of these quantities.
   (*b*) A load of ¼ ton is raised by a block and tackle having a velocity ratio of 6. Show, by means of a clear diagram, the arrangement of the apparatus, and find the effort required if the efficiency is 80 per cent.

3. (*a*) Define—(i) *velocity*; (ii) *acceleration.*
   (*b*) A train with a mass of 500 tons is travelling on a straight level track at a speed of 45 mile/h. The train is brought to rest in a distance of 440 yds. Find the average force exerted by the train's brakes and the time taken.

4. (*a*) What do you understand by *centrifugal reaction.*
   (*b*) A motor cyclist rounds a curve of 40 yds radius at a speed of 30 mile/h. The combined weight of the cyclist and the machine may be taken to act at a point 2 ft. above the wheel-base. Assuming the machine does not slip, at what angle to the vertical should the cyclist lean when rounding the curve?

5. (*a*) Define *centre of gravity.*
   (*b*) With reference to the X-X and Y-Y axes, find the centre of gravity of the uniform lamina shown in Fig. 1.

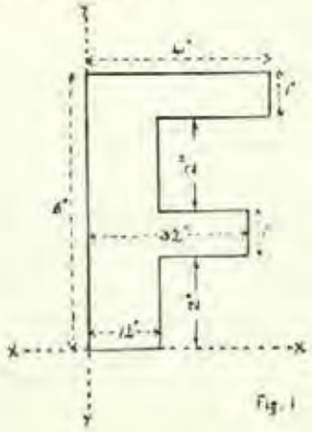


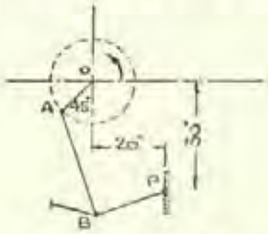
Fig. 1

APPENDIX B—*continued.*

Section B.

Three questions are to be attempted from this section.

6. (*a*) What do you understand by *relative velocity*?
   (*b*) The Mechanism sketched below is part of a rock crushing device. The crank *OA*, of length 12-in., rotates at 60 rev./min. in an anti-clockwise direction. Link *AB* is attached to the crank at *A*, and end *B* is jointed to *BP* which oscillates about a fixed pivot *P*. For the crank position shown in Fig. 2, find the velocity of point *B* in magnitude and direction.



AB = 30 in
BP = 20 in

7. A body of mass 8 lb. rests on a rough plane inclined at 30° to the horizontal. A force of 6 lb. wt., acting parallel to a line of greatest slope, is just sufficient to make the body begin to move up the plane. Find the coefficient of friction between the body and the plane.

   If the force of 6 lb. wt., is removed, find the acceleration with which the body begins to slide down the plane, assuming that the coefficient of friction remains unchanged.

8. (*a*) Define *momentum.*
   (*b*) Define *force* in terms of momentum.
   (*c*) A pile having a mass of 750 lb. is driven into the ground by a hammer with a mass of 2,000 lb. which falls through a height of 25-ft. Find (i) the velocity of the hammer just before it touches the pile, (ii) the initial velocity of the pile, assuming that the pile and hammer move initially together on impact, (iii) the amount of energy dissipated in the blow.

9. (*a*) State *Hooke's law* and, with reference to a load-extension diagram, explain what you understand by *elastic limit.*
   (*b*) The maximum effective pressure of steam on a 12-in. diameter piston is 200 lb./in.^{2} and the fitted steel piston rod is 2-in. diameter and 20-in. long.

   If the modulus of elasticity for the steel is 30 × 10^6 lb./in.^{2}, find the stress in the piston rod and the alteration in length when the steam pressure reaches its maximum.

10. (*a*) Explain the meaning of the terms *work*, *energy* and *power.*
    (*b*) A train of 240 tons mass is travelling along a level track at 30 mile/h. and the resistance to motion is 5 lb. per ton. Calculate the driving force and the horse-power required.

    If this train accelerates uniformly at 1.1 ft./sec.^{2}, calculate the driving force under these conditions and the horse-power being used 10 sec. after the acceleration commences.

APPENDIX B—*continued.*

Paper VIII.—Physics.

Maximum marks—100.

(Three hours allowed.)

Answer *seven* questions, of which at least *one* question must be answered from Section A, *two* questions from Section B and *three* questions from Section C.

Section A.

1. State the Principle of Archimedes. How would you verify it?

Describe a method which makes use of this principle for finding the specific gravity of a piece of cork. Indicate what readings you would record and show how you would use them to calculate the answer.

A balloon is filled with helium and has a volume of 10,000 cc. If the weight of the fabric of the balloon is 6 Grammes find the maximum load the balloon can lift in air.

(Density of helium = 0.2 grammes per litre
Density of air = 1.3 grammes per litre.)

2. State how the volume of a fixed mass of a gas varies with the temperature, pressure remaining constant.

In an experiment to find the relation between the volume and the temperature, the following table of results was obtained:—

Temperature in degrees C.	10	22	44	76	90
Volume in cc.	.. ..	31.0	32.5	35.0	38.5	40.0

Draw a graph of temperature against volume and from it find:

(*a*) the volume of air at 0°C.;

(*b*) the volume of air at 100°C.;

(*c*) the coefficient of increase with temperature of volume of air at constant pressure by using your results for (*a*) and (*b*).

Using your result for (*c*) calculate the temperature at which the volume of air would be zero. Why could not this be verified by experiment? What is the temperature called?

Section B.

3. Define *relative humidity* and *dew point.*

Describe a simple method for finding the dew point of the air in a room.

Explain how the relative humidity of the air can be determined by finding the dew point and using a table of saturation pressures of water vapour.

Describe the formation of dew and fog.

4. (*a*) A copper calorimeter weighing 130 Grammes contains 240 Grammes of water at 25° C. After a piece of dry ice is added the temperature becomes steady at 20° C. What was the weight of ice added?

(Latent heat of fusion of ice = 80 calories per Gramme.
Specific heat of copper = 0.1).

(*b*) An engine uses fuel producing 30 B.t.u. per second. What horse-power should it develop if the mechanical equivalent of heat is 72 ft./lb. per lb. degree F.?

If the actual h.p. produced is 10, find the efficiency of the engine.

APPENDIX B—*continued.*

5. State the laws of refraction of light. Show on a diagram the angles concerned. Explain the occurrence of a *critical angle* and of *total reflection.*

Find the value of the critical angle for a glass-air surface given that the refractive index of the glass is 1.5.

Use your result to explain the optical action of the periscope.

6. What is the connection between wave-length, frequency and speed of sound?

Explain the principle of *echo sounding.*

A given note is sounded first on a piano and then on a violin. How is it that the notes can be distinguished easily, although we say the same note has been sounded?

Section C.

7. Draw a diagram of a moving coil instrument, clearly labelling the important features. Explain the principle on which it operates.

What is meant by " damping " and how is it achieved in this instrument.

Such an instrument has a moving coil of resistance 5 ohms. A current of 15 milliamp. through the coil produces full scale deflection. How could you adapt this instrument to operate as a voltmeter capable of measuring up to 150 volts?

8. Explain the operation of the diode valve. Draw a graph illustrating the relationship between anode voltage and anode current for this valve.

Describe, with the aid of a current diagram, how such a valve would be used to achieve a half wave rectified d.c. voltage from an a.c. supply. Explain the need for a smoothing circuit and draw a diagram for such a circuit. Show graphically the d.c. voltage wave form which this smoothing circuit would produce.

9. How does the resistance of a conductor depend upon its dimensions?

Copper wire of cross-sectional area 0.003-in.^{2} and specific resistance 0.69 microhm in. is wound into a coil of 2,000 turns where the mean length of each turn is 30-in. What is the resistance of the coil and what voltage must be applied across it for 1 amp. to flow?

If the resistance you have calculated is the value at 0° Centigrade, what will be the resistance of the coil at 30° Centigrade? (Temperature coefficient of resistance is 0.0043 per °C.)

10. (*a*) An electric heater consists of two heating elements in parallel, each element having a resistance of 80 ohms. The total current taken by the heater is 5 amp. How much energy will be used by the heater if the current is passed for 10 hours?

(*b*) Draw a diagram to illustrate how you would find the direction of the force on a current-carrying conductor placed in a magnetic field, the direction of the current and the direction of the resultant force.

(*c*) A steady d.c. voltage is suddenly applied to a coil having both resistance and inductance. Show, graphically, how the current through the coil changes with respect to time. What determines the final value of the current?

11. Explain the principle of operation of an a.c. generator, stating the conditions which govern the frequency and amplitude of the e.m.f. produced.

Describe briefly the main constructional details of a practical a.c. generator.

APPENDIX B—*continued.*

12. Answer any *two* of the following:—

(*a*) Explain how automatic cathode bias is achieved for a triode valve being used as an amplifier.

(*b*) Explain the Wheatstone bridge method for determining the value of an unknown resistor. The simple formula for calculating the value should be derived in your explanation.

(*c*) Explain, with the aid of a simple circuit diagram, the process of electroplating.

APPENDIX C.

HIGHER EDUCATIONAL TEST.

General Directions for the Conduct of the Examination.

The subjects for the examination will be as follows:—

Paper	I.—English Language	3 hours.
Paper	II.—General Paper	2½ hours.
Paper	III.—History	2½ hours.
Paper	IV.—Geography	3 hours.
Paper	V.—Navigation	2½ hours.
Paper	VI.—Mathematics	3 hours.
Paper	VII.—Applied Mathematics	3 hours.
Paper	VIII.—Physics	3 hours.

There will be one paper, of the time indicated, in each subject.

2. The examination will be held twice a year, in March/April and October/November.

3. The names of candidates for the examination should reach Navy Office by 1st January and 1st August each year.

4. The worked papers are to be sent to the Secretary of the Admiralty (for DNES) marked on the cover "Worked HET Examination Papers". They are to be accompanied by:—

(*a*) a schedule stating the name of each candidate, his ship/or examination centre, rating, port division, official number and date of birth. This form is to be rendered in triplicate.

(*b*) a certificate, signed by the Commanding Officer, certifying the date and hour at which the examination in each paper was held, and that the examination was carried out in a proper manner.

The necessary forms and a copy of the "General Directions for conducting the Examination", will be sent with the examination papers.

5. Commanding Officers are to ensure that candidates at the Higher Educational Test examination have undergone an adequate course of preparation for the examination and stand a reasonable chance of success.

6. (*a*) A General Certificate of Education (0) level certificate will be awarded to candidates who attain 45 per cent. or more in one or more of the eight papers specified in paragraph 1 of this appendix.

(*b*) A Higher Educational Test Certificate will be awarded to a candidate who obtains not less than 40 per cent. in four of the subjects listed in paragraph 1 above.

7. General Certificates of Education awarded by the Associated Examining Board on the results of the Higher Educational Test will be forwarded by the Director, Naval Education Service to the Naval board for onward transmission to the Commanding Officer of the candidate's ship or establishment where they should be handed to the candidate.

APPENDIX C—*continued.*

8. Candidates awarded General Certificates of Education should be warned that—
   (*a*) duplicate certificates are not issued;
   (*b*) the replacement of a certificate is not possible;
   (*c*) the responsibility for the safe custody of their certificates lies with the candidates.

(DOA 303/201/11.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer Canberra.

Registrar 18/5

FOR OFFICIAL USE ONLY. C.N.O. 296/61.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
28th April, 1961.

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.

2409-61.

UNCLASSIFIED.

296.—Advancement—Half-yearly Extracts of Advancement Rosters on Completion of Advancements Effective 10th February, 1961.

The extracts from advancement rosters in Appendix A of this order are promulgated with the object of giving an indication of the present state of the 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 ABR 10, Article 0117.

4. Before being placed on an advancement roster, a rating must possess the following qualifications—

(*a*) Professional qualifications—where applicable. (*See* ABR 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*) ABCD 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 6 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 10th February, 1961, are based on qualifications held on 31st December, 1960, and the rosters shown are based on qualifications held on 28th February, 1961.

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

9. Navy Order 988 of 1960 is hereby cancelled.

APPENDIX A.

For advancement to—	*No. on roster.*	*Present No. of vacancies.*	*Roster date or points of men at top of roster. (Adjusted by "RED" recommendations as necessary.)*	*No. advanced during last six months.*	*Names of Men on Top in roster order.*
CPO	99	Nil	1. 23.4.52 2. 1.5.52 3. 1.7.52	10	1. Taylor, H. 2. Hope, G. D. M. 3. Skarstrom, D. R. S. 4. MacKenzie, D. C. 5. Matthews, W. R. 6. Dunn, J. A. 7. Voght, R. J. 8. Solway, E. J. 9. Ashby, S. W. 10. Cooke, M. L. 11. Prain, J. T. 12. Clarke, W. H. 13. Connor, J. 14. Banbury, H. L. 15. Jackson, W. N. 16. Willder, R. D. K. 17. Smith, R. 18. McFarland, A. G. 19. Jamieson, R. 20. Ratcliff, K. D.
PO	6	16	1. 31.1.58 2. 30.11.59	15	1. V.G. Conduct broken 2. Linton, E. W. 3. Wintle, K. A.

APPENDIX A—*continued.*

For advancement to—	*No. on roster.*	*Present No. of vacancies.*	*Roster date or points of men at top of roster. (Adjusted by "RED" recommendations as necessary.)*	*No. advanced during last six months.*	*Names of men on top in roster order.*
LS	19	32	1. 30.11.57 2. 30.11.58	56	1. Not recommended 2. V.G. Conduct broken 3. Not recommended
C Slmr.	1	Nil	1. 1.12.54	Nil	1. Lewis, R. J.
Slmr.	1	Nil	1. 26.3.53	Nil	1. Bourke, R. L.
CCY	16	Nil	1. 1.7.53 2. 1.4.54 3. 1.7.55	Nil	1. Cairns, J. D. 2. Harris, W. C. 3. Duffey, J. R.
CY	4	2	1. 31.12.57 2. 31.7.58	4	1. V.G. Conduct broken 2. Gerrey, P. J.
LTO	2	14	1. 30.6.59	6	1. Not recommended
CRS	4	Nil	1. 14.2.58 2. 7.11.58	5	1. Pringle, I. G. 2. Bracken, G. T.
RS	1	10	1. 30.9.58	1	1. V.G. Conduct broken
LRO	5	29	1. 1.2.60 2. 6.4.60	13	1. Slattery, R. V. 2. V.G. Conduct broken 3. V.G. Conduct broken
CRS(S)	3	Nil	1 1.12.57	Nil	1 Roland, M. B.
RS(S)	1	Nil	1. 30.6.58	1	1. Not recommendd
LRO(S)	Nil	1	—	6	—
CERA .. .. .. C Mech.	3	Nil	1. 112 points 2. 78 points	Nil	1. V.G. Conduct broken 2. Weeks, T. H.
CM(E)	35	1	1. 1.5.55 2. 1.9.55	Nil	1. Devlin, K. R. 2. V.G. Conduct broken 3. Carson, P. M. 4. Campbell, I. K. 5. Fraser, D. G. 6. Bovill, D. H.
POM(E)	6	1	1. 30.6.57 2. 6.11.59	40	1. Not recommended 2. Not recommended
LM(E)	15	71	1. 3.12.51 2. 28.5.57 3. 26.6.58 4. 15.9.59	34	1. Not recommended 2. Not recommended 3. V.G. Conduct broken 4. Not recommended
CNS	Nil	1	—	1	—
COA	Nil	5	—	2	—
CEA .. .. CEA(Air)	Nil	5	—	2	—
CE(P)	16	1	1. 1.1.54 2. 1.3.54	2	1. Not recommended 2. Graham, D. R. 3. Not recommended 4. Richardson, G. W.

APPENDIX A—*continued.*

For advancement to—	*No. on roster.*	*Present No. of vacancies.*	*Roster date or points of men at top of roster. (Adjusted by "RED" recommendations as necessary.)*	*No. advanced during last six months.*	*Names of Men on Top in roster order.*
POE(P)	8	1	1. 25.3.57 2. 31.7.57	3	1. Hurst, N. W. 2. Gunst, F. D. 3. Senior, C. A.
LEM(P)	3	15	1. 5.7.60	8	1. Not recommended
CE(E)	2	2	1. 10.5.57	5	1. Tait, R. S.
POE(E)	Nil	13	—	2	—
LEM(E)	5	39	1. 5.2.60 2. 30.4.60	7	1. V.G. Conduct broken 2. Not recommended
CE(Air)	13	Nil	1. 1.4.53 2. 1.7.53 3. 1.4.55	Nil	1. Dun, J. G. 2. Birtles, H. J. 3. Bryant, E.
POE(Air)	10	Nil	1. 30.9.55	Nil	1. Shepherd, L. A. 2. Corkhill, W. J. 3. Anning, A. W.
LEM(Air)	9	Nil	1. 14.3.60	3	1. Hingston, R. J. 2. Wilkinson, W. D.
CRE	Nil	1	—	1	—
PORE	Nil	42	—	Nil	—
LREM	3	63	1. 26.2.59	9	1. V.G. Conduct broken
CRE(Air)	2	1	1. 30.10.57	Nil	1. Edwardes, D. H.
PORE(Air)	1	10	1. 17.9.59	1	1. Rolfe, K. F.
LREM(Air)	2	14	1. 2.8.60	5	1. Fox, F. T.
CAA(A/E) .. .. .. } CA Mech.(A/E)	4	Nil	1. 92 points	Nil	1. Warfield, T. 2. Stilton, I. H.
CAA(O) .. .. .. } CA Mech.(O)	1	Nil	1. 28 points	Nil	1. Hall, H. B.
CAF(A)	15	1	1. 1.9.52 2. 1.4.53	Nil	1. McCarley, K. A. 2. Lambert, R. J. 3. Daniels, D. J. 4. Moloney, R. W.
POAF(A)	8	1	1. 18.5.56 2. 18.9.56	Nil	1. Connellan, R. L. 2. Ikin, J. W.
LAM(A)	11	Nil	1. 23.9.55 2. 7.2.56	Nil	1. Walter, G. A. 2. Maurice, C. H. 3. Warne, W. E. W.
CAF(E)	24	Nil	1. 30.6.49 2. 1.4.51	Nil	1. Matheson, K. J. 2. McQuarie, A. J. 3. Campbell, S. G. 4. Manning, W. G.

APPENDIX A—*continued.*

For advancement to—	*No. on roster.*	*Present No. of vacancies.*	*Roster date or points of men at top of roster. (Adjusted by "RED" recommendations as necessary.)*	*No. advanced during last six months.*	*Names of men on top in roster order.*
POAF(E)	15	Nil	1. 30.1.57 2. 6.4.57	1	1. Cole, R. C. 2. Cooper, T. J. 3. Dunderdale, S. R.
LAM(E)	9	1	1. 30.6.58 2. 30.9.58	3	1. Brunswick, D. B. 2. Scott, D. W. 3. Powell, K. D.
CAF(O)	8	Nil	1. 1.4.52 2. 1.1.53	Nil	1. Harrison, J. J. 2. Not recommended
POAF(O)	5	Nil	1. 18.11.56 2. 30.11.57	Nil	1. Pascoe, K. L. 2. Healey, A. E.
LAM(O)	4	Nil	1. 31.8.59	Nil	1. Christie, R. A. 2. Mihell, A. J.
C Air(AH)	13	1	1. 1.2.54	1	1. Harris, M. 2. McCulloch, L. R. 3. Nairn, R.
PO Air(AH)	Nil	1	—	1	—
L Air(AH)	2	8	1. 31.12.57	6	1. Not recommended 2. V.G. Conduct broken
C Air(SE)	3	Nil	1. 1.7.54 2. 1.9.55	Nil	1. Kempnich, K. F. 2. Lee, G. W.
PO Air(SE)	1	Nil	1. 9.4.56	Nil	1. Donovan, F. J.
L Air(SE)	4	Nil	1. 30.9.58	Nil	1. Wells, H. W. 2. Todd, G. McK.
C Air(Met.)	1	Nil	1. 1.2.54	Nil	1. Percival, L. N.
PO Air(Met.)	Nil	Nil	—	Nil	—
L Air(Met.)	Nil	Nil	—	2	—
C Air(Phot.)	2	Nil	1. 9.11.56	Nil	1. Profitt, L. R.
SBCPO	16	Nil	1. 25.7.53 2. 25.5.54 3. 24.10.54	Nil	1. V.G. Conduct broken 2. West, D. M. 3. Monaghan, P. J. 4. Black, R. S.
SBPO	8	Nil	1. 17.3.57 2. 12.11.57 3. 20.4.58	5	1. Boik, G. D. 2. V.G. Conduct broken 3. Williams, T. L.
LSBA	1	12	1. 8.9.59	2	1. Still, J.
CPODA	1	Nil	1. 14.2.58	1	1. Jeffries, A.
PODA	Nil	Nil	—	Nil	—
LDA	1	Nil	1. 13.9.60	Nil	1. Cameron, D.

APPENDIX A—*continued.*

For advancement to—	*No. on roster.*	*Present No. of vacancies.*	*Roster date or points of men at top of roster. (Adjusted by "RED" recommendations as necessary.)*	*No. advanced during last six months.*	*Names of Men on Top in roster order.*
CPO Wtr.	21	2	1. 1.7.53 2. 1.7.54	5	1. Not recommended 2. Norton, D. V. 3. Anthon, B. W. 4. McLaughlin, I. R.
PO Wtr.	5	3	1. 30.6.60	7	1. Wightman, R. W. 2. Dalgleish, R. C.
L Wtr.	7	3	1. 30.6.58 2. 30.6.60	9	1. Not recommended 2. V.G. Conduct broken 3. Not recommended 4. Brandl, J. L.
SCPO(S)	20	Nil	1. 1.11.51 2. 1.9.52	Nil	1. Johnson, D. C. 2. Sheridan, G. L. 3. Dingle, N. H. A. 4. Heaslip, J. V.
SPO(S)	11	1	1. 7.6.58	1	1. Penn, B. 2. Thomas, J. W. 3. Ingham, R. F.
LSA(S)	2	15	1. 31.12.59	Nil	1. Parsons, B. J.
SCPO(V)	11	Nil	1. 1.5.53 2. 1.7.53	Nil	1. Pashen, B. W. 2. Churn, F. E. 3. Dwyer, K.
SPO(V)	3	Nil	1. 30.6.59 2. 31.12.59	1	1. Phillips, D. A. S. 2. Keeley, D. H.
LSA(V)	1	12	1. 30.6.60	3	1. Not recommended
CPO Ck.(S)	8	Nil	1. 1.7.54 2. 1.3.55	Nil	1. Meyer, S. H. 2. McArthur, G. A. V.
PO Ck.(S)	12	1	1. 30.6.58 2. 31.1.59	7	1. V.G. Conduct broken 2. Hillier, R. 3. Franklin, G. S. A. 4. Not recommended
L Ck.(S)	3	14	1. 31.3.58 2. 30.6.59	5	1. Reverted 2. Not recommended
CPO Ck.(O)	8	Nil	1. 1.9.52	Nil	1. Wagner, L. A. G. 2. Shepherd, A. A. 3. Bamford, A. L.
PO Ck.(O)	13	Nil	1. 31.1.56 2. 30.4.56	1	1. Matthews, S. G. 2. Pye, S. 3. Not recommended 4. Weaver, N. S.
L Ck.(O)	7	Nil	1. 30.6.59	3	1. Not recommended 2. Not recommended 3. McKenzie, A. T.

APPENDIX A—*continued.*

For advancement to—	*No. on roster.*	*Present No. of vacancies.*	*Roster date or points of men at top of roster. (Adjusted by "RED" recommendations as necessary.)*	*No. advanced during last six months.*	*Names of men on top in roster order.*
CPO Std.	23	Nil	1. 1.6.51 2. 1.12.51	Nil	1. Foley, T. F. 2. Boyle, A. H. 3. Pavletich, S. N. 4. Not recommended
PO Std.	1	7	1. 31.12.59	3	1. Woods, K.
L Std.	6	36	1. 31.8.59 2. 30.9.59 3. 31.5.60	14	1. Lindenberg, S. W. 2. Not recommended 3. Salmon, C. G. 4. Lewis J. H.
CPO Btchr.	Nil	1	—	Nil	—
MAA..	9	Nil	1. 30.6.55 2. 2.10.55	1	1. Lewis, K. R. G. 2. Penny, D. J. 3. Gilbert, D. G.
RPO	3	Nil	1. 24.10.56	1	1. Saville, K. W. 2. Not recommended
CPO Musn.	2	Nil	1. 1.4.55	Nil	1. McDonough, J. H.
PO Musn.	2	Nil	1. 1.4.57	Nil	1. Farrell, W. W.
L Musn.	1	9	1. 25.11.59	1	1. Brown, K. B.

APPENDIX A—*continued.*

W.R.A.N.S.

For advancement to—	*No. on roster.*	*Present No. of vacancies.*	*Roster date or points of men at top of roster. (Adjusted by "RED" recommendations as necessary.)*	*No. advanced during last six months.*	*Names of Men on Top in roster order.*
C Wr.RS	1	3	1. 13.2.59	Nil	1. Uhlmann, N. D.
Wr.RS	Nil	8	—	1	—
L Wr.RO	3	2	1. 9.8.60	11	1. Vaughan, P. A.
PO Wr.SB	Nil	1	—	Nil	—
L Wr.SBA	1	3	1. 16.8.60	Nil	1. Not recommended
PO Wr.Wtr.(GD) & (P) ..	Nil	1	—	Nil	—
L Wr.Wtr.(GD) & (P)	1	5	1. 30.6.60	1	1. Dong, R. P.
L Wr.Wtr.(ST)	Nil	Nil	—	1	—
PO Wr.S(S) & (V)	Nil	Nil	—	Nil	—
L Wr.SA(S) & (V)	1	Nil	1. 30.6.59	Nil	1. Greenslade, E.
PO Wr.Ck.(S)	1	Nil	1. 29.2.60	Nil	1. McClymont, J.
L Wr.Ck.(S)	4	Nil	1. 21.3.60 2. 2.5.60	1	1. Gust, V. M. 2. McKinnon, D.

APPENDIX A—*continued.*

W.R.A.N.S.

For advancement in—	*No. on roster.*	*Present No. of vacancies.*	*Roster date or points of men at top of roster. (Adjusted by "RED" recommendations as necessary.)*	*No. advanced during last six months.*	*Names of men on top in roster order.*
C Wr.Std.(G)	Nil	1	—	Nil	—
PO Wr.Std.(G)	1	1	1. 31.12.59	Nil	1. Not recommended
L Wr. Std.(G)	6	2	1. 31.12.58 2. 31.12.59	1	1. Not recommended 2. Not recommended
C Wr.Reg.	Nil	2	—	Nil	—
PO Wr.Reg.	Nil	3	—	1	—
PO Wr.RP	Nil	1	—	Nil	—
L Wr.RP	Nil	Nil	—	1	—
C Wr.MTD	Nil	1	—	Nil	—
PO Wr.MTD	1	3	1. 13.2.59	Nil	1. Not recommended
L Wr.MTD	6	Nil	1. 10.4.59 3. 20.7.59	2	1. Laker, J. W. Lather, L. M. 3. Witton, P. A.

APPENDIX B.

List of Ratings advanced during the Last Six Months.

Name.	*O/N.*
Chief Petty Officer.	
James, R.	R27917
Crotty, D. H.	R30729
Gosch, J. W.	R28216
Driscoll, V. L.	R37224
Baum, E. C.	R29027
Williams, J. L.	R15934
Fitzgerald, W. T. ..	R30992
Robinson, R. B.	R34761
Campbell, G. A. C. ..	R34912
Prosser, L. M.	R28004
Petty Officer.	
Carson, W. A.	R27443
Flaherty, R. S. N. ..	R38675
Smith, F. G.	R28956
Hood, L. E.	R49598
Murray, J. A.	R49488
Bacon, R.	R33444
Lambourne, T. M. ..	R41717
Wood, S. R.	R36978
Taylor, E. I.	R50948
Reeson, J. E.	R44313
McGowan, W. J... ..	R38740
Mullins, J. A.	R50887
Amm, W. R.	R35354
Reid, A. R.	R50727
Luhrmann, L.	R49977
Leading Seaman.	
Sefton, P. D.	R47620
Finlayson, R. C. ..	R52540
Moffat, J. M.	R52220
Hall, K. C.	R38177
Mackay, L. I.	R50357
Scott, A. J.	R36332
Smith, A. L.	R49885
Riddle, J. E.	R52330
O'Connor, J. T.	R53025
Purnell, B. J.	R51825
Kettle, E. J.	R52483
Richardson, R. W. ..	R52636
Rawson, J. H.	R52905
Grant, R.	R50371
O'Flynn, C. F.	R50591
Leading Seaman—*continued.*	
Chamberlain, R. F. ..	R53082
Birch, J. W.	R44073
Lampe, S. J.	R53003
Abel, D. R.	R50982
Wilson, B. W.	R52721
Scotton, R. J.	R50957
Bardon, M. P.	R53071
Fullerton, J. T.	R51781
Yates, K.	R54904
Hayden, C. H.	R46710
Beadman, K. D.	R52151
Taylor, D.	R52129
Miles, W. J.	R53439
Hosie, W. R.	R53297
Montgomery, A. W. ..	R53206
Martschenko, C.	R53533
Sherwell, K. J.	R53222
Hamilton, T. J.	R53513
Russell, W. C.	R36031
Leonard, L.	R41624
May, R. I.	R53204
Mathew, J. H.	R53720
Cashion, W. R. J. ..	R53080
Suckling, D. R.	R53054
Kemp, L. C.	R53112
Hadler, P. J.	R49473
Hartwell, K. J.	R45589
Kruger, J. L.	R51732
Paul, K. B.	R53445
Bottroff, N. G.	R50997
Ferguson, R. A.	R52385
Presland, L. M.	R46059
Vines, R. J.	R30693
Balfour, B. D. W. ..	R46098
Davis, L. A.	R51743
Ker, W. D.	R53695
Morton, K. H.	R38522
Bishop, K. A.	R51348
Morgan, H. G. V. ..	R51708
Brennan, F. J.	R52159
Strachan, W. S.	R53355
Communication Yeoman.	
Wilson, D.	R41693
Sumner, W. E.	R49696
Ralph, E. R.	R37814
Wyatt, A. F. S.	R50116

APPENDIX B—*continued.*

Name.	*O/N.*
Leading Tactical Communication Operator.	
Horton, J. T.	R52393
Davey, P. E.	R50542
Evans, M. J.	R52384
Pinkstone, R. R.	R52633
Elliott, L. H.	R51234
Ryan, G. W.	R52124
Chief Radio Communication Supervisor.	
Grylls, L. J.	R29164
Steward, E. G.	R29363
McKenzie, K. H. J.	R29750
Reeves, J. L.	R35430
O'Brien, R. D.	R36474
Radio Communication Supervisor.	
Spong, G. B.	R49923
Leading Radio Communication Operator.	
Bunn, R. E.	R51231
Law, P. W.	R51561
Collins, S. C.	R53270
Melville, R. G.	R50704
Brecht, A. H. R.	R52845
Carter, L. S.	R29094
Fordham, B. F.	R51675
Rush, V. F.	R52809
Brendish, H. G.	R53156
Read, P. E.	R53546
Jeffries, R.	R35234
Sands, K.	R53137
Logan, W. C.	R52725
Radio Supervisor (Special).	
Mabury, E. A. O.	R50276
Leading Radio Operator (Special).	
Mongan, K. P.	R52629
Hastings, G. W.	R50245
Kelly, M. D.	R51175
Harm, R. V.	R51897
Volk, G. R.	R44784
Maloney, T. J.	R52108

Name.	*O/N.*
Petty Officer Engineering Mechanic.	
Andersen, K.	R34965
McStay, D.	R32446
Buschmann, K. R.	R48034
Ebert, W. E. S.	R49545
Osborne, B. J.	R37880
Marsh, A.	R30573
Klein, G. A.	R40978
Meredith, P. E.	R38205
Lee, K. B.	R33729
Marshall, E. J.	R36951
Kear, B. R.	R31546
Billing, R. M.	R37762
Williams, P. A.	R37215
Bell, R. F. D.	R48081
Jacklin, D. A.	R27553
Hawkins, F. S.	R47876
Fleming, T.	R47806
Bendon, W. J.	R37354
Traynor, J.	R37569
Nash, J. B.	R37183
Mercer, V.	R37808
Wright, H. W.	R34884
Rochow, D. E.	R47105
Acton, L. J.	R37517
Smart, D.	R41626
Hippisley, W. A.	R30511
Harford, F. G.	R38176
Duncan, J. A.	R52139
Parkes, B. J.	R49527
O'Connell, J.	R39772
Mann, L. E.	R49561
Rose, K. S.	R37892
Brown, D. M.	R37001
Gibson, S. K.	R37375
Frimston, F. W.	R41737
Gilbert, G. J.	R50642
Johnson, J.	R25405
Dixon, T. W.	R48005
Swain, I. D.	R50836
Weller, D.	R57600
Leading Engineering Mechanic.	
Hehir, E. T.	R38173
Sando, D. R.	R52333
Germani, G. D.	R51530
Towie, K. M.	R52023
O'Day, W. A.	R53124
Jackson, B. A.	R52479
Cameron, J. C.	R47176

APPENDIX B—*continued.*

Name.	*O/N.*
Leading Engineering Mechanic—*continued.*	
Bullen, L. J.	R50729
Pattrick, L. F.	R53030
Kidd, M. J. F.	R53113
Saxby, W. H.	R52334
Unwin, W. E.	R52245
Hubner, K. J.	R52550
Sorrenson, N. G.	R52510
McKenzie, F. A.	R52892
Turner, L. R.	R51307
Thomas, R. W.	R51885
Dawes, J. C.	R52605
Nowotny, R. N.	R51624
Frazer, W. R.	R52981
Walker, H. C.	R53060
Smith, E. S.	R51863
Doyle, W. C.	R53170
Mitchell, W. L.	R51823
Kelly D. J.	R53626
Noone, L. M.	R53544
Mitchell, J. A.	R51905
DeRooy, D. A.	R53399
Cox, M. L.	R52677
Wilken, U.	R53063
Hattenfels, P. A.	R53418
Smith, D.	R51226
Clark, G.	R52078
Curtius, W. P. J. A.	R53164
Chief Naval Shipwright.	
Campbell, R. C.	R47052
Chief Ordnance Artificer.	
Clifton, J. J.	R47676
Welsh, J.	R41221
Chief Electrical Artificer.	
Gough, N. J.	R49634
Schaefer, A. M. K.	R50379
Chief Electrician (P).	
Moore, D. D.	R35204
Johnson, K. A.	R36704

Name.	*O/N.*
Petty Officer Electrician (P).	
Evans, L.	R37266
Ferguson, J. M.	R36559
Carr, C.	R41719
Leading Electrical Mechanic (P).	
Wilson D.	R54043
Lawton, T. W. D.	R53989
Waterhouse, D. L.	R54188
Kell, P. A.	R53988
Osborne, R. S.	R54280
Weaver, P. R.	R53569
Callaghan, W.	R53954
Stutley, B.	R52515
Chief Electrician (E).	
Halloran, J. M.	R36781
Nugent, N. C.	R37057
Bradwell, D. E.	R37596
Cox, R. R.	R37006
Hills, K. J.	R37038
Petty Officer Electrician (E).	
Pitt, R. H.	R49612
Dowling, G. S.	R47189
Leading Electrical Mechanic (E).	
Spencer, A. C.	R53927
Kitchin, D.	R54133
Todd, R. L.	R53748
Bennett, M. S.	R53153
Reidy, R. D.	R54166
Daniels, R. J.	R52747
Robinson, J. D.	R54018
Leading Electrical Mechanic (Air).	
Cox, G. G.	R52535
Thompson R.	R51576
Harkness, H. R.	R53187
Chief Radio Electrician.	
Hampton, D. T.	R38502

APPENDIX B—*continued.*

Name.	*O/N.*
Leading Radio Electrical Mechanic.	
O'Beirne, D. J.	R54007
Nelli, D. R.	R53020
Rice, C. D.	R53838
Waters, D. S.	R51146
Gracie, P. F.	R54104
Duncan, D. M.	R54091
Harris, R. J.	R54453
Bierman, J. C.	R53762
Shee, M. A. C.	R53046
Petty Officer Radio Electrician (Air).	
Heard, W. F.	R44900
Leading Radio Electrical Mechanic (Air).	
Trew, J. B.	R53461
Emmerson, M.	R41537
Parker, G. E.	R53915
Leggo, T. J.	R52402
Bannister, E. J. C.	R54328
Petty Officer Airman Fitter (E).	
Smith, D.	R41659
Leading Airman Mechanic (E).	
Penny, P.	R52225
Gray, G. R.	R52869
Hafford, H. S.	R52987
Chief Airman (AH).	
Hill, L. W. T.	R32106
Petty Officer Airman (AH).	
Graham, D. R.	R36919
Leading Airman (AH).	
Reed, C. L.	R44541
Fay, C. B.	R51528
Porter, R. H.	R51970
Olsen, K. P.	R51756
Troy, R. T.	R51908
Struhs, I. A.	R51800

Name.	*O/N.*
Leading Airman (MET).	
Martin, D. R.	R51949
Newbold, B. N.	R51255
Sick Berth Petty Officer.	
Kildey, N. G.	R49205
Sawtell, M. L.	R34862
Passfield, S. A.	R49293
Ardern, R. W.	R49155
Jewell, F.	R44681
Leading Sick Berth Attendant.	
O'Leary, B. D.	R52499
Walsh, D. B.	R52817
Chief Petty Officer Dental Assistant.	
Richards, W. J.	R47587
Chief Petty Officer Writer.	
Cairns, B. D.	R30016
Gilbert, R. D.	R30103
McConnochie, I. P.	R39527
Murray, B. M. L.	R33351
Charles, V. C.	R37118
Petty Officer Writer.	
Hall, E. I. A.	R49774
Hall, T. A.	R50521
Cass, M. V.	R51081
Oxley, L. D.	R37884
Burge, J. S.	R37101
Mansfield, S. R.	R37167
Moy, J. D.	R37171
Leading Writer.	
Collins, R. C.	R51612
Higgins, D. J.	R52874
Martin, B. J.	R52627
Brittain, A. R. H.	R52740
Clements, B. E.	R53269
Miller, C. H.	R52406
Bardwell, C. D.	R53253
Tickle, J. R.	R51974
Barber, J. C.	R52669

APPENDIX B—*continued.*

Name.	*O/N.*
Stores Petty Officer (S).	
Petrie, J. S.	R45079
Stores Petty Officer (V).	
Quinn, H. L.	R38389
Leading Stores Assistant (V).	
Geraghty, D. J.	R52982
Gardiner, D. R.	R52541
Casey, G.	R52851
Petty Officer Cook (S).	
Bruce, T. P.	R25446
Chambers, K. H.	R39124
Ramsay, R. W. J.	R50578
Chaplin, T. L.	R47674
Sullivan, J. A.	R47506
Baranovsky, B. M.	R32914
Bacon, R. H.	R36406
Leading Cook (S).	
Anderson, J. W. D.	R37931
Prowse, A. M. J.	R53037
Brinkley, D. J.	R52952
Hills, N. L.	R51188
Savvas, D. J.	R53042
Petty Officer Cook (O).	
Boxsell, T. L.	R38418
Leading Cook (O).	
Thompson, M. L.	R47120
Day, L. J.	R52750
Houldcroft, T. E.	R52299
Petty Officer Steward.	
McDonald, A.	R50305
Watson, B. W.	R50284
Oliver J.	R25322

Name.	*O/N.*
Leading Steward.	
Smart, G. E.	R41608
Briggs, S. M.	R27408
Kelly, T. F.	R47216
Bruining, W.	R52955
Atkins, C. J.	R52365
Masterton, B. O.	R52896
Hoy, K.	R52876
Bickley, W. R. C.	R53074
Hollier, A. J.	R52768
Buchanan, M. C.	R50898
Connor, M.	R50983
Plummer, C. G.	R51192
Rae, R. M.	R52565
Warren, E. J.	R50232
Master-at-Arms.	
Slattery, S. O.	R34220
Regulating Petty Officer.	
Boyington, G. A.	R36229
Leading Musician.	
Hodge, R. R.	R52767
W.R.A.N.S.	
Leading Wran Radio Communication Operator.	
Lowe, L. F.	R84840
Weate, B. A.	R84942
Wellington, J.	R84943
Dee, E. B.	R84875
Redman, P. H.	R84913
Kennedy, D. M.	R84906
Hastings, K.	R84905
Suttie, F. R.	R84936
Lips-Combe, O. P.	R84989
Hill, D. J.	R84988
Greenfield, M. E.	R84799
Wran Radio Supervisor (Special).	
Robertson, D. M.	R84612

APPENDIX B—*continued.*

Name.	*O/N.*
Leading Wran Writer (P).	
Seeber, J. M.	R84889
Leading Wran Writer (ST).	
Pridmore, J. P.	R84930
Chief Wran Stores (S).	
Geisler, E. M.	R84077
Leading Wran Cook (S).	
Mitchell, B. H.	R84911
Leading Wran Steward (G).	
Rose, E.	R84932
Petty Officer Wran Regulating.	
Rigby, A.	R84713
Leading Wran Radar Plot.	
Gulson, J. A.	R84780
Leading Wran Motor Transport Driver.	
Zendler, D.	R84813
McLeod, J. A.	R84845

(DDM 316/4/22.)

(*Navy Order* 988 *of* 1960.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
1st May, 1961.

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

By direction of the Naval Board.

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

2660/61.

UNCLASSIFIED.

297.—Books—Distribution of Non-accountable Publications During February, 1961.

The non-accountable publications, amendments to AP's and BR's, miscellaneous publications, &c., and AFO " S.C." Series contained in the appendix to this order, have been distributed to Ships and Services during February, 1961.

2. Article 2578 of ABR 4 is relevant.

3. Copies of AFO " P " Series amendments and AP 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 Article 2518 (7) of ABR 4.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date.*
Aeroplane	2nd December, 1960.
Aeroplane	9th December, 1960.
Aeroplane	16th December, 1960.
Aeroplane	23rd December, 1960.
Aircraft	Volume 40, No. 5, February, 1961.
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COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
4th May, 1961.

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

By direction of the Naval Board.

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

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2661/61.

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UNCLASSIFIED.

298.—Survey Vessels—Dressing Ship Overall.

Due to the danger with high voltages in Lambda aerial arrays, survey vessels so fitted are to dress with mast head flags only, on occasions of dressing ship.

(DSD 12/3/11.)

Section 2.
PERSONNEL.

UNCLASSIFIED. Cancelled under C.N.O. 339/63

299.—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 licence.

(*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 of 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. Concessions are at present under discussion with the Electricity Authority of New South Wales.

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 206 of 1959 is hereby cancelled.

(DEE 303/59/2.)

(*Navy Order* 206 *of* 1959.)

UNCLASSIFIED.

300.—Officers Victualling and Accommodation and Payment of Travelling Allowance during Temporary Duty or Short Courses.

As a matter of appointing policy, officers required to undergo short courses or temporary duty at establishments will normally be lent to those establishments instead of being appointed where the period will not exceed two months.

2. It should be made clear to officers concerned that where the course or place of temporary duty is in the Sydney area, Travelling Allowance will be paid only where service victualling and accommodation are not available in ships and establishments in that area. This does not apply where an officer of the rank of Commander or above elects not to make use of service victualling and accommodation under instruction 192/8 of IPI. Payment will be subject to certification or signalled advice to that effect by the Flag Officer-in-Charge, East Australia Area. (*See* Navy Order 263 of 1961.) Where signalled advice that service accommodation and victualling are not available a copy of the signal should be attached to the form AS 542 when claim for Travelling Allowance is submitted.

3. This principle applies generally. In other places the certificate, if obtained in lieu of signalled advice, is to be signed by the local administrative authority.

4. Navy Order 818 of 1960 is hereby cancelled.

(HPB 303/1/14.)

(*Navy Orders* 818 *of* 1960 *and* 263 *of* 1961.)

UNCLASSIFIED. Cancelled vide CNO 322/63

301.—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 savings bank accounts. Allotments may also be made payable to current cheque 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 AS 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 AS 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.

(DNA 271/53/14.)

UNCLASSIFIED.

302.—Ratings—Employment and Training of Communication Ratings.

(*AFO* 139/1961.)

Communications ratings will be detailed for communal cleaning and ship husbandry duties together with all other ratings as laid down in RI Article 2953, clause 1, but it is imperative that they should maintain their practical efficiency by carrying out exercises in accordance with instructions laid down in ABR 5009, The Australian Communication Training Manual, Table 6-A.

2. The selection of communication ratings for semi-permanent duties which take them away from their department for long peirods, e.g., postman or canteen assistant, should be avoided.

(DSD 303/24/7.)

UNCLASSIFIED.

303.—Removals—Member Making Own Arrangements.

Attention is drawn to the provisions of instruction 231/27 (5) of Interim Pay Instructions which provides that Naval Board approval is required if a member desires to make his own arrangements for removal.

2. Failure to seek approval may result in a claim for reimbursement of expenses being disallowed.

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

(HPB 252/8/39.)

UNCLASSIFIED. Cancelled vide CNO 222/63

304.—Royal Australian Naval Reserve—Award of Watchkeeping Certificates to Reserve Officers.

(*AFO* 474/1961.)

Regulations for the award of watchkeeping certificates to Reserve Seaman Officers have been revised and are set out below.

RANR (Sea-going Officers).

2. The certificate, when awarded, is in every sense, a " full " one, that is, identical with that granted to Sub-Lieutenants RAN.

3. The certificate may be awarded during an officer's nine months continuous training with the RAN. In view of his previous experience an officer will be eligible for the award after a minimum total qualifying period of six months in a seagoing-ship or ships (i.e., not re-fitting, &c.), watchkeeping duties being carried out regularly during this period.

4. On each occasion of an officer being discharged to another ship before completion of the qualifying period a recommendation for award or otherwise is to be forwarded to the Commanding Officer of his next ship (copy to the officer concerned).

5. If an officer should complete his nine months continuous training period without being awarded the watchkeeping certificate his Commanding Officer is to report to the Director of Naval Reserves whether it has been withheld owing to lack of opportunities for judging the officer at sea, or for incompetence.

RANR and RANVR Officers.

6. The certificate, when awarded, will be for " Coastal Mine-Sweepers (or smaller craft) ", and is similar to that granted to Special Duties List Officers of the RAN who qualify for watchkeeping certificates in ships below cruisers. It will be known as a restricted watchkeeping certificate and is to state that " he has a sound knowledge of the duties of the officer of the watch, at sea and in harbour, including measures necessary for the safety of the ship, and is competent to take charge of a watch at sea, by day and by night in a (insert type of ship) and similar vessels ".

7. Conditions for award of restricted watchkeeping certificates are—

(*a*) Must be a Lieutenant, Acting-Lieutenant or above.

(*b*) Must have completed the following training—

(i) at least three thirteen-day continuous training periods in a CMS or larger ship;

(ii) at least four weekend training periods, in support craft attached to Reserve Training Establishments.

Note.—The decision as to which weekend training cruises should count is at the discretion of the Captain of the Reserve Training Establishment.

On all occasions of rendering a report on form AS 206 on a Reserve Seaman Officer after a continuous training period, Captains are to remark on the watchkeeping ability of the officer under report.

8. Restricted watchkeeping certificates may be awarded by Captains of Reserve Training Establishments. They are to be prepared in triplicate—one copy being given to the officer concerned, one being retained in the Reserve Training Establishment, and one being forwarded to DNR for inclusion in the officer's records.

9. In war or emergency, qualification for award of watchkeeping certificates to Reserve Officers serving with the RAN will be the same as those in force for RAN officers.

10. Nothing in the above regulations is to prevent a Reserve Officer qualifying for the same certificates as awarded to RAN officers, provided he fulfills all the prescribed conditions.

(DNR 303/1/20.)

UNCLASSIFIED.

305.—Temporary Accommodation Allowance and Temporary Rental Allowance.

Attention is drawn to the provisions of instruction 231/42 (7) of Interim Pay Instructions which requires claims for Temporary Accommodation Allowance to be submitted within fourteen days of occupation of hotel or boarding house accommodation. Also under Instruction 231/42 (2) Rental Allowance applications will not be admitted in respect of any period more than eight weeks prior to the date of receipt of the member's claim in his ship or establishment.

2. Failure to lodge claims within the abovestated periods will result in a financial loss to the member concerned.

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

(HPB 252/8/40.)

Section 3.
HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED. Cancelled vide CNO 304/63

306.—Wireless—Receiver B40, Pattern 57140D—Re-alignment for MUFAX.

(*AFO* 587/1959.)

When pattern 57140D Receivers B40 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 B40 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. Admiralty advise that the instructions for carrying out alignment and labelling are being included in BR 1617—Handbook for Pattern 57140 Series Receiver B40. The following test equipment is required—

AM 10S/16780	Signal Generator CT.218.
or Pattern 54704	Signal Generator CT.218.
Pattern 104290	Signal Generator CT.218.
AM 10S/831	Type 13A Oscilloscope.

4. It is important that defective receivers returned to store are clearly labelled " Defective for MUFAX ".

5. Navy Order 318 of 1959 is hereby cancelled.

(DEE 518/51/421.)

(*Navy Order* 318 *of* 1959.)

UNCLASSIFIED.

307.—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, SAA Int. 5A.
1 coat undercoat for enamel, SAA Int. 226.
1 coat enamel marine exterior black, SAA 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 386 of 1959 is hereby cancelled.

(DEE 519/73/108.)

(*Navy Order* 386 *of* 1959.)

UNCLASSIFIED.

308.—5-in. Signalling Lanterns, Pattern 16409—Stowage Boxes.

To enable the 5-in. Hand Signalling Lantern, pattern 16409, to fit in existing stowage boxes, patterns W6759A and 18967, for Aldis lanterns, the support blocks will require replacing by smaller triangular wooden blocks.

2. Action is therefore to be taken by ship's staff to suitably modify the stowage boxes on receipt of the new 5-in. lanterns.

3. Navy Order 438 of 1960, is relevant.

(DEE 517/251/6.)

(*Navy Order* 438 *of* 1960.)

UNCLASSIFIED. Cancelled vide CNO 375/63

309.—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 Gyro Compass battery with pattern 5503 cells, also modify the battery box to accommodate the cells and give ready access for SG readings."

4. Navy Order 442 of 1959 is hereby cancelled.

(DEE 1215/54/56.)

(*Navy Order* 442 *of* 1959.)

UNCLASSIFIED.

310.—Gun Mountings—4.5-in. Twin RP 41 Mk. 6 Series Mountings—Modification to Rammer Release Gear. Modification No. 78 to 4.5-in. Mk. 6 and 6* Mountings—Modification No. 19 to 4.5-in. Mk. 6* Mod. 1 Mountings.

(*AFO* 3304/1960.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted; Gunnery Equipment Depots.
(*b*) *Type and mark of mounting*	4.5-in. Mk. 6, 6* and 6* Mod. 1.
(*c*) *Part of mounting affected*	Rammer release push.
(*d*) *Purpose of modification*	To minimize the effort required to release the rammer.
(*e*) *Nature of modification* ..	(*a*) To fit modified rammer release gear and safety catch in accordance with drawing No. N55553, issue 6. (*b*) For Mk. 6 and 6* mountings—Supply and fit items 1 to 27 of N55553, modifying certain existing items in accordance with items 2, 3, 6 and 7 of N55553. (*c*) For Mk. 6* Mod. 1. mountings, where not modified on any of the following points—Supply and fit items 17 to 27, and modify items 2 and 3 in accordance with N55553.
(*f*) *Drawings*	N55553 issue 6.
(*g*) *By whom to be done* ..	Dockyards, as a defect.
(*h*) *When to be done* ..	At the earliest opportunity.

2. Navy Order 406 of 1960 is to be amended as follows—

(*a*) Section " A ", Mod. No. 78—

Column 3—*Delete:* " N.O.D. 2175/148 ".

Column 3—*Insert:* after N55553, " Items 2, 3, 6 and 7 MODIFIED, Items 1, 4, 5, 8–27 NEW ITEMS ".

(*b*) Section " D " Mod. No. 19—

Column 3—*Delete:* " N.O.D. 2175/148 ".

Column 3—*Insert:* after N55553, " Items 2 and 3 MODIFIED, Items 17–27 NEW ITEMS ".

(DW 736/59/86.)

(*Navy Order* 406 *of* 1960.)

UNCLASSIFIED.

311.—Alteration and Addition Item—HMAS MELBOURNE.

The following alteration and addition item is approved for HMAS MELBOURNE—

Class List Item No. 140. *Classification " A ".*

Item: Battery fed emergency lanterns to be fitted in accordance with Navy Order 139 of 1959 as follows—

(*a*) For port light pattern 17248 lantern, 1 in No.

(*b*) For starboard light pattern 17249 lantern, 1 in No.

(*c*) For steaming light fitted on mast pattern 17250 lantern, 1 in No.

(*d*) For steaming light fitted on forward end of bridge pattern 17250 lantern, 1 in No.

(*e*) For anchor lights pattern 17251 lantern, 4 in No.

Notes: Items (*a*), (*b*) and (*c*)—Work involved in fitting to be done by ship's staff.

Items (*d*) and (*e*)—Dockyard assistance required to fit brackets to support lanterns. No remote switching is required.

References:

(*a*) MELBOURNE's AS 1182, TDL " CM ".

(*b*) Navy Office Letter 1213/52/169 dated 6th October, 1960.

(*c*) FOICEA memorandum N.20/14/138 dated 13th December, 1960.

(DCNTS 1213/52/169.)

(*Navy Order* 139 *of* 1959.)

UNCLASSIFIED.

312.—Local Purchase of Naval and Air Stores by Ships and Establishments.

Copies of Purchase Orders forwarded to Navy Office in accordance with Article 2803 of ABR 4 are to show the " Head of Expenditure " and the value of the items purchased or the services rendered. If the actual value is not known at the time the order is placed, an estimate is to be shown.

2. The monthly returns should be forwarded under cover of forms AS 558, Schedule of Vouchers Transmitted.

3. ABR 4, Article 2803, will be amended.

(DNAS 400/56/24.)

UNCLASSIFIED.

313.—Naval Stores (General)—Machinery and Spares—General Purpose Lathes.

Future purchases of general purpose engine lathes of the following sizes will be made to Specification DEF (AUST) 18—

9-in. Swing.
14-in. Swing.
17-in. Swing.
22-in. Swing.
25-in. Swing.

2. Should a requirement arise for a lathe which for some reason does not conform to the above specification, demanding authorities should state in precise detail the requirement and the reasons why it is considered lathes to specification DEF (AUST) 18 are unacceptable.

(DNAS 401/54/47.)

UNCLASSIFIED.

314.—Naval Stores (General) (Class F, Group 3)—Star Globes with Twilight Setting, Pattern F3/160133—Introduction.

(*AFO* 224/1961.)

It has been decided to introduce into the Service a new Star Globe which will in due course supersede pattern F3/760. The full description of this item is—

Pattern.	*Description.*
F3/160133 (NATO Supply Classification Group No. 6605)	Star Globe, 1975 Epoch, similar to pattern F3/760, but with the radius of the brass ring (which was formerly the horizon ring but is now the 6° twilight ring) slightly reduced to improve the twilight setting; complete with transit case.

2. Pattern F3/760 Star Globe will remain in service, will not be made obsolescent and will continue to be issued until stocks are exhausted. Arrangements should be made for repair of pattern F3/760 when necessary. It is not practicable to convert pattern F3/760 to pattern F3/160133.

3. Admiralty has advised that Ships' Allowance Lists will not be amended for the time being.

(DNAS 519/53/139.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

RESTRICTED.

315.—Books—Libraries—Central Reference Libraries—Additions.

A list of books added to the Central Reference Libraries in HMA ships ALBATROSS, CERBERUS and WATSON during the quarter ending 31st March, 1961, 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 libraries.

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

APPENDIX.

Classification and reference number.	*Author.*	*Title.*	*Where held ALBATROSS, CERBERUS or WATSON.*
Political Science—			
320/21	Davies	Australian Democracy—An Introduction to the Political System	C.
320.7/1	Butler	The Study of Political Behaviour	C.
320.9/3	Le May	British Government 1914–1953—Select Documents	C.
327.73/1	Kennedy	The Strategy of Peace	A.
Economics—			
330/26	Lewis	The Theory of Economic Growth	W.
330.1/3	Meier and Baldwin	Economic Development — Theory, History, Policy	W.
330.1/4	Harrod	International Economics	W.
330.1/5	Rostow	The Stages of Economic Growth	W.
333.3/2	Meyer and Hogan	Evatt and Beckenham's Conveyancing Precedents and Forms—Vol. I—(3rd Edition)	W.
333.3/3	Meyer and Hogan	Evatt and Beckenham's Conveyancing Precedents and Forms—Vol. II—(3rd Edition)	W.
336/4	—	Commonwealth of Australia—Income Tax and Social Services Contribution Assessment Act 1936–1959	C.
336/5	Hansen	The Economic Theory of Fiscal Policy	W.
338–5/2	Hansen	Business Cycles and National Income	C.
338.5/3	Lundberg	Business Cycles and Economic Policy	W.
339.3/1	Downing	National Income and Social Accounts—An Australian Study (5th Edition)	C.
Law—			
341/3	Cheshire	Private International Law (5th Edition)	W.
347.7/2	—	N.S.W. Companies Act No. 33, 1936	C.
347.9/1	Harwood	Odger's Principles of Pleading and Practice (17th Edition)	W.
347.9/2	Elliott	Phipson's Manual of the Law of Evidence (8th Edition)	W.
Public Administration—			
355.0942/1	Johnson	Defence by Committee—The British Committee of Imperial Defence 1885–1959	A.
359.14/1	Jarett	British Naval Dress	A.C.
359.32/1	Shelford	Subsunk—The Story of Submarine Escape	A.C.W.

APPENDIX—*continued.*

Classification and reference number.	*Author.*	*Title.*	*Where held ALBATROSS, CERBERUS or WATSON.*
Philately—			
383.22/2..	—	Gibbon's Priced Stamp Catalogue—1961, Part 1—British Commonwealth	C.
Mathematics—			
512/14 ..	Abbott	Teach Yourself Algebra ..	C.
Earth and Biological Sciences—			
551/3 ..	Sutton (Ed.)	The World Around Us ..	A.
551.5/21..	Various	Meteorology of the Antarctic	A.
574.9/2 ..	Carrington	A Biography of the Sea ..	C.
Zoology—			
591.6/1 ..	Halstead	Dangerous Marine Animals	A.W.
Business and Business Methods—			
658/15 ..	Brown	Exploration in Management. (A Description of Concepts and Methods of Organization and Management)	A.C.W.
658/16 ..	Newman	Administrative Action. (The Techniques of Organization and Management)	C.
Furniture—			
749/7 ..	Brackett	English Furniture Illustrated	W.
Recreation—			
770.2/2 ..	—	Odham's Manual of Photography	A.
796.93/2..	Polasek	Skiing ..	C.
Geography—			
914.91/1..	Bryans	Summer Saga—A Journey in Iceland	A.
915/7 ..	Cameron	To the East a Phoenix ..	W.
915.4/2 ..	Koestler	The Lotus and the Robot	A.C.W.
Biography—			
920/16 ..	Hetherington	Australians—Nine Profiles	C.
923/133 ..	Morton	Marshal Ney ..	A.
History—			
940.27/4..	Warner	The Battle of the Nile ..	A.W.
940.27/5..	Naylor	Waterloo ..	A.C.W.
940.48/1..	Graves	Goodbye to All That ..	A.
940.53/12	Ismay	The Memoirs of Lord Ismay	W.
940.542/15	Toland	Battle—The Story of the Bulge	A.C.M.
940.542/16	Tsuji	Singapore, the Japanese Version	A.C.W.
940.544/9	Newton and Hampshire	Taranto—(The Fleet Air Arm Raid)	A.C.W.

APPENDIX—*continued.*

Classification and reference number.	*Author.*	*Title.*	*Where held ALBATROSS CERBERUS or WATSON.*
History—continued.			
940.544/10	Middleton	The Sky Suspended — Battle of Britain, May 1940–April, 1941	A.
940.545/85	Roskill	The Navy at War 1939–1945	A.C.W.
940.548/33	Horrocks	A Full Life ..	A.C.W.
942.07/7..	Patterson	The Other Armada	C.
959.3/1 ..	Chakrabongse	Lords of Life. The Paternal Monarchy of Bangkok 1782–1932	A.

(DNES 451/51/18.)

UNCLASSIFIED.

316.—Form AD 785/AS 134Y—Delivery and Receipt Note for Furnace Fuel Oil and Automotive Diesel Oil in Bulk—Introduction.

The abovementioned form has been introduced and is available on demand from the Superintending Naval and Air Store Officer, Sydney.

2. The form is to be brought into use for issues of furnace fuel oil and automotive diesel oil in bulk, in lieu of forms AD 785 and AS 134.

(DNAS 464/55/75.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Registrar. 25/5

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 317-334/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
8th May, 1961.

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

By direction of the Naval Board.

Ross Hawkins

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

RESTRICTED.

3028/61.

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320. Instructional Films and Filmstrips—E.1386—" Explaining Matter: Atoms and Molecules "—Distribution.
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322. Radio—Drawings and Diagrams—Ships Building, Undergoing Large Repairs, Modernization, Conversion—Issue of Equipment Key Diagrams.
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324. Accounting for AVGAS and AVCAT in HMA Ships.
325. Alteration and Addition Item—Daring Class Destroyers.
326. Alteration and Addition Item—HMAS DIAMANTINA.
327. Alteration and Addition Item—HMAS WARREGO (AS Frigate (Sloop)).
328. Naval Stores (General) (Class B, Group 8, Part 11)—Skid Bomb, Bomb-Carriers, and Tray Adaptor.
329. Naval Stores (General) (Class B, Group 11, Part F)—Frames, Hand, Hacksaw—Introduction of New Specification.
330. Naval Stores (General) (Class F, Group 3)—Illuminated Fleet Manoeuvring Board—Introduction and Allowances.
331. Paints and Compositions—Weatherdeck Covering Materials.
332. Standards and Distinguishing Flags—Allowances.

SECTION 4.—DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

333. Victualling Stores—Loan Clothing—Provision of Suitcase for Stowage of Kit in Type 12 Frigates.

SECTION 5.—BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

334. Re-Direction of Mail for Persons " Unknown " on Board.

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

317.—Director of Weapons—Responsibilities.

Consequent upon the division of the Weapons and Armament Supply functions it has been necessary to restate the responsibilities of the Director of Weapons. A revised statement is set out below. The functions and responsibilities of DAS were set out in Navy Order 61 of 1961.

2. The Weapons Branch comes within the sphere of supervision of the Chief of Naval Technical Services consequently Navy Order 131 of 1960 is to be amended by deleting the section entitled " Director Weapons " and inserting in its stead the following—

" DIRECTOR OF WEAPONS.

(Short title: DW.)

The Director of Weapons is generally responsible for the co-ordination of all technical matters concerning the Weapon element of the RAN. The Weapon element comprises Gunnery, Underwater, and guided weapon systems and aerial torpedoes.

2. The functions of the Director of Weapons are—

(*a*) to provide technical advice to the Deputy Chief of Naval staff, the Deputy Chief of Naval Technical Services, the Director of Armament Supply and the Director of Naval and Air Stores on weapon matters, underwater detection equipment, mine countermeasures, diving and Boom Defence equipment.

(*b*) To supervise the technical aspects of weapon trials in conjunction with the Commander Trials.

(*c*) To supervise the activities of the Naval Ordnance Design and Inspection Branch.

(*d*) To co-ordinate the Weapon element in the overall design, construction and maintenance of ships, with responsibility to the Deputy Chief of Naval Technical Services. Specific responsibilities in this regard are—

(i) Advice on the technical suitability of weapon systems for Service use, including systems undergoing research and development.

(ii) Planning of present and future requirements for weapon systems.

(iii) The supply of data for local manufacture, installation, testing and tuning, trials and modification of weapon systems.

(iv) Design changes in the schedules for local manufacture of weapon systems to meet local requirements and standards.

(v) Arrangements for the fitting of weapon systems in ships and establishments.

(vi) Allocation and efficiency of spares for weapon systems.

(*e*) To act in conjunction with the Director of Armament Supply in the co-ordination of " Staff Requirements " for capital projects.

(*f*) As a member of the Training Panel, DW is responsible for stating the requirement and for advising DOA and DMT on the technical training of Ordnance Branch Officers and ratings. He is responsible that the knowledge imparted by the schools does in fact enable Ordnance Branch personnel properly to perform their duties.

3. In addition to his responsibilities under the 3rd Naval Member, DW is responsible to the 4th Naval Member and Naval Staff for other aspects of the Weapon element.

4. DW is authorized to correspond on routine and technical matters, within his sphere of responsibility, directly with the following—

(*a*) Commodore Superintendent of Training.

(*b*) Captains of HMA ships and establishments.

(*c*) Naval Officers-in-Charge.

(*d*) General Managers, HMA Naval Dockyards.

(*e*) General Overseers, HMA Naval Dockyards.

(*f*) The Superintendent RANTE. "

5. Navy Order 131 of 1960 is to be further amended by deleting in Note 1 under paragraph 5 the words—

" 4th Naval Member for logistics and to ".

(DW 2/4/46.)

(*Navy Orders* 131 *of* 1960 *and* 61 *of* 1961.)

UNCLASSIFIED.

318.—Visit of Schoolboys to the Fleet and Establishments.

Limited financial provision is available under Division 475—General Services Item 11—Incidental and other Expenditure, to assist visits to HMA 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 days 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 or 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 AS 77A and entered on form AS 71—Ledger Sheet, as " other issues ".

5. Navy Order 477 of 1959 is hereby cancelled.

(HPB 42/1/2.)

(*Navy Order* 477 *of* 1959.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

319.—Drafting Categories of Members According to Physical State.

Navy Order 129 of 1961 is to be amended as follows—

(*a*) *Paragraph 1—Category T—*

Insert " (Expected period to be stated) " after the words " fit for light duty " at the end of the description.

(*b*) *Paragraph 5—Line 1—*

Delete the word " contradiction " and insert in lieu the word " contra-indication ".

(MDG 333/51/3.)

(*Navy Order* 129 *of* 1961.)

UNCLASSIFIED.

320.—Instructional Films and Filmstrips—E.1386—" Explaining Matter: Atoms and Molecules "—Distribution.

(*AFO* 268/1961.)

Copies of the educational film " Explaining Matter: Atoms and Molecules ", produced by Encyclopaedia Britannica (Admiralty Serial No. E.1386) are being obtained and the initial distribution will be made, without demand, by the SNSO, Sydney, on the following scale—

HMA Naval Establishments.	*No. of Copies.*
HMAS NIRIMBA	1
HMAS LEEUWIN	1
RAN Film Library, Sydney	1

2. The aim of the film is to introduce the concept of the atom and the molecule.

3. The film has a running time of thirteen minutes and is issued on one spool.

(DNAS 519/56/151.)

UNCLASSIFIED Cancelled vide CNO 244/63

321.—RANR Training—GPV's and other Local Craft—Instructions and Procedures Regarding their Use.

Each RANR establishment now has available small naval vessels such as GPV's for RANR training. The following instructions and procedures are to be followed regarding their use.

Certificate of Competency.

2. Local naval authorities are to examine RANR officers and award Certificates of Competency annually authorizing them to—

(*a*) command craft operated by the local naval authority for RANR training; or

(*b*) take charge of a watch at sea in craft operated by the local naval authority for RANR training.

3. The award of these certificates is to be published in Naval District Orders, but will not be recorded in officers' personnel records and will not be regarded as a general naval qualification.

4. Local naval authorities are authorized to sail craft allocated for RANR training provided the officer placed in command is in possession of the Certificate of Competency " to command.....during the period.....to....."

Procedure before Sailing.

5. Before craft allowed for RANR training are sailed for short periods of training, a signal is to be made to the Naval Board one week before the exercise. " Intend to sail.....(insert name of craft) under the command of.....(insert name of officer) for RANR training cruise, from.....(time and date) to ....."

6. Should a cruise of more than 60 hours duration be planned, a programme is to be submitted to the Naval Board and prior approval obtained. Officers embarked for such cruises will be duly appointed.

7. Movement reports in accordance with Navy Order 856 of 1959 are to be made.

Wearing of Flags, &c.

8. Craft or vessels when under way by day *vide* paragraph 4 are to wear the white ensign but are not to wear a masthead pendant.

9. Craft or vessels manned *vide* paragraph 6 are to be regarded as commissioned vessels, and appropriate flags and ensigns are to be displayed in accordance with the customs of the service.

Victualling Arrangements.

10. (*a*) Meals, &c., are to be supplied in accordance with the provisions of Naval Reserve Regulations and Instructions, Article 227.

(*b*) Provisions issued are to be accounted for as set out in ABR 93, Chapter 13.

(*c*) Mess gear issued is to be accounted for as set out in ABR 93, Chapter 22, paragraph 5 and Chapter 20, paragraphs 4 and 9.

Complements for RANR Training Ships and Craft.

11. Appendix A shows the minimum number and qualifications of officers and men considered necessary, for the safety of ships and craft for a period of up to 60 hours at sea. Appendix B gives the requirements for longer periods.

12. In order to ensure continuity of maintenance and to simplify administration it is recommended that specific reserve officers and men be allocated to definite duties in named craft, quarter by quarter.

APPENDIX A.

PROVISIONAL SCHEME OF PEACE COMPLEMENT.

HMA GPV's, MWL's HMAS WARREEN.

(Whilst employed on Reserve Training for periods of 60 hours or less.)

Rank or Rating.	*Officers.*	*Chief Petty Officers*	*Petty Officers.*	*Junior Ratings.*	*Remarks.*
Lieut.-Commander or Lieutenant ..	1	—	—	—	Note A
Petty Officer ..	—	—	1	—	
Leading Seaman ..	—	—	—	1	
Able or Ord. Seaman	—	—	—	2	
ERA	—	2	—	—	Note B } with diesel experience
Ldg. Eng. Mechanic	—	—	—	1	
Eng. Mechanic ..	—	—	—	2	
Cook(s)	—	—	—	1	
Total ..	1	2	1	7	= 11

Notes: A.—Must have formerly held command or be in possession of modified W/K certificate and local naval authority certificate of competency.

B.—May be Chief or Petty Officers. One must be in possession of local Watchkeeping Certificate indicating ability to take charge of machinery concerned. One may be a motor mechanic.

APPENDIX B.

PROVISIONAL SCHEME OF PEACE COMPLEMENT.

HMA GPV's, MWL's, HMAS WARREEN.

(Whilst employed on Reserve Training for periods of annual continuous training.)

Rank or Rating.	*Officers.*	*Chief Petty Officers.*	*Petty Officers.*	*Junior Ratings.*	*Remarks.*
Commander or Lieut.-Commander ..	1	—	—	—	Note A
Lieut.-Commander or Lieutenant ..	1	—	—	—	Note B
Sub-Lieutenant ..	1	—	—	—	Note C
Petty Officer ..	—	—	1	—	
Leading Seaman ..	—	—	—	1	
Able or Ord. Seaman	—	—	—	3	
ERA	—	2	—	—	Note D } with diesel experience
Ldg. Eng. Mechanic	—	—	—	1	
Eng. Mechanic ..	—	—	—	3	
Telegraphist ..	—	—	—	1	
Cook(s)	—	—	—	1	
Total ..	3	2	1	10	= 16

Notes: A.—Must have formerly held command or be in possession of modified W/K certificate and local naval authority certificate of competency.

B.—Must be in possession of local naval authority certificate of competency.

C.—Qualified seamanship, N/D, and communications.

D.—May be Chief or Petty Officers. One must be in possession of local Watchkeeping Certificate indicating ability to take charge of machinery concerned. One may be a motor mechanic.

(DNR 311/52/36.)

(*Navy Order* 856 *of* 1959.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

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

(*AFO* 102/1961.)

Until recently key diagrams of radio equipment installations have not been prepared unless the complexity of the equipment has warranted them, in such cases adequate diagrams were included in the relevant handbooks or in guidance drawings prepared for the use of shipbuilders.

2. Excepting key diagrams included in handbooks, available relevant key diagrams are issued 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 Data Distribution and Displays—Key diagrams will continue to be issued for all ships. For old ships the old 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*) IFF Mark 10 Radar—Key diagrams will be included in Radar Data Distribution and Displays diagrams, and issued for new construction ships.

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

(*e*) Wireless Aerial Circuits—Key diagrams will be issued for new construction ships.

5. Modern Armament Control Systems, including both Gunnery and Guided Weapon Systems—Key diagrams will be issued in the normal course with the electrical installation drawings.

6. Navy Order 55 of 1959 is hereby cancelled.

(DEE 518/251/373.)

(*Navy Order* 55 *of* 1959.)

UNCLASSIFIED.

323.—Aircraft—Pyrotechnics—KF 056 Matches, Safety, No. 4, Mark 1—Introduction.

(*AFO* 105/1961.)

The following stores are introduced into Naval Service—

KF 056 Matches, Safety, No. 4, Mark 1.

2. KF 056 matches consists of 30 safety matches, which are held in slots in a polythene strip, and are contained, supported top and bottom by a cushion of polyurethane sponge, in a plastic container. The container has a screwed on cap, which is sealed by an " O " seal, and is buoyant. The striking composition is fixed externally to the base of the container; it is waterproof and is protected from accidental mechanical damage by a rubber cap.

3. KF 056 matches replace KF 017 Matches, Waterproof, Safety, No. 1, Mark 1 and will be supplied without demand by SASO Sydney when available, probably late 1961. On receipt, KF 017 matches are to be landed.

4. KF 056 matches will be packed 55 containers (of 30 matches) in package A.307/H60, with a filled weight of 35 lb.

5. RANAD's only.—Disposal instructions for KF 017 matches will be given separately.

(DAS 727/56/56.)

UNCLASSIFIED.

324.—Accounting for AVGAS and AVCAT in HMA Ships.

It has been decided that the procedure introduced by Navy Order 976 of 1960 whereby furnace fuel oil and diesel fuel (in bulk) is not to be accounted for in the Naval Store Accounts of HMA ships should be extended to include AVGAS and AVCAT in HMA ships.

2. ABR 4 Naval Storekeeping Manual, will be amended.

(DNAS 523/51/144.)

(*Navy Order* 976 *of* 1960.)

UNCLASSIFIED.

325.—Alteration and Addition Item—Daring Class Destroyers.

The following alteration and addition item is approved for Daring Class Destroyers—

Class List Item No. 53. *Classification* " *A* ".

Item:

(*a*) Fit a telephone Mk. 15* at the after damage control section base connected to the telephone control box in the after switchboard room.

(*b*) Fit a telephone Mk. 15* at the forward damage control section base connected to the telephone control box in the forward switchboard room.

(*c*) Fit a direct telephone line between the bridge, operations room and ABCD head-quarters. This line is to comprise a telephone Mk. 17* at the bridge and operations room connected to a telephone Mk. 16* in the ABCD HQ. Existing line D40 in the operations room is to be disconnected.

References:

(*a*) FOCAF's memorandum AF 1916/23 dated 20th July, 1960.

(*b*) Navy Office letter No. C04997 dated 5th September, 1960.

(*c*) FOICEA's memorandum N.20.1.50 dated 30th November, 1960.

(DCNTS 1215/51/79.)

UNCLASSIFIED.

326.—Alteration and Addition Item—HMAS DIAMANTINA.

The following alteration and addition items are approved for HMAS DIAMANTINA, AS Frigate (Mod. River).

Class List Item No. 606. *Classification* " *A* ".

Item: Fit EDO Echo Sounder, Type AN/UQN. Transducer to be fitted in A/S dome or in separate specially designed dome.

Class List Item No. 607. *Classification* " *A* ".

Item: Oceanographic winch to be repositioned on " X " Deck, and bipod davit to be fitted in accordance with Garden Island Drawings Nos. 45/166 and 36/166.

Class List Item No. 608. *Classification* " *A* ".

Item: Laboratory arrangements to be brought into conformity with those fitted to HMAS GASCOYNE *vide* Garden Island Drawing No. 33/166.

References:

(*a*) Hydrographer RAN memorandum AH.20/85 (8200) dated 28th October, 1960.

(*b*) Navy Office Message 250907Z, November, 1960.

(DCNTS 1224/56/45.)

UNCLASSIFIED.

327.—Alteration and Addition Item—HMAS WARREGO (AS Frigate (Sloop)).

The following alteration and addition item is approved for HMAS WARREGO (AS Frigate (Sloop))—

Class List Item No. 550. *Classification* " *A* ".

Item: To modify existing 7½-in. supply fan ventilation trunking and supply forced ventilation to Compartment 5 Hbo in accordance with Navy Office Drawing No. 154/74.

Note: This item is not applicable to HMAS SWAN. An appropriate notation is to be made in the ship's copy of Record of Alterations and Additions.

References:

(*a*) HMAS WARREGO's TDL " U ".

(*b*) Navy Office letter 1224/71/36 dated 20th January, 1961.

(*c*) FOICEA's N.20/24/115 dated 15th February, 1961.

(DCNTS 1224/71/36.)

UNCLASSIFIED.

328. Naval Stores (General) (Class B, Group 8 Part 11)—Skid Bomb, Bomb-Carriers, and Tray Adaptor.

The following items are obsolete and have been deleted from BR 810 (Rate Book and Authorized List of Naval Stores)—

Class and Group.	*Pattern.*	*Description.*
B81	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. The following item is being deleted from BR 810 but is still in use in the RAN and current stocks are to be retained—

Class and Group.	*Pattern.*	*Description.*
B81	5574	Skid bomb.

4. Navy Order 698 of 1959 is hereby cancelled.

(DNAS 505/87/15.)

(*Navy Order* 698 *of* 1959.)

UNCLASSIFIED.

329.—Naval Stores (General) (Class B, Group 11, Part F)—Frames, Hand, Hacksaw—Introduction of New Specification.

Specification DEF (AUST.) 801 for hand hacksaw frames to accommodate 10-in. and 12-in. hacksaw blades has been revised to bring it up to date with current practices and to simplify the range of the tool from five sizes spread over four types to one size in one type. The specification has been reprinted as DEF (AUST.) 801A.

2. All future purchases of this item are to be in accordance with the revised specification.

(DNAS 506/71/134.)

UNCLASSIFIED.

330.—Naval Stores (General) (Class F, Group 3)—Illuminated Fleet Manoeuvring Board—Introduction and Allowances.

Navy Order 852 of 1960, paragraph 2, is to be amended to read as follows—

"2. An improved manoeuvring board has been developed to meet this need. It consists of three circular perspex scales mounted on a square shallow box illuminated by four AP 6621 lamps (for 220-volt DC and 230-volt AC installations) or by four AP 16339 lamps (for 110-volt DC and 115-volt AC installations) as follows—".

(DNC 519/53/131.)

(*Navy Order* 852 *of* 1960.)

UNCLASSIFIED. Cancelled vide C N O / 277/63

331.—Paints and Compositions—Weatherdeck Covering Materials.

Abrasive treadstrips are approved for fitting to the weatherdecks of HMA ships including gun sponsons and platforms, open bridges, signal decks, &c., in such places as working areas around equipment and in walkways. They are to be fitted in replacement as existing deck coverings become defective. The abrasive treadstrips, if laid and maintained properly, will give up to eighteen months service, but it cannot resist the abrasion caused by dragging heavy items of equipment or stores across it, this must be avoided by the use of planks, shot mats, &c. Damaged or worn treadstrips are to be replaced with new treadstrips; treadstrips once lifted should not be relaid.

2. The approved material for treadstrips is "Wet-or-Dry Safety Walk". This material is self-adhesive but requires an edge sealer for sealing edges. It is purchased in rolls 24-in. wide, is a non-pattern item accounted for under class E, group 12 and is available from Naval Stores on demand.

3. "Safety Walk" is to be laid in convenient lengths not longer that 4-ft. butted edge to edge but where mechanical damage is likely, e.g., over rivet heads, outside doorways, &c., small lengths as required should be used.

4. In the case of decks which are corroded sufficiently to prejudice the adhesion of abrasive treadstrips the following instructions are to be carried out—

(*a*) Remove any previous deck coverings and descale, using as appropriate, wire brush, sander-grinder, vacublast, &c.
(*b*) Clean and degrease with mineral turpentine.
(*c*) If areas of rust are still present after carrying out the treatment described at (*a*) above (e.g., in the pits) treat the areas with phosphoric acid pretreatment solution in accordance with ABR 19.
(*d*) Prime the whole area with zinc chromate primer, like pattern 5362, and allow to dry thoroughly.
(*e*) Fair off any deep pits with Rubbertex underlay and allow to dry.
(*f*) Apply treadstrip evenly and iron out any bubbles.
(*g*) Seal joints and edges with an edge sealer.

5. The deck elsewhere is to be painted with the approved weatherdeck painting system. Care is to be taken to ensure that the abrasive treadstrips are not painted.

6. To enable repairs of "Safety Walk" to be carried out by ship's staff 6-in. x 24-in. cleats of the same material and edge sealer will be supplied on demand.

7. Commanding Officers of ships concerned are to insert an item in their Defect List to cover the work involved in first fitting or subsequent renewal.

8. Navy Order 980 of 1960 is hereby cancelled.

(DNC 1211/51/182.)

(*Navy Order* 980 *of* 1960.)

UNCLASSIFIED. Cancelled vide C N O 194/63

332.—Standards and Distinguishing Flags—Allowances.

The appendixes to this order list standards and distinguishing flags available for issue to ships and authorities.

2. 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 A lists Naval distinguishing flags and broad pennants. These consumable items are available from stocks held by SNSO Sydney. Standard sizes of these flags for use afloat are laid down in Navy Order 424 of 1960. 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.

4. Appendix B lists allowances of standards and distinguishing flags (Permanent Items) which are available for supply by SNSO Sydney.

5. Appendix C 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 VIP's household, or special arrangements will be made.

6. Flags, pendants, &c., required by HMA ships and establishments to complete to allowances should be demanded from SNSO Sydney. Stocks held in excess of allowances should be returned to store.

7. Navy Orders 299 and 453 of 1959 are hereby cancelled.

Appendix A.

NAVAL DISTINGUISHING FLAGS AND BROAD PENNANTS (CONSUMABLE ITEMS).

Description.	*Pattern No.*	*Allowance.*
Admiral of the Fleet (Union Flag)	8237	As required by ships and establishments.
Admiral	8454	
Vice-Admiral	8455	
Rear-Admiral	8456	
Commodore	8458	

Appendix B.

STANDARDS AND DISTINGUISHING FLAGS (PERMANENT STORES).

Description.	*Pattern No. and/or Size.*	*Allowances.*							
		FND.	*Flag Ship.*	*FOIC EA.*	*NOIC Vic.*	*NOIC Qld.*	*NOIC SA.*	*NOIC WA.*	*NOIC Tas.*
Royal Standard	822012	—	—	—	—	—	—	—	—
	822010	1	—	—	—	—	—	—	—
	822008	1	—	—	—	—	—	—	—
	822006	—	—	—	—	—	—	—	—
Standard, HM Queen Elizabeth, The Queen Mother	822106	—	—	—	—	—	—	—	—
	822104	—	—	—	—	—	—	—	—
Standard HRH The Duke of Edinburgh	822312	—	—	—	—	—	—	—	—
	822308	—	—	—	—	—	—	—	—
	822306	—	—	—	—	—	—	—	—
	822304	—	—	—	—	—	—	—	—
Standard, HRH The Duke of Gloucester	822510	—	—	—	—	—	—	—	—

Appendix B—*continued.*

Description.	*Pattern No. and/or Size.*	*Allowances.*							
		FND.	*Flag Ship.*	*FOIC EA.*	*NOIC Vic.*	*FOIC Qld.*	*NOIC SA.*	*NOIC WA.*	*NOIC Tas.*
Standard of other members of the Royal Family	822808	—	—	—	—	—	—	—	—
	822806	—	—	—	—	—	—	—	—
	822804	—	—	—	—	—	—	—	—
Governor-General's Flag	12 Bdths.	—	—	—	—	—	—	—	—
	10 Bdths.	1	—	—	—	—	—	—	—
	8 Bdths.	—	1	—	—	—	—	—	—
	6 Bdths.	—	1	—	—	—	—	—	—
	4 Bdths.	1	1	—	—	—	—	—	—
State Governors' Flags— New South Wales	8 Bdths.	—	—	1	—	—	—	—	—
	6 Bdths.	—	—	1	—	—	—	—	—
	4 Bdths.	—	—	—	—	—	—	—	—
Victoria	10 Bdths.	1	—	—	—	—	—	—	—
	8 Bdths.	—	—	—	1	—	—	—	—
	6 Bdths.	1	—	—	1	—	—	—	—
	4 Bdths.	—	—	—	—	—	—	—	—
Queensland	8 Bdths.	—	—	—	—	1	—	—	—
	6 Bdths.	—	—	—	—	1	—	—	—
South Australia	8 Bdths.	—	—	—	—	—	1	—	—
	6 Bdths.	—	—	—	—	—	1	—	—
Western Australia	8 Bdths.	—	—	—	—	—	—	1	—
	6 Bdths.	—	—	—	—	—	—	1	—
Tasmania	8 Bdths.	—	—	—	—	—	—	—	1
	6 Bdths.	—	—	—	—	—	—	—	1
Admiralty Flag	823212	—	—	—	—	—	—	—	—
	823208	—	—	—	—	—	—	—	—
	823206	—	—	—	—	—	—	—	—
Australian Naval Board Flag	12 Bdths.	1	—	—	—	—	—	—	—
	10 Bdths.	1	—	—	—	—	—	—	—
	8 Bdths.	—	—	—	—	—	—	—	—
	6 Bdths.	—	—	—	—	—	—	—	—
	4 Bdths.	1	—	—	—	—	—	—	—

APPENDIX C.

DISTINGUISHING FLAGS FOR AIRCRAFT AND SERVICE MOTOR CARS (CONSUMABLE ITEMS).

First Outfit Quantities—Allowances " As Required ".

Description.	*Pattern No.*	*Size (inches).*	*Navy Office Canberra.*	*Victoria Barracks Melbourne.*	*FOCAF.*	*Captain's Command (Afloat).*	*FOICEA.*	*NAS Nowra.*	*NOIC New Guinea.*	*NOIC NAA.*	*NOIC Western Australia.*	*FND.*	*NOIC Queensland.*	*NOIC South Australia.*	*NOIC 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	1	–	1	1	1	1	1	1	1	1	1
Naval Board	D3/–	12 x 6	2	2	1	|	|	|	|	|	|	|	|	|	|
Secretary, Department of the Navy	D3/–	12 x 6	1	1	1	|	|	|	|	|	|	|	|	|	|
Admiral of the Fleet (Union Flag)	D3/4403	12 x 6	|	|	|	|	|	|	|	|	|	|	|	|	|
Admiral	D3/4404	9 x 6	1	1	1	1	1	1	1	|	|	1	1	1	1
Vice-Admiral	D3/4405	9 x 6	1	1	1	1	1	1	1	|	|	1	1	1	1
Rear-Admiral	D3/4406	9 x 6	1	1	1	1	1	1	1	|	|	1	1	1	1
Commodore	D3/4421	12 x 6	1	1	1	1	1	1	1	|	|	1	1	1	1

(DSD 510/54/30.)

(*Navy Orders* 299 *and* 453 *of* 1959 *and* 424 *of* 1960.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

333.—Victualling Stores—Loan Clothing—Provision of Suitcases for Stowage of Kit in Type 12 Frigates.

The type DS 1 lockers fitted in Type 12 Frigates will provide only sufficient space for essential items of kit.

2. It has been approved to issue to ships of the class, service pattern suitcases for issue on loan to all junior ratings serving on board for the stowage of items of kit not currently in use.

3. Demands for suitcases are to be made on the Royal Edward Victualling Yard where the suitcases will be appropriately branded and serially numbered before issue.

(DV 918/52/5.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

334.—Re-Direction of Mail for Persons " Unknown " on Board.

Some letters received in ships and commissioned establishments addressed to persons who are unknown on board are being marked " Unknown " and returned to the Post Office for return to the sender.

2. In all cases when the addressee is not known on board, the mail is to be forwarded to Naval Personnel Branch, Navy Office, Canberra, for check of name and address and for disposal.

3. RI Article 5258 will be amended accordingly.

(HPB 68/6/55.)

With reference to Navy Order 1094 of 1959, Navy Orders 93 to 279 of 1959 are now over two years old and may be disposed of.

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

3028/61.—2

Registrar

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 335-344/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
9th May, 1961.

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

By direction of the Naval Board.

Mosf Hawkins

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

RESTRICTED.

3027/61.

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344. RI—Quarterly List of Navy Orders Affecting.

Section 1.
ADMINISTRATIVE AND GENERAL.

RESTRICTED.

335.—ACNB—General Messages.

The following arrangements apply to the cancellation of ACNB general messages.

2. Messages are 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. A quarterly statement is published in Navy Orders showing which ACNB general messages are in force.

4. The state of ACNB general messages as at 1st April, 1961 is shown in the Appendix to this order.

5. Navy Order 336 of 1959 is hereby cancelled.

APPENDIX.

The following F messages may now be withdrawn—

1960—	1961—
068 *see* CNO 221/61.	004 *see* CNO 127/61.
208 *see* Amdt No 7–ABR 10.	007 *see* CNO 275/61.
237 *see* CNO 37/61.	015 *see* CNO 275/61.
254 *see* CNO 295/61.	020 *see* CNO 194/61.
264 *see* CNO 275/61.	026 *see* CNO 168/61.
	030 *see* CNO 113/61.
	046 *see* CNO 249/61.

Note.—040F was not issued.

2. As at 0001Z, 1st April, 1961, the following F messages are still in force—

1960—
070 094 102 103 104 107 145 148 160 178
200 209 217 218 219 224 228 247 262 268
280.

1961—
002 006 011 012 014 022 024 025 029 031
032 035 052 053 056 057 059 061 063 064
065 067.

3. The following RF messages may now be withdrawn—

1960—	1961—
019 *see* Pilots Notes.	002 *see* RANAMO.
022 *see* STI.	
026.	
032 *see* RANAMO.	

4. As at 0001Z, 1st April, 1961, the following RF messages are still in force—

1960—	1961—
033.	001.
	004.
	006.

(HNB 77/5/8.)

(*Navy Order* 336 *of* 1959.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

336.—Butchers' Protective Clothing.

The wearing of protective coats, aprons and caps, is mandatory for butchers and other ratings called upon to handle meat in the course of their daily duties, but not for members of casual parties storing ship.

2. Issue is to be made on personal loan, in accordance with the scale hereunder, to all ratings required to wear them under the terms of paragraph 1 of this order.

Scale—

Apron, butchers'	3 No.
Cap, butchers'	3 No.
Coat, butchers'	3 No.

(DV 917/90/77.)

UNCLASSIFIED.

337.—Definition of Sea and Shore Service for Drafting Purposes.

The Naval Board has reviewed the present system of sea and shore drafting rosters, and it has been decided that from 1st June, 1961, the following definitions of sea and shore service will apply—

(*a*) Sea service for drafting purposes will comprise—

(i) Service in a sea-going commissioned ship;

(ii) Service in a sea-going ship refitting and remaining in commission;

(iii) Service in a front line air squadron;

(iv) The period whilst undergoing a course of less than six months in length when appropriated for the course from a sea-going ship and when the rating will continue sea service on completion of the course;

(v) Service at MELVILLE, TARANGAU and Range Support Unit Maralinga for unmarried ratings and married unaccompanied ratings.

(*b*) Shore service for drafting purposes will comprise—

(i) Service in shore establishments and harbour service ships south of and including Brisbane;

(ii) Service in MELVILLE and TARANGAU for married accompanied ratings. (*Note*.—Only the actual period of accompanied time will count as shore service);

(iii) Service in second line air squadron;

(iv) Service in ships in reserve;

(v) Overseas service ashore;

(vi) Service whilst standing by ships building.

(vii) Service in SAR craft.

2. This order in no way affects the grant of remote locality leave for service in MELVILLE, TARANGAU and the Range Support Unit at Maralinga.

3. Navy Order 229 of 1959 will be amended when reprinted.

4. The definitions of sea and shore service in this order are used only for drafting purposes. The definition of sea service as required for advancement purposes is laid down in ABR 10—RAN Advancement Instructions, Article 0203.

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

(HPB 333/8/60.)

(*Navy Order* 229 *of* 1959.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

338.—Ammunition—Shell—New Basic Body Colours.

(*AFO* 426/1961.)

To standardize with United Kingdom Armed Services the RAN has agreed to adopt new basic body colours for ammunition.

2. Details of the stores affected, and the existing and new identification colours are as follows—

Item.	*Existing Colour.*		*New Colour.*	
	Body.	*Markings.*	*Body.*	*Markings.*
Shell HE ..	Buff ..	Black ..	Deep bronze green	Golden yellow
Shell SAP .. AP ..	Light blue..	Black ..	Deep bronze green Ballistic Cap—red	Golden yellow
Shell Practice .. Practice Shot ..	Black ..	White .. Red ..	Turquoise blue	White

3. The new identification colours will be applied to shell manufacture in future. Retrospective action will be limited to shell requiring repainting during the normal course of repair in Armament Depots.

4. The change over to the new identification colours will not involve colour duplications in the RAN. Armament Depots will match shell colour already held on board as far as possible when replenishing ammunition outfits in HMA ships, but it will be acceptable for outfits of HE and practice shell to comprise quantities of the old and new body colours.

(DAS 729/251/23.)

RESTRICTED.

339.—Medium Range System, Mark 8 DBU and SBU—Modification.

The Appendix to Navy Order 184 of 1961 is to be amended as follows—

Mod. No. 7—Remarks column—

Delete the word " exrector " at the end of the first sentence and *insert* in lieu the word " director ".

(DW 737/256/12.)

(*Navy Order* 184 *of* 1961.)

UNCLASSIFIED.

340.—A/S Weapons—A/S Mortar Mk. 10—Loading Equipment—Hoist Power Unit—Modification No. 3 to Section " M " Loading Equipment and Associated Ships Fittings for Type 12 Frigates.

Navy Order 689 of 1960 is to be amended as follows—

Against item " (l) How to be recorded "—

Delete: " As Mod. A.N. 5 to Section ' M ' . . . . ".

Insert: " As Mod. 3 to Type 12 Frigates, Section ' M ' . . . . ".

(DW 707/251/6.)

(*Navy Order* 689 *of* 1960.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

341.—Books—BR 3000 Marine Engineering Manual—BR 3001 Marine Engineering Technical Instructions—Distribution.

(*AFO* 3065/1960.)

BR3000—Marine Engineering Manual and BR 3001—Marine Engineering Technical Instructions are to be distributed without demand in accordance with the scale shown below. BR 3000 supersedes BR 16—Engineering Manual, and BR 3001 supersedes BR 1986—Internal Combustion Piston Engines, Maintenance and Overhaul Instructions, and BR 1988—Mechanical Engineering Maintenance Instructions.

2. BR 3000 contains rules governing the duties and defining the responsibilities of officers and ratings in charge of marine engineering and shipwright equipments. BR 3001 contains technical instructions of a general nature for Marine Engineering and shipwright equipments, and detailed technical instructions for such equipments not provided with a technical handbook. Additional instructions for Shipwright officers are in course of preparation, and will be incorporated in these books. Both books are arranged under the same scheme of chapter headings, and each is intended to be read in conjunction with the other. Each book contains an appendix showing the relationship between articles in the old book and the new.

3. Some material from BR 16—Engineering Manual—has been transferred to BR 3009—Naval Oils Manual—which is not yet published. Copies of BR 16, although superseded by BR 3000, are therefore not to be disposed of until BR 3009 has been distributed.

4. BR 3000 and BR 3001 are not being issued to ratings. A liberal allowance of both volumes is being made to all ships for the use of Senior Engineroom rates.

5. BR 3000 and BR 3001 will be distributed on the following basis, and supersede BR 16 as from the promulgation of this order—

(*a*) Gratuitous issues of both books to all RAN officers of the Engineering Specialization (General List and Special Duties List), RANVR officers of the Engineering Specialization serving full time with the PNF and to all Shipwright officers.

(*b*) *Shore Establishments and Authorities—*

	BR 3000.	*BR* 3001.
Navy Department CNTS	1	1
DCNTS	10	8
FOICEA	3	2
GMGID	8	6
GMWD	5	4
GOEA	5	4
Captain of the Port, Sydney	2	1
ALBATROSS	4	3
CERBERUS	10	8
LEEUWIN and for Reserve Training	8	5
LONSDALE and for Reserve Training	8	5
WATSON and for Reserve Training	8	5
MORETON and for Reserve Training	5	4
TORRENS and for Reserve Training	3	2
HUON and for Reserve Training	3	2
MELVILLE	3	2
NIRIMBA	8	5
PENGUIN	2	1
TARANGAU	2	1
HARMAN	3	1
CRESWELL	3	1
Ships and Authorities—		
FOCAF	3	2
MELBOURNE	12	8
YARRA	5	4
PARRAMATTA	5	4
VENDETTA	6	5
VOYAGER	6	5
VAMPIRE	6	5
TOBRUK	6	5
ANZAC	6	5
QUEENBOROUGH	6	5
QUICKMATCH	6	5
SWAN	6	5
WARREGO	4	3
DIAMANTINA	4	3
GASCOYNE	4	3
BARCOO	4	3
PALUMA	1	1
KIMBLA	1	1
BANKS	1	1
BASS	1	1

(DME 465/52/151.)

UNCLASSIFIED.

342.—Books—BR 3003 (1) Naval Marine Engineering Practice—Volume 1—Distribution.

Navy Order 854 of 1960 is to be amended as follows—

Add to paragraph 5—

" CRESWELL .. .. 70 copies ".

(DNAS 465/52/351.)

(*Navy Order* 854 *of* 1960.)

RESTRICTED.

343.—Reports on Officers—Forms AS 206.

Navy Order 986 of 1960 is to be amended as follows—

APPENDIX B.

OCCASIONAL REPORTS.

Paragraph 17.—After sub-paragraph (*g*) insert new sub-paragraph (*h*)—

" (*h*) On all occasions when officers of the Citizens Naval Forces carry out a period of training of five days duration or longer ".

(DNR 303/201/7.)

(*Navy Order* 986 *of* 1960.)

UNCLASSIFIED.

344.—RI—Quarterly List of Navy Orders Affecting.

With reference to page iv of RI, the following list shows those Navy Orders in force on 31st March, 1961, which amend or amplify RI—

RI Article.	*Navy Order.*	*RI Article.*	*Navy Order.*
1523 ..	.. 914/1960	3125 ..	.. 796/1960
1604 ..	.. 341/1960	3423 ..	.. 832/1960
1704 ..	.. 132/1961	3543 ..	.. 859/1960
1721 ..	.. 674/1959	3923 ..	.. 989/1960
1725 ..	.. 684/1960	4447 ..	.. 36/1961
1741 ..	.. 713/1959	4842 ..	.. 754/1959
1762 ..	.. 409/1959	4961 ..	.. 978/1959
2406–8..	.. 989/1960		846/1960
2602 ..	.. 133/1960	4962 ..	.. 978/1959
	683/1960	5324 ..	.. 628/1960
2730 ..	.. 60/1961	5605 ..	.. 125/1961
2904 ..	.. 856/1959		
2906 ..	.. 857/1959	Appendix 15B	.. 953/1959
2907 ..	.. 296/1960		954/1959
2953 ..	.. 311/1959		599/1960
		17B	.. 731/1960

2. Navy Order 124 of 1961 is hereby cancelled.

(HNB 465/3/4.)

(*Navy Order* 124 *of* 1961.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
10th May, 1961.

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

By direction of the Naval Board.

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

3087/61.

UNCLASSIFIED. Cancelled vide CNO 235/63

345.—RESETTLEMENT IN CIVIL LIFE—NAVAL RESETTLEMENT ORGANIZATION.

SECTION I.—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. The resettlement scheme is intended 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 act as advisers on resettlement information. In ships and establishments, the initial duty of providing resettlement information rests with the Divisional Officer, or, in the case of WRANS, the Unit Officer. In addition, an officer, nominated as ship or establishment Resettlement Officer, will co-ordinate resettlement information and is the channel of communication between the Divisional Officer and sources of information.

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 purpose of the resettlement scheme long-term service members are defined as follows—

(*a*) Officers and ratings with a minimum of twenty 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 twelve 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 agravated by service.

It should be noted that no person discharged for disciplinary reasons is eligible for assistance under the Resettlement Scheme.

Note.—" Service " is defined as total service, not necessarily continuous, with HM Australian Armed Forces. Resettlement advice to RN personnel serving overseas is given in AFO 97 of 1961.

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 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 Resettlement Scheme has the following provisions—

(*a*) *For all Members of the Permanent Naval Forces.*—The Services' Vocational and Educational Training Scheme (Navy Order 652 of 1960) provide that on satisfactory completion of a SVETS course or course unit, a refund of 75 per cent. of the cost of all compulsory fees may be claimed except that a member with fifteen years completed service at the time of enrolment for a course will be entitled to a 100 per cent. 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 supplies the following literature 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 & NS 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, on request, supplies of a L & NS form, Form ES 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 ES 102 in respect of each person interviewed. Forms are to be completed in accordance with the directions printed thereon.

9. Section A of Form ES 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 ES 102 are to be forwarded to the L & NS 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 ES 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 ES 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 & NS regional officer will arrange through the Commonwealth Employment Service (CES) 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 CES officer either—

(*a*) in his own ship or establishment (if numbers warrant a visit by the CES officer),

(*b*) at the Higher Appointments Office of the CES in the nearest capital city; or

(*c*) at a local CES 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 CES 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 CES will continue its efforts to find suitable employment and the officer or rating concerned will be referred by the Department of L & NS to the local office of the CES near where he intends to live.

16. Officers or ratings who have requested employment assistance through the CES but who subsequently obtain employment through other sources must advise the CES 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 CES office. Conversely officers or ratings who in the first place declined the assistance of the CES, may subsequently register and obtain CES assistance if required by a change of circumstances.

17. The information supplied in paragraphs 10 and 11 of Form ES 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 of Part B (Form ES 102).

Resettlement Advisory Panels.

19. Resettlement Advisory Panels have been established in New South Wales, Victoria and Western Australia to assist the Department of Labour and National Service in arranging employment for members retiring from the Services.

20. These panels comprise prominent citizens who have made their services available in an honorary capacity.

Section II.—Pre-Discharge Resettlement Training.

21. 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 SVETS with some practical training, if they are to be able to take advantage, for employment purposes, of the training already completed under SVETS.

Scope of Training.

22. 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.

23. 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.

24. 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.

25. 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.

26. In the light of the information provided on the member's Form ES 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 this 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.

27. 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.

28. 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.

29. 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.

30. 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 652 of 1960, 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.

31. 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.

32. 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.

33. Officers and ratings receiving assistance under other Commonwealth educational or training schemes, e.g., Korea Training Scheme (Navy Order 754 of 1959) are not eligible for post-discharge resettlement training.

Application for Post-Discharge Training.

34. Applications for post-discharge training must conform to the condition stated in paragraph 32 (*b*) and be submitted on Form ES 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.

35. 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.

36. The application form (Form ES 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 ES 102. Where possible the application form should be accompanied by Form ES 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 ES 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.

37. The Labour and National Service Resettlement Officer is authorized to approve applications for post-discharge training. Applications, which are considered to be marginal or not in accordance with the conditions detailed in paragraph 32, will be referred for decision to 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 in paragraph 3 and certify to this effect on the application form.

38. 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 ES 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.

39. 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.

40. 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.

Advice to Members.

41. 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.

42. 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.

43. 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 authorize 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.

44. 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 32 (*d*), provided the conditions referred to in paragraph 42 have been observed.

45. 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.

46. 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* ES 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.

(DNES 347/201/1.)

(*Navy Orders* 754 *of* 1959 *and* 652 *of* 1960.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

C.N.O.'s 346-356/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
12th May, 1961.

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

By direction of the Naval Board.

Thos. J. Hawkins

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

3288/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

346.—Postage to and from HMA Ships Outside Australian Waters.

Following the recent Governmental review of postal, telegraph and telephone concessions available to members of the Armed Forces, some doubts appear to have arisen regarding the postage rates applicable to mails to and from HMA ships outside Australian waters, and the postage stamps which should be used in such cases.

2. Details of concessions available to personnel serving in the Strategic Reserve were promulgated in Navy Order 2 of 1961. Full civilian rates of postage are applicable to private and official mail posted to or from HMA ships in all other circumstances.

3. In regard to the use of correct postage stamps, mails made up on board warships are considered by international postal agreement as having originated from the country to which the ship belongs. Consequently articles posted on board HMA ships need to bear Australian stamps to cover the same postage as would be necessary to convey articles, whether by surface or air, from Australia to the ship.

4. Mail posted by visiting Naval personnel on shore needs to be posted at the appropriate rates charged by the country being visited, and to bear postage stamps of that country.

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

(HNB 68/201/6.)

(*Navy Order* 2 *of* 1961.)

RESTRICTED.

347.—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*) *VIP 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 two 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 two day visit—

Day 1.—Car to Salisbury from Adelaide.
Tour of WRE with emphasis on items for which party has a " need to know ".
Overnight in Adelaide hotel.

Day 2.—0720 Courier aircraft from West Beach to Woomera.
Tour of Range facilities.
1730 Return to Adelaide by Courier Aircraft.
Overnight in Adelaide.

Day 3.—Return from Adelaide.

3. Due to the large number of visits and the increasing activity at Woomera, accommodation and air transport by the Courier are at a premium and it is therefore preferred that Woomera visits be limited to one day without overnight accommodation.

4. In order to make an early start it is advisable for visitors to arrive in Adelaide the day before Day 1. If, however, it is preferred to arrive in Adelaide by the early plane on Day 1 it means the tour of WRE will be shortened by at least 1½ hours.

Procedure.

5. When a visit is proposed to these establishments application by letter, accompanied by the forms shown in Appendixes A and B, in triplicate, should be made to the Secretary, Department of the Navy (copy to the RAN Staff Officer, Department of Supply, 339 Swanston Street, Melbourne); this application should reach Navy Office as early as possible observing that WRE would appreciate two weeks notice. These appendixes are *pro forma* for all visitors, however, as the RAN Staff Officer will arrange the programme, the sections concerning transport and accommodation on Appendix B may be left blank. 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 RAN 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 civilian personnel, except for personnel who are stationed in Adelaide, for whom arrangements are to be made by the NOIC, South Australia. Arrival and departure times Adelaide/Woomera of air and rail transport are shown in Appendixes 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 RAN Staff Officer, Department of Supply—

State Controller,
Department of Supply,
Dymocks Building,
424 George-street,
SYDNEY, NSW.

Department of Supply,
339 Swanston-street,
MELBOURNE, C.1.

Weapons Research Establishment,
SALISBURY, SA.

State Controller,
Department of Supply,
Da Costa Building,
68 Grenfell-street,
ADELAIDE, SA.

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 280 of 1959 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.)

WRE 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	0910
	0720	0855
Tuesdays	0720	0855
Wednesdays	0720	0855
Thursdays	—	—
Fridays	1500	1700
	1530	1705

(ii) *From RAAF Edinburgh—*

Mondays	0730	0905
	1520	1650
Tuesdays	1520	1650
Wednesdays	—	—
Thursdays	1520	1650
Fridays	1520	1650

(*b*) *From Woomera to West Beach:*

Mondays	0930	1130
	0920	1045
	0940	1105
	1730	1855
Tuesdays	0930	1055
	1730	1855
Wednesdays	1730	1855
Thursdays	1730	1855
Fridays	1730	1855
	1735	1935
	1740	1905

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).

(DW 42/201/17.)

(*Navy Order* 280 *of* 1959.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

348.—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 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 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 should 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 organization in the area at no cost to the member but a deduction of 1s. a day will be made for this service from the allowance 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 treatment in a hospital 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 will 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 will not exceed £100 in the case of any one illness. Any claim in excess of this amount must 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 person insured is not covered for minor expenditure, no reimbursement will be made by the Commonwealth;

(*b*) "Family" comprises 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 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. Experience has shown that children who suffer from squints, i.e., internal or external deviation of one eye, are liable to suffer aggravation of this condition with possible deterioration of vision in that eye, if living constantly in tropical areas such as Malaya. Parents, therefore, should ensure that if and when their children are being examined by a doctor to determine their medical fitness to proceed to Malaya or similar areas their medical examiner whether a civil or Service doctor, ensures that no obvious squint is present, before passing them fit for embarkation. Doubtful cases might require reference to an Ophthalmic Specialist for an opinion on the acceptance and possible deterioration of such a condition. The cost of such an examination may be accepted as a charge to Departmental funds and should wherever possible be carried out by a specialist appointed by the Department. If no such specialist is available the report of the examining specialist should be suitably endorsed by a competent representative of the Department.

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

9. 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.

10. 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.

(HPB 156/51/40.)

UNCLASSIFIED.

349.—Resettlement in Civil Life—Membership of the Royal Aeronautical Society—Nomination for Associate Fellowship Examination.

(*AFO* 597/1961.)

To overcome the difficulties which Naval personnel have experienced in obtaining the required three sponsors who are members of the Royal Aeronautical Society, when seeking permission to sit the Associate Fellowship Examination, the Society has given the following advice—

> Every attempt should be made by candidates to obtain members of the Society as proposers and/or referees. If, however, they are unable to do this they should give other referees who are fully conversant with their work and are people to whom the Society can make reference if necessary. Each case will then be dealt with on its merits and it is unlikely that undue hardship will be caused.

(DPS 347/1/27.)

UNCLASSIFIED.

350.—Standardization of Pass Marks in Royal Australian Navy Tests.

The Naval Board has decided to standardize pass marks for all technical and academic tests carried out by RAN officers and ratings. This standardization is in accord with the sense of paragraph 0147 of ABR 27, the RAN Training Manual which will be issued later in 1961.

2. From the 15th May, 1961 the following rules for assessing pass marks in RAN Tests are to apply—

(*a*) The standard pass mark for all tests in the RAN is to be 50 per cent.

> *Note.*—This does not imply a lowering of test standards. The raw score pass mark will continue to be an arbitrary figure determined by the examining authority. Variations of this figure may be necessary from time to time as it must be affected by such variables as the degree of difficulty of individual tests and the user requirements as determined by the Fleet. The raw scores obtained are to be converted to the common marking scale as shown in Appendix A to this order.

(*b*) The higher overall pass mark requirement is abolished.

(*c*) The grading required for assessment of time gained is as follows—

50 per cent. to 64.9 per cent.—Fair.
65 per cent. to 80.9 per cent.—Good.
81 per cent. to 100 per cent.—Very Good.

3. From the date of issue of this Navy Order the term "test" will be used in lieu of "examination" on all occasions.

4. ABR 10 will be amended.

APPENDIX A.

Conversion of Raw Scores to Common Marking Scale.

Assume that for a test, or a battery of tests, in which the possible score is 180, the pass mark is arbitrarily set by the examining authority at 120.

2. The raw score obtained may be converted to a percentile grade, with an adjusted pass mark of 50 per cent., by means of the translation graph attached.

3. As depicted on the graph, a raw score of 120 becomes 50 per cent. Similarly, by use of the translation line, a raw score of 110 marks converts to a failing grade of 46 per cent., a raw score of 130 marks converts to a passing grade of 58 per cent., &c.

(DMT 311/4/69.)

EXAMPLE OF A CONVERSION GRAPH.

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED. Cancelled vide C N.O 471/63

351.—Aviation—Pressure Testing of Aircraft Cockpits—Safety Precautions.

(*AFO* 481/1961.)

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 safety 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 conform to the standards required for Divers (BR 1750A (50), paragraph 100). They are to be instructed by the medical officer in the techniques of clearing the eustachian tubes as the pressure rises. The standard techniques used are the Valsalva manoeuvre, swallowing or yawning. As the eustachian tubes and sinuses often become obstructed in the presence of a head cold or catarrhal infection, all personnel are to be medically examined on the day of each exposure to increased pressure to ensure that the eustachian tubes and sinus openings are in fact patent.

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.

6. Navy Order 385 of 1959 is hereby cancelled.

(DAMR 1313/51/8.)

(*Navy Order* 385 *of* 1959.)

UNCLASSIFIED.

352.—Aircraft—Power Cartridges for Ejection Seats—New Types—Introduction.

(*AFO* 3302/1960.)

Following changes in the design of ejection gun and in the method of lubrication, and because of the requirement for satisfactory operation of the ejection seat at low temperature, the following new cartridges are now in service—

KJ 508 Cartridges Seat Ejection Sets No. 2, Mark 2;
KJ 794 Cartridges Seat Ejection Sets No. 4, Mark 2.

2. To facilitate identification the new cartidges are marked with a colour band as indicated in the appendix to this order.

3. There is no difference in the performance of KJ 417 and KJ 508 under temperate conditions and they are fully interchangeable. Existing stocks of KJ 417 will therefore continue to be used in the RAN for Vampire aircraft at Nowra.

4. KJ 469 Cartridges give a constant rate of rise in acceleration when used in a lightly oiled gun but exceed the specified maximum limiting rate. They are, therefore, to be replaced by KJ 794 Cartridges immediately.

5. These cartridges have a provisional life of one year from the date of filling or date of retest which is marked both on the cartridge and on the package, with an ultimate life of four years.

6. As fresh cartridges are loaded at each Maincheck 3 inspection, the date of expiry of the cartridge should not be scribed on the case prior to loading.

7. Navy Order 12 of 1961 is hereby cancelled.

APPENDIX.

Gun Type No.	Ejection Gun Part No.	Stores Ref. No.	Seat Applicability.	Old Type Cartridges.			New Type Cartridges.			
				Cartridge Set No.	Primary No.	Secondary No.	Cartridge Set No.	Primary No.	Secondary No.	Colour Code.
2	E/MBEU/5V ..	27L/352	3B	No. 2, Mark 1 (Stores Ref.: KJ 417)	No. 1, Mark 1	Not fitted	No. 2, Mark 2 (Stores Ref.: KJ 508)	No. 1, Mark 2	Not fitted	Green
4 B	E/MBEU/601SV ..	27L/1307	4 A1	No.4,	No. 3,	No. 3,	No. 4,	No. 4,	No. 4,	Brown
C	E/MBEU/600SV ..	27L/1306	4 A2	Mark 1 (Stores Ref.: KJ 469)	Mark 1	Mark 1	Mark 2 (Stores Ref.: KJ 794)	Mark 2	Mark 2	Mark 2

Note.—All sets of cartridges Nos. 2 and 4, Marks 1 and 2, include one Drogue Cartridge No. 1 Mark 1.)

(DAS 727/58/33.)

(*Navy Order* 12 *of* 1961.)

UNCLASSIFIED.

353.—Director Aim Camera Recording—Marking of Film for Range.

When assessing the performance of the radar auto-follow in MRS 3 and Flyplane systems, director aim camera recording is used and a requirement exists for marking the film for range from the TS.

2. As all MRS 3 and Flyplane fitted ships are fitted with an event recorder it has been decided to utilize the number one pen circuit, which gives synchronization with the camera to provide the range marking facility. When in use the event recorder is connected via a detachable lead to a permanently wired junction box in the TS but the recorder itself is not required to be connected up for auto-follow or director aim assessing.

3. Marking of the film for range is to be provided by connecting in series in the event recorder junction box, the TS range marker push (normally connected to No. 3 pen), the event recorder 24 volts supply and the director camera lamp circuit (normally energized by No. 1 pen).

4. Ships staffs should therefore carry out the above procedure when this facility is required, using jumper leads in the event recorder junction box.

5. Navy Orders 635 and 826 of 1960 are relevant.

(DW 737/252/8.)

(*Navy Orders* 635 *and* 826 *of* 1960.)

UNCLASSIFIED.

354.—Naval Stores (General) (Class/Group B2d)—Ferrous Bolts, Nuts, Studs, Stud Bolts, &c.

(*AFO* 290/1961.)

In line with current business trends the manufacturers of ferrous bolts, nuts, studs and stud bolts in the High Tensile and " Bright " section of the trade have altered the price structure for their products to a " per 100 " basis from the dozen basis used formerly, and when supplies packaged on the old basis are exhausted all deliveries will be made in 100's or multiples thereof.

2. Depots, ships and establishments concerned are accordingly to convert relevant records to account by " number " for all those descriptions of bright steel fasteners under Class/Group B2d which are at present accounted for in dozens, and future demands for these items should be rendered in terms of " number ".

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

(DNAS 505/61/74.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

RESTRICTED.

355.—Australian Supplement to ATP10—Sunken Submarine Search and Rescue—Amendment.

The Australian Supplement to ATP10 is to be amended as follows—

Paragraph 29—

(*a*) *Delete* sub-paragraph (*b*) and *insert* in lieu—

" (*b*) HMS ANCHORITE forward buoy serial No. 071—after buoy serial No. 163 ".

(*b*) *Add* new sub-paragraphs (*c*) and (*d*)—

" (*c*) HMS TAPIR forward buoy serial No. 100—after buoy serial No. 109 ".

" (*d*) HMS TRUMP forward buoy serial No. 125—after buoy serial No. 121 ".

2. ACNB 065F dated 13th March, 1961, is hereby cancelled.

(DSD 1218/201/7.)

RESTRICTED.

356.—Books—Changes of Name.

As many publications coming within the category of " Confidential Book " have a security classification higher than confidential, it has been decided to rename them " Charge Book " to clarify the position.

2. It has also been decided to replace the term " Signal Publication " with the term " Communication Publication " for which the abbreviation " CP " is to be used.

3. References to these publications should be made by their new titles or abbreviations. Amendments to existing references will be made as convenient.

(HNB 465/251/31.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

3288/61.—2

Registrar. JW 8/6

RESTRICTED

FOR OFFICIAL USE ONLY.

C.N.O.'s 357-369/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
16th May, 1961.

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

By direction of the Naval Board.

Thos Hawkins

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

RESTRICTED.

3395/61.

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Section 2.

PERSONNEL.

UNCLASSIFIED.

357.—Dental Undergraduates—Conditions of Entry and Service.

Direct entry in the Dental Branch of the Royal Australian Navy is available to university dental undergraduates. The conditions governing entry and service are set out below.

2. *Eligibility.*—To be eligible for appointment a candidate must satisfy the following conditions—

(*a*) *Academic.*—He must have successively completed at least one year of the university dental course and be within three years of completion of this course.

(*b*) *Age.*—Maximum age of entry to be such that he will not be more than 30 years on graduation.

(*c*) *Nationality.*—He must be a natural born or naturalized British subject and be substantially of European descent.

(*d*) *Medical Fitness.*—He must 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.

(*e*) *Recommendation.*—He must be recommended by a Registrar or other responsible person of his dental school.

(*f*) *References.*—He must produce two certificates of good character and a recent photograph.

3. *Application, Interview and Selection.*—Application is to be made on the prescribed form obtainable from the Secretary, Department of the Navy, Navy Office, Canberra, ACT. After being passed as medically fit the applicant will be interviewed by a selection committee, normally towards the end of the calendar year. Appointment to the RAN will date normally from the first day of February next following. A candidate applying after 1st February will be appointed not earlier than the date of application. The written consent of the appointment of an applicant under 21 years of age must be obtained from the parent having parental control or from the legal guardian.

4. *Rank.*—A successful applicant will be granted the rank of—

Midshipman (U)	Student in third last year.
Acting Sub-Lieutenant (U)	Student in second last year.
Sub-Lieutenant (U)	Student in final year.

5. *Short Service Commission.*—As from the date of registration, he will be appointed Surgeon Lieutenant (D) on probation and will be required to serve on a five year Short Service Commission. A dental officer may on application be granted an extension of his service up to a maximum of eight years, or alternatively, be transferred to the Permanent Naval Forces.

6. *Pay and Allowances.*—An undergraduate entered under these conditions receives pay and allowances according to his rank as shown in Interim Pay Instructions. The Dental Officers' Special Allowance will commence from the date of his appointment as Surgeon Lieutenant (D).

7. *Promotion Beyond Rank of Surgeon Lieutenant (D).*—A Surgeon Lieutenant (D) will be promoted to the rank of Surgeon Lieutenant-Commander (D), subject to recommendation, four years from date of registration. This also applies to a dental officer who has applied for transfer to a permanent commission and has been accepted. Further promotion is by selection and is subject to vacancy in establishment.

8. *Outfit Gratuity.*—On entry an initial gratuity will be provided and on promotion to Surgeon Lieutenant (D) (on probation) a further gratuity is granted for provision of the additional item of essential outfit required. The amount of gratuities payable are shown in Chapter XI of Interim Pay Instructions.

9. *Indoctrination Course.*—The Captain is to arrange for each officer to be given three weeks Officers' Indoctrination Course as early as convenient after entry and without interference with his University pre-graduate training. A report of the result of this course is to be forwarded to the Naval Board in respect of each officer.

10. *Tuition Fees.*—Fees which are essential for the completion of the course and which are listed hereunder will be paid by the Department—

(*a*) Lecture and demonstration fees;

(*b*) Library fees;

(*c*) Examination fees;

(*d*) Supplementary examination fees for one subject only in each year;

(*e*) In special cases, where recommended by the University, tutorial fees other than those covered by lecture fees;

(*f*) Where recommended by the University, laboratory and experiment fees, including charges for materials.

11. University fees which are listed hereunder will not be reimbursed—

(*a*) Degree or Diploma fees and amounts in respect of any item not essential for a completion of the course.

(*b*) Union fees, or fees to any other student body.

(*c*) Compulsory sports fees.

12. *Loan Issues.*—Instruments, protective clothing and text books may be issued on loan to the officer for the duration of the course. On completion of the course, or earlier if not required, they are to be returned by the officer. As requirements vary from year to year of the course and with each university it is impracticable to list requirements for loan issue in detail but the guiding principle for supply is that the item is essential for the completion of the university course.

13. *Instruments.*—The following are examples of types of instruments that may be required—

Hand instruments.
Forceps, extracting.
Handpieces.
Hypodermic syringes.
Matrix retainers, &c.

These may be drawn on demand from the Medical and Dental Stores Officer, Sydney. The list of instruments required by the University or Dental School should be forwarded in support of the demand.

14. *Protective Clothing.*—Dental Surgeon's coats and laboratory gowns may be drawn on demand from Medical and Dental Stores Officer, Sydney.

15. *Procurement.*—Local purchase of items for loan issue which are not readily available from the sources indicated in paragraphs 13–14 may be arranged by the Captain in the usual manner, this order being quoted as the authority. In cases where time does not permit an item being obtained from Naval sources or where circumstances preclude local purchase the Captain may approve of the student purchasing the item and being reimbursed on production of the receipt.

16. *Text Books.*—Students requirements for text books should whenever possible be listed in the body of a certificate from a responsible university authority that the items are essential for completion of the course. Alternatively, the Captain should be satisfied that the text books are prescribed for the course and not books of general reference. This information will be found in a university publication which should be purchased for guidance.

17. Dental items approved for loan, as outlined in paragraphs 12–14 inclusive of this order are to be demanded by the Senior Dental Officer of the establishment concerned or Senior Medical Officer if no Dental Officer is borne. The items are to be taken on charge in the Dental Store account and issued on loan to the officer in charge in the Dental Store account and issued on loan to the officer per form AS 1099. Loss or damage to books, instruments, &c., should be dealt with on form AS 126 or AM 176 as appropriate in accordance with normal procedure. Items becoming unserviceable, through fair wear and tear should be surveyed and dealt with in accordance with established naval routine, being replaced if circumstances require replacement.

18. *CRTS Benefits and Commonwealth Scholarships.*—CRTS full time benefits will be terminated on appointment but books and equipment may be retained under the usual CRTS conditions. Undergraduates are ineligible for assistance under the Commonwealth Scholarship Scheme.

19. *Results of Examinations.*—The Captain of an establishment in which a Sub-Lieutenant (U) is borne is to arrange for the results of examinations held during the course to be forwarded to the Naval Board as soon as they are known.

20. *Failure at Examinations.*—Where an officer fails in an examination and has to repeat one or more subjects during the subsequent year, his case will be reviewed to determine whether he will be permitted to repeat the subject or subjects or whether his appointment will be terminated. Except in cases where the need to repeat arises from circumstances beyond the officer's control (e.g., sickness) any approval which may be given for his appointment to continue will be subject to the acceptance by the officer of liability for the additional fees involved. In all such cases continuation of the course will be subject to the approval of the Naval Board.

21. *Completion of University Course.*—Immediately on completion of final university examination for the course a Sub-Lieutenant (U) will be required to report to his Commanding Officer who will inform Navy Office. His Captain is to advise Navy Office if the Sub-Lieutenant has been successful.

22. *Leave*—

(*a*) *Before Graduation.*—Leave may be granted to an undergraduate during term vacation.

(*b*) *On Completion of Final University Examinations.*—Fourteen days leave may be granted.

(*c*) *After Graduation.*—Leave may be granted under the conditions appropriate to the Permanent Naval Forces.

23. *Postgraduate Study.*—A course of postgraduate study on full pay up to a maximum of three months in every six years, may be granted to a Dental Officer who transfers to a permanent commission.

24. *Accommodation.*—An undergraduate will be appointed to a Naval establishment in the same area as the University for purposes of pay and administration. An undergraduate will not be provided with accommodation and victualling, but will be paid a living-out allowance in lieu, *vide* paragraph 6.

25. *Medical and Dental Treatment.*—An officer is entitled to free medical and dental treatment when arranged through Naval sources.

26. *Commonwealth Employees' Compensation Act.*—The provisions of this Act apply to all officers of the Royal Australian Navy.

27. *Discharge for Unsuitability.*—An officer will be liable to immediate discharge for misconduct if, for any reason, he is considered by the Naval Board to be unsuitable for retention.

28. *Resignations.*—Resignations will not be accepted before completion of short service commission, except in special circumstances, e.g., strong compassionate reasons.

29. *Retirement Provisions*—

(*a*) *DFRB Act.*—The provisions of the Defence Forces Retirement Benefits Act will apply to all officers under this Scheme.

(*b*) *Pay Code Gratuity*—

(i) A dental officer entered on a short service commission will become eligible for payment of a gratuity as under, on discharge—£625 —on completion of five year Short Service Commission plus *pro rata* 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.

(ii) 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 an officer who has extended his original Short Service Commission requests payment of the £625 (which amount would be taxable in full) after completing the initial five years' service and the Naval Board is satisfied that he is in need of the money, payment will be made.

(iii) 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 opts to be paid the gratuity he will be refunded the contributions made to the DFRB 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.

(iv) An officer whose appointment is terminated on disciplinary grounds will not be eligible for a gratuity.

30. *General.*—Other conditions of service under this scheme are similar to those for officers of the Permanent Naval Forces.

(MDG 307/51/20.)

UNCLASSIFIED.

358.—Kits of Ratings Drafted to the New Guinea Area and Darwin.

Attention is drawn to Section 2, Scales 3 (*g*) and 6 (*d*) of ABR 93 (RAN Manual of Victualling). Divisional Officers are to ensure that ratings drafted to the New Guinea Area and Darwin are aware that their compulsory kits shall comprise the articles detailed in the Appendixes to this order.

2. To avoid loss, damage or deterioration of items not required by ratings whilst in transit to or from, or while serving in these areas, the balance of kit is to be depositied in a baggage store.

WRANS RATINGS PROCEEDING THROUGH MELBOURNE ON DRAFT TO THE DARWIN AREA MAY DEPOSIT EXCESS ARTICLES OF KIT IN THE BAGGAGE STORE AT HMAS LONSDALE.

the provisions of Navy Order 151 of 1966 regarding baggage store procedure.

4. Artisans, Air Maintenance ratings, Engine Room ratings, Electrical Branch ratings, Ordnance Artificers, Naval Shipwrights, Cooks, Sick Berth Attendants and Dental Mechanics are to maintain three sets of action/working dress during service in the New Guinea Area to meet anti-malarial requirements. The third set may be issued gratuitously upon condition that no such gratuitous issue has previously been made.

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

Appendix A.

ARTICLES REQUIRED BOTH IN THE NEW GUINEA AREA AND DARWIN.

Class 1 Ratings.

1 No.	Badge, cap.
1 No.	Bag, kit.
1 Pr.	Boots, heavy (may be of light pattern or shoes, black).
1 No.	Cap, peaked, lightweight.
3 No.	Collars, semi-stiff, semi-stiff fused, or stiff double.
3 No.	Covers, cap, pique.
1 No.	Jacket, lightweight serge, double-breasted.
3 No.	Sheets, cotton.
3 No.	Shirts, action/working.
2 No.	Shirts, white, tropical.
3 No.	Shirts, white, double-cuffs.
3 No.	Shirts, white, with collar (Cooks and Sick Berth Attendants only).
1 Pr.	Shoes, white canvas.
2 Pr.	Shorts, blue.
2 Pr.	Shorts, white, tropical.
2 Pr.	Socks, black.
2 Pr.	Stockings, blue.
2 Pr.	Stockings, white.
2 No.	Suits, blue overall, one piece, for Artisans, Air Maintenance ratings, Electrical Branch ratings, Ordnance Artificers, Naval Shipwrights, Dental Mechanics, but only one suit for Engine Room ratings.

23. *Postgraduate Study.*—A course of postgraduate study on full pay up to a maximum of three months in every six years, may be granted to a Dental Officer who transfers to a permanent commission.

24. *Accommodation.*—An undergraduate will be appointed to a Naval establishment in the same area as the University for purposes of pay and administration. An undergraduate will not be provided with accommodation and victualling, but will be paid a living-out allowance in lieu, *vide* paragraph 6.

25. *Medical and Dental Treatment.*—An officer is entitled to free medical and dental treatment when arranged through Naval sources.

26. *Commonwealth Employees' Compensation Act.*—The provisions of this Act apply to all officers of the Royal Australian Navy.

27. *Discharge for Unsuitability.*—An officer will be liable to immediate discharge for misconduct if, for any reason, he is considered by the Naval Board to be unsuitable for retention.

28. *Resignations.*—Resignations will not be accepted before completion of short service commission, except in special circumstances, e.g., strong compassionate reasons.

29. *Retirement Provisions*—

(*a*) *DFRB Act.*—The provisions of the Defence Forces Retirement Benefits Act will apply to all officers under this Scheme.

(*b*) *Pay Code Gratuity*—

(i) A dental officer entered on a short service commission will become eligible for payment of a gratuity as under, on discharge—£625—on completion of five year Short Service Commission plus *pro rata* 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.

(ii) 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 an officer who has extended his original Short Service Commission requests payment of the £625 (which amount would be taxable in full) after completing the initial five years' service and the Naval Board is satisfied that he is in need of the money, payment will be made.

(iii) 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 opts to be paid the gratuity he will be refunded the contributions made to the DFRB 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.

(iv) An officer whose appointment is terminated on disciplinary grounds will not be eligible for a gratuity.

30. *General.*—Other conditions of service under this scheme are similar to those for officers of the Permanent Naval Forces.

(MDG 307/51/20.)

UNCLASSIFIED.

358.—Kits of Ratings Drafted to the New Guinea Area and Darwin.

Attention is drawn to Section 2, Scales 3 (*g*) and 6 (*d*) of ABR 93 (RAN Manual of Victualling). Divisional Officers are to ensure that ratings drafted to the New Guinea Area and Darwin are aware that their compulsory kits shall comprise the articles detailed in the Appendixes to this order.

2. To avoid loss, damage or deterioration of items not required by ratings whilst in transit to or from, or while serving in these areas, the balance of kit is to be depositied in a baggage store.

3. Ratings proceeding through Sydney on draft are to deposit excess articles of kit in HMAS PENGUIN, where, if necessary, an additional kit bag will be issued on loan to each rating for temporary stowage of such articles. Attention is drawn to the provisions of Navy Order 731 of 1960 regarding baggage store procedure.

4. Artisans, Air Maintenance ratings, Engine Room ratings, Electrical Branch ratings, Ordnance Artificers, Naval Shipwrights, Cooks, Sick Berth Attendants and Dental Mechanics are to maintain three sets of action/working dress during service in the New Guinea Area to meet anti-malarial requirements. The third set may be issued gratuitously upon condition that no such gratuitous issue has previously been made.

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

Appendix A.

ARTICLES REQUIRED BOTH IN THE NEW GUINEA AREA AND DARWIN.

Class I Ratings.

1 No.	Badge, cap.
1 No.	Bag, kit.
1 Pr.	Boots, heavy (may be of light pattern or shoes, black).
1 No.	Cap, peaked, lightweight.
3 No.	Collars, semi-stiff, semi-stiff fused, or stiff double.
3 No.	Covers, cap, pique.
1 No.	Jacket, lightweight serge, double-breasted.
3 No.	Sheets, cotton.
3 No.	Shirts, action/working.
2 No.	Shirts, white, tropical.
3 No.	Shirts, white, double-cuffs.
3 No.	Shirts, white, with collar (Cooks and Sick Berth Attendants only).
1 Pr.	Shoes, white canvas.
2 Pr.	Shorts, blue.
2 Pr.	Shorts, white, tropical.
2 Pr.	Socks, black.
2 Pr.	Stockings, blue.
2 Pr.	Stockings, white.
2 No.	Suits, blue overall, one piece, for Artisans, Air Maintenance ratings, Electrical Branch ratings, Ordnance Artificers, Naval Shipwrights, Dental Mechanics, but only one suit for Engine Room ratings.

APPENDIX A—*continued.*

1 No.	Tie, black.
2 No.	Towels, bath, medium.
3 Pr.	Trousers, action/working.
1 Pr.	Trousers, lightweight serge, Classes I and III.
1 Pr.	Trousers, white drill, Classes I and III (4 pairs for Cooks and Sick Berth Attendants).
1 No.	Tunic, white drill.
1 No.	Waistbelt, blue, with pouch.
	Manuals, as appropriate to Branch.
	Underclothing, Housewife, Brushware and Razor as desired.

In addition Cook ratings will require—

2 No.	Aprons, cooks'.
1 Pr.	Boots, for cook ratings.
3 No.	Caps, cooks'.

CLASS II RATINGS.

1 No.	Bag, kit.
1 Pr.	Boots, heavy (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.
1 No.	Cap, white, Class II.
1 No.	Collar, blue jean.
1 No.	Comb, hair.
5 No.	Flannels, cotton (2 No. may be dickey fronts).
1 No.	Jumper, seaman's serge.
1 No.	Jumper, white drill.
1 No.	Knife with marline spike (Seamen Branch ratings only).
1 No.	Lanyard knife.
1 No.	Ribbon, cap.
1 No.	Scarf, black.
3 No.	Sheets, cotton.
3 No.	Shirts, action/working.
3 No.	Shirts, white, with collar (Sick Berth Attendants only).
2 Pr.	Shorts, blue.
2 Pr.	Shorts, white, tropical.
3 No.	Singlets, cotton, style I (Cooks only).
2 Pr.	Socks, black.
2 Pr.	Stockings, blue.
1 No.	Suit, blue overall, one piece (for Engine Room ratings, Air Maintenance ratings and Electrical Branch ratings).
2 No.	Towels, bath, medium.
3 Pr.	Trousers, action/working.

APPENDIX A—*continued.*

1 Pr.	Trousers, seaman's serge, Class II.
1 Pr.	Trousers, white drill, Class II.
3 Pr.	Trousers, white drill, Class I and III (Cooks' and Sick Berth Attendants only).
1 No.	Type, name.
1 No.	Waistbelt, blue, with pouch.
	Personal Mess Gear (Junior Rates only).
	Manuals, as appropriate to Branch.
	Underclothing, Housewife, and Razor as desired.

In addition Cooks ratings will require—

2 No.	Aprons, cooks'.
1 Pr.	Boots for Cook ratings.
3 No.	Caps, Cooks'.

CLASS III RATINGS.

1 No.	Badge, cap.
1 No.	Bag, kit.
1 Pr.	Boots, heavy (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.
1 No.	Cap, peaked, lightweight.
3 No.	Collars, semi-stiff, semi-stiff fused, or stiff double.
1 No.	Comb, hair.
3 No.	Covers, cap, pique.
1 No.	Jacket, lightweight serge, double-breasted.
3 No.	Sheets, cotton.
3 No.	Shirts, action/working.
2 No.	Shirts, white tropical.
3 No.	Shirts, white, single cuff (double cuffs for Petty Officers).
3 No.	Shirts, white with collar (Petty Officers, Cooks and Sick Berth Attendants only).
1 Pr.	Shoes, white canvas (confirmed Petty Officers only).
2 Pr.	Shorts, blue.
2 Pr.	Shorts, white, tropical.
2 Pr.	Socks, black.
2 Pr.	Stockings, blue.
2 Pr.	Stockings, white (confirmed Petty Officers only).
2 No.	Suits, blue overall, one piece (for Artisans, Air Maintenance ratings, Electrical Branch ratings, Ordnance Artificers, Naval Shipwrights, Dental Mechanics, but one only for Engine Room ratings).
1 No.	Tie, black.
2 No.	Towels, bath, medium.

APPENDIX A—*continued.*

3 Pr.	Trousers, action/working.
1 Pr.	Trousers, lightweight serge, Classes I and III.
1 Pr.	Trousers, white drill, Classes I and III (4 pr. for Cook and Sick Berth Attendant ratings.)
1 No.	Tunic, white drill.
1 No.	Type, name.
1 No.	Waistbelt, blue, with pouch.
	Personal Mess Gear (Junior Rates only).
	Manuals, as appropriate to Branch.
	Underclothing, Housewife, and Razor as desired.

In addition Cook ratings will require—

2 No.	Aprons, Cooks'.
1 Pr.	Boots, for Cook ratings.
3 No.	Caps, Cooks'.

APPENDIX B.

ARTICLES REQUIRED AT DARWIN—WRANS RATINGS.

Article.		*Chief Petty Officers and Petty Officers.*	*Other Ratings.*
Badges, hat	No.	2	—
Bags, shoulder	No.	1	1
Caps, white	No.	—	2
Cases, suit, large	No.	1	1
Cases, attache, leather	No.	1	1
Collars, white	No.	3	3
Covers, cap, plastic	No.	—	1
Dresses, white	No.	3	3
Flannels, cotton	No.	5	5
Gloves, cotton, white	No.	2	2
Gloves, leather, brown	No.	1	1
Gromet, cane with ferrule	No.	—	1
Hats, tricorne, complete with cover	No.	3	—
Hats, tricorne, covers for	No.	3	—
Jackets, cardigan	No.	1	1
Jackets, diagonal serge	No.	1	1
Raincoats	No.	1	1
Ribbons, cap	No.	—	2
Shirts, blue, working	No.	2	2
Shirts, white, double cuffs	No.	1	—
Shirts, white, single cuffs	No.	—	1
Shorts, blue, PT	Pr.	1	1
Shoes, black	Pr.	2	2

APPENDIX B—*continued.*

Article.		*Chief Petty Officers and Petty Officers.*	*Other Ratings.*
Shoes, white, leather sole	Pr.	1	1
Shoes, gymnastic	Pr.	1	1
Skirts, diagonal serge	No.	1	1
Skirts, blue drill	No.	3	3
Socks, white, ankle	Pr.	3	3
Socks, blue, ankle	No.	1	1
Stockings, nylon, beige, 30 denier	Pr.	2	2
Stockings, nylon, black, 30 denier	Pr.	1	1
Tie, black	No.	1	1
Brushware, housewife and underclothing	No.	As desired.	

Additional items for—

Cooks:	
Aprons	4 No.
Caps	2 No.
Shoes, galley	1 Pr.
Sick Berth Attendants:	
Aprons, white	3 No.
Dresses, blue	4 No.
Organdie, white	4 Yd.
Stewardesses:	
Jackets, white, drill	1 No.
Shoes, galley	1 Pr.

APPENDIX C.

ADDITIONAL ARTICLES REQUIRED AT DARWIN BUT NOT IN THE NEW GUINEA AREA.

CLASSES I AND III RATINGS.

N. O. 653/62

The kits of steward ratings drafted to Darwin are to include the following items –

Coat, man's drill white, with blue facings with buttons	1 NO
Coat, man's drill white with blue facings with buttons	2 NO
Gloves, knitted cotton, white	3 PR

(*Navy Order* 731 *of* 1960.)

APPENDIX A—*continued.*

3 Pr.	Trousers, action/working.
1 Pr.	Trousers, lightweight serge, Classes I and III.
1 Pr.	Trousers, white drill, Classes I and III (4 pr. for Cook and Sick Berth Attendant ratings.)
1 No.	Tunic, white drill.
1 No.	Type, name.
1 No.	Waistbelt, blue, with pouch.
	Personal Mess Gear (Junior Rates only).
	Manuals, as appropriate to Branch.
	Underclothing, Housewife, and Razor as desired.

In addition Cook ratings will require—

2 No.	Aprons, Cooks'.
1 Pr.	Boots, for Cook ratings.
3 No.	Caps, Cooks'.

APPENDIX B.

ARTICLES REQUIRED AT DARWIN—WRANS RATINGS.

Article.		*Chief Petty Officers and Petty Officers.*	*Other Ratings.*
Badges, hat	No.	2	—
Bags, shoulder	No.	1	1
Caps, white	No.	—	2
Cases, suit, large	No.	1	1
Cases, attache, leather	No.	1	1
Collars, white	No.	3	3
Covers, cap, plastic	No.	—	1
Dresses, white	No.	3	3
Flannels, cotton	No.	5	5
Gloves, cotton, white	No.	2	2
Gloves, leather, brown	No.	1	1
Gromet, cane with ferrule	No.	—	1
Hats, tricorne, complete with cover	No.	3	—
Hats, tricorne, covers for	No.	3	—
Jackets, cardigan	No.	1	1
Jackets, diagonal serge	No.	1	1
Raincoats	No.	1	1
Ribbons, cap	No.	—	2
Shirts, blue, working	No.	2	2
Shirts, white, double cuffs	No.	1	—
Shirts, white, single cuffs	No.	—	1
Shorts, blue, PT	Pr.	1	1
Shoes, black	Pr.	2	2

APPENDIX B—*continued.*

Article.		*Chief Petty Officers and Petty Officers.*	*Other Ratings.*
Shoes, white, leather sole	Pr.	1	1
Shoes, gymnastic	Pr.	1	1
Skirts, diagonal serge	No.	1	1
Skirts, blue drill	No.	3	3
Socks, white, ankle	Pr.	3	3
Socks, blue, ankle	No.	1	1
Stockings, nylon, beige, 30 denier	Pr.	2	2
Stockings, nylon, black, 30 denier	Pr.	1	1
Tie, black	No.	1	1
Brushware, housewife and underclothing	No.	As desired.	

Additional items for—

Cooks:

Aprons	4 No.
Caps	2 No.
Shoes, galley	1 Pr.

Sick Berth Attendants:

Aprons, white	3 No.
Dresses, blue	4 No.
Organdie, white	4 Yd.

Stewardesses:

Jackets, white, drill	1 No.
Shoes, galley	1 Pr.

APPENDIX C.

ADDITIONAL ARTICLES REQUIRED AT DARWIN BUT NOT IN THE NEW GUINEA AREA.

CLASSES I AND III RATINGS.

1 Pr.	Trousers, white drill, Classes I and III.
1 No.	Tunic, white drill.

CLASS II RATINGS.

1 No.	Collar, blue jean.
1 No.	Jumper, white drill.
1 No.	Lanyard, knife.
1 Pr.	Trousers, white drill, Class II.

(DV 930/53/17.)

(*Navy Order* 731 *of* 1960.)

UNCLASSIFIED.

359.—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 before they can become eligible for all Seaman specialist appointments—

(*a*) A full Watchkeeping Certificate as in QR and AI 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 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 "(*q*)" 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 qualifications may 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 GPV's 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.

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—

(*a*) is capable of accepting responsibility—

(i) for the safety of the ship at sea;

(ii) for the safety of the ship and her boats in harbour;

(*b*) possesses sufficient knowledge of—

(i) 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;

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

(iii) orders and publications to enable him to know where to look for guidance on matters not included in (i) and (ii).

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, BR 67 (I), (II) and (III), Revised Edition.

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, TAS and communications;

(*e*) Practical tests in Navigation and Pilotage.

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

OOW 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, mooring, clearing hawse and laying out anchors. Detailed knowledge of testing cables or permanent moorings is not required.

APPENDIX—*continued.*

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.

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

4. *Practical Tests in Signals.*—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 OOW.
AIO	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.

6. *Practical Tests in Navigation and Pilotage.*—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.

7. *Examinations in Gunnery and TAS.*—General acquaintance with the organization and work of the Gunnery and TAS 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.

8. *Examination in Communications.*—To be designed to ensure that the officer will be able to act as Officer of the Watch without having to place undue reliance on Communication ratings. Knowledge required should be confined to Section 10, Table I (Fleet Work) Standards of Knowledge Required by Subordinate Officers, in BR 1792 (The Signal Training Manual).

APPENDIX—*continued.*

9. *Passing Standard for all Examinations.*—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 QR and AI Appendix 1, Part 1, Section I, Paragraph 7 (*b*).

(DOA 303/2/16.)

UNCLASSIFIED.

Cancelled and CNO 340/63

360.—Medical—Injections.

Intravenous injections are to be given only by a medical officer.

2. Hypodermic and intramuscular injections may be given by senior sick berth staff, that is, Leading Sick Berth Attendant and above, under instructions from a medical officer, or in ships without a medical officer, the Commanding Officer. All orders for such injections are to be written not oral, except in emergency, when the covering written order is to be supplied as soon as possible thereafter.

3. Sick Berth Attendants may give hypodermic and intramuscular injections as part of their training, but only under the personal supervision and in the presence of a medical officer or senior member of the sick berth staff of the rating Leading Sick Berth Attendant and above, and in compliance with written orders.

4. When a medical officer is not borne, Commanding Officers should not authorize the giving of injections other than as part of essential treatment pending transfer of the patient to hospital.

5. Prophylactic inoculations may be given by senior sick berth staff only on the authority of, and under the supervision of a medical officer.

(MDG 327/251/25.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

361.—Wireless—Tape Recorder Type TPR-1—Modification.

It has been decided that the modification promulgated in Navy Order 880 of 1960 to reduce overheating in Tape Recorders Type TPR-1 should only be embodied as and when defective, unmodified recorders are returned for repair. In future, arrangements should be made for all unmodified, repairable outfits to be returned to the SNSO Sydney to arrange repair and embodiment of this modification

2. Recorders so modified will be identified by the type symbol TPR-1/B.

(DNAS 519/70/12.)

(*Navy Order 880 of 1960.*)

UNCLASSIFIED. Cancelled with CNO 348/63

362.—Ammunition—Cartridges QF 40-mm. Break-Up Shot—Gauging before Use and Precautions.

(*AFO* 338/1961.)

Quantities of QF 40-mm. Break-up Shot, Marks 10 and 10/1, have been found over-size 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.

Gauging Before Use.

2. HMA ships concerned are to arrange for 40-mm Break-up Shot, Marks 10 and 10/1, to be examined for fractures or looseness and gauged before firing. Gauge I.N.O.13747 is to be used for this purpose and the whole shot including the driving band should pass through. Any rounds found defective are to be landed at the nearest Armament Depot and replacements drawn in lieu. One gauge per ship, allowed this ammunition, will be supplied without demand by Superintending Armament Supply Officer, Sydney.

Precautions.

3. 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 intial velocity, it is at very close ranges capable of inflicting serious damage to anything in its way and especially, of course, to personnel. The greatest care must therefore be taken to ensure that the gun does not fire in to own ship's structure or personnel. A clear range of at least 100 yards at 15° from the muzzle is necessary. Firing at " live " targets must not be continued when the range becomes less than 200 yards.

4. 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 yellow-tinged smoke which occurs when fragmentation of the projectile is normal. As 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.

5. 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—

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

(*b*) 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.

6. 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 RAN and whenever possible HMA 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 may be fired. One round of break-up shot is to be assessed as three equivalent full charges. Separate arrangements have been made for firing of break-up shot at training establishments.

7. When 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.

8. Warrants of Naval Armament Stores will be amended.

RAN Armament Depots Only.

9. Separate instructions governing the rectifications of defective rounds with high diameter driving bands have been promulgated in AS.492/52/B.110 dated 23rd April, 1952, AS.4160/52 Tech. OA dated 18th August, 1952, AS.4160/52/OA dated 16th September, 1952 and AS/T.367/37 dated 21st July, 1954.

(DAS 726/66/36.)

UNCLASSIFIED.

363.—Ammunition—Propellant—Landing—Destruction—Report.

(*AFO* 538/1961)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached the age limit—

Propellant lots and sub-lots affected.	*Type*	*Nature of ammunition, &c., which may be involved.*
RNC 1127 ..	SC 061 ..	QF 5.25-in.; QF 4.7-in.; QF 4.5-in; QF 4-in. (F.A.).
RNC 1130 ..		
RNC 1262 XA ..		
RNC 1126 ..	SC 103 ..	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in.
RNC 1134 ..		
RNC 1261 XA ..		
RNC 1385 XB ..		
RNC 1395 XB ..		
RNC 1563 XC ..		
RNC 1575 XC ..		
RNC 1584 XC ..		
RNC 1123 ..	SC 140 ..	QF 5.25-in.; Impulse torpedo.
RNC 1260 XA ..		
RNC 1132 ..	SC 150 ..	Impulse torpedo.
RNC 1248 XA ..		
SPDN 4530 ..	FNHP 020 ..	QF 40/60.
SPDN 4616 ..		
SPDN 6711 ..		
SPDN 6712 ..		
SPDN 6836 ..		
SPDN 6837 ..		
BS 18525 XA ..	SUK /C 029 ..	Motor rocket 2-in.
BS 18526 XA ..		
BS 18721 XA ..	SUK 1.7-0.6..	Motor rocket 2-in.
BS 18722 XA ..		
BS 19537 XB ..		

Action to be taken by HMA ships, &c. Return to nearest NA Depot as early as practicable; if unable to comply within three months from date of this order, report specially to Navy Office for instructions. NM and ER 1960, BR 862, Article 1126 refers.

Action to be taken by RANADS Separate instructions have been issued.

(DAS 729/57/66.)

UNCLASSIFIED.

364.—Gun Mountings—4.5-in., RP 41 Mark 6 Series Mountings—Power Rammer, Control Valve and Trip Gear.

(*AFO* 2823/1960.)

(*a*) *Ships, establishments and authorities concerned* Ships and establishments so fitted; Gunnery Equipment Depots.

(*b*) *Type and mark of equipment* 4.5-in. Mark 6, 6* and 6* Mod. 1 Mountings.

(*c*) *Part of equipment affected* Rammer Control Valve, Locking Bolt and Trip Lever.

(*d*) *Purpose of modification* .. To ensure correct functioning of locking bolt and to prevent " double ramming ".

(*e*) *Nature of modification* .. (*a*) To taper the locking bolt end in accordance with Drawing N42476/33. *See* Navy Order Diagram Issue 5/61.

(*b*) (i) Rammer control valve piston rod—to check and correct where necessary to the dimensions shown on Navy Order Diagram Issue 5/61.

Note.—The differential area of the 1.6-in. and 1.5-in. diameter pistons is important. Any noticeable deviation from the designed .2435 square inch should be reported.

(ii) To adjust the relevant items to give .03 clearance between control rod end and toe of trip lever under the conditions described on Navy Order Diagram Issue 5/61.

(*f*) *Drawing Nos.* .. .. N42476 and Navy Order Diagram Issue 5/61.

(*g*) *By whom to be done* .. Ship's staff.

(*h*) *When to be done* .. As soon as possible.

2. Admiralty has advised that BR 2014B will be amended.

(DW 736/59/85.)

UNCLASSIFIED.

365.—Naval Stores (General) (Class E, Group 8)—Boilers—Brickwork—Introduction of Chrome Plastic Refractory Mix—(A/S Frigates—Type 12).

(*AFO* 665/1960.)

Chrome Plastic Refractory Mix (known formerly as Plastic Chrome Ore or Plastic KN) has been introduced into the service and added to BR 810, the Rate Book and Authorized List of Naval Stores under Class E, Group 8, as follows—

Pattern.	*Description.*	*Ships Accounting Classification.*
7724	Chrome Plastic Refractory Mix	Consumable.

2. The material, which is supplied in 112-lb. polythene lined steel drums ready for use, is used to form a protective covering for studded tubes or headers and a combustion gas seal where studded tubes form a water wall. Instructions for its use for A/S Frigates, Type 12 are given in BR 2112 (2)—Handbook for Babcock and Wilcox Y100 Main Boiler—Description and Maintenance. In addition detailed instructions for its use and application have been included in Article 1208 of BR 3001—Marine Engineering Technical Instructions.

3. The first outfit quantity will be 2 cwt. with an emergency stock of 1 cwt. Demands to complete to this quantity should be forwarded to SNSO Sydney. Supply to ships under construction, &c., will be made as part of the first outfit of Naval Stores.

4. This material has a shelf life of approximately twelve months, stocks therefore will not be held in excess of six months estimated expenditure.

(DME 512/87/43.)

UNCLASSIFIED.

366.—Naval Stores (General) (Class E, Group 10)—Mosquito Netting, Nylon—Precautions during Cleaning.

(*AFO* 2921/1960.)

Current requirements of mosquito netting, which was formerly made of cotton, are being purchased in nylon. The same Joint Service Catalogue Number 942-6263 has, however, been allocated to both the nylon and cotton types, but the nylon net may be readily identified by its finer mesh, softer handle and greater extensibility.

2. The nylon nets may be dry cleaned or laundered, but when they are laundered the following precautions must be taken—

(*a*) The soap should be thoroughly dissolved in *warm* water before immersing the net and washing in the normal manner. When clean the net should be well rinsed in lukewarm water to remove all traces of suds, squeezed and hung up to dry.

(*b*) The net must not be hung on or directly over a radiator to assist drying.

(*c*) Chlorine or common bleaching agents (detergents) should not be used since they have a tendency to discolour the fabric and the natural whiteness of nylon is not improved by bleaching.

(DNAS 514/51/38.)

RESTRICTED.

367.—Naval Stores (General) (Class F, Group 28)—Pattern F28/A. 6024 Cable Jointing Set—Introduction.

(*AFO* 3134/1960.)

Pattern F28/A.6024, Cable Jointing Set, complete with transit case, has been introduced to enable polythene insulated cables of transducers or hydrophones of certain modern Asdic sets to be jointed. It is required at present for the installation and maintenance of Asdic Types 177, 186, and 187, and will also be used for other Asdics which may be modified or introduced later.

2. F28/A.6024 Cable Jointing Set comprises the following items stowed in the specially designed transit case—

Item No.	*CL/Gr.*	*Admiralty Pattern or JSC No.*	*Description.*	*Qty.*	*Denom.*
1	B.11 (*d*)	910-5293	Knife, cable stripping, electrician's	1	No.
2	B.11 (*d*)	910-5295	Nippers, dia. cutting, 5-in. pointed nose	1	No.
3	F.21	A.5345	Sleeve end, polythene	12	No.
4	F.28	190603	Mould	2	No.
5	F.28	190604	Mould	1	No.
6	F.28	190605	Mould	1	No.
7	E.2E	A.6047	Charge, polythene	12	No.
8	B.9A	A.6046	Ferrule, crimping (box of 50) ..	1	Box
9	F.28	190606	Mould ram	2	No.
10	F.28	190607	Injector, polythene	1	No.
11	F.26	190608	Controller, temperature and voltage	1	No.
12	F.28	190610	Element, heater, 230V, 500W ..	1	No.
13	F.28	190611	Element, heater, 110V, 500W ..	1	No.
14	F.21	190612	Sleeving, glass (5-ft. length) ..	1	No.
15	B.11C	190613	Tool, crimping..	1	No.
16	B.9C	190614	Thermometer, rototherm ..	1	No.

3. For maintenance purposes the jointing set will be allowed to ships fitted with Type 177. For instructional purposes sets will also be held by HMAS CERBERUS. For installation purposes the following will be held by HMA Dockyards for issue on loan to contractors as required.

HMA Dockyards.	*Pattern A.6024 Set, Complete.*	*Pattern 190603 Mould.*	*Pattern 190604 Mould.*	*Pattern 190605 Mould.*
Garden Island	1	4	1	1
Williamstown	1	3	1	1

4. The equipment is in short supply and demands should not be hastened.

5. Relevant A/S Establishment Lists will be amended to include ships' allowances of cable jointing sets and, for Asdic Types 177 and 186, to include also the necessary quantities of ferrules, polythene charges and sleeving for installation purposes. The latter will be supplied with the sets (Part 2a) as first fitting stores to the fitting authorities concerned.

6. Admiralty has advised that instructions for jointing are contained in the relevant Instructions for Installing A/S 7000 Series and as these publications are not issued to Type 177 fitted ships, suitable temporary pamphlets are being prepared and will be issued when available, pending the preparation of a BR publication.

(DNAS 517/251/62.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

368.—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1st April, 1961.

The supplementary list of issuing prices for fresh fruit and vegetables which has operated since 1st January, 1961, has been amended as from 1st April, 1961, and revised price lists have been distributed to all HMA ships and establishments.

2. Consequent upon the revision of these prices, the following rates of victualling allowances per head per diem will apply as from the 1st April, 1961—

	s.	*d.*
Messes of more than 300	7	1
Messes of 300 or less	7	3
Additional for ships attached to Strategic Reserve	0	4
HMAS MELVILLE	7	7
HMAS TARANGAU	7	8
Cadet Midshipmen at RANC	8	2
Apprentices at RANATE	8	2
Junior recruits at Junior Recruit Training Establishment ..	8	2

3. Navy Order 145 of 1961 is hereby cancelled.

(DV 903/51/40.)

(*Navy Order* 145 *of* 1961.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

369.—Naval Stores—Furniture—Furniture Lists and Muster Sheets—Introduction.

The following forms have been introduced—

AS 3116Z—Furniture List.

AS 3117Z—Furniture Muster Sheet.

2. *Form AS* 3116Z—*Furniture List.*—This form is an 8-in. x 5-in. card containing printed details for recording the items of furniture located in the particular compartment and which is to be placed in a suitable holder fixed to the inside of the door or in a suitable position on the bulkhead of the compartment. Ships under construction, modernization, conversion or restoring after extended refit will be fitted with suitable lightweight metal cardholders and will be supplied with the forms as necessary. Supply will not be made to ships at present in commission. In establishments the form may be taken into use, if so desired, quantities required being demanded from SNSO Sydney. The necessary card holders may be manufactured locally or steel cardholders may be demanded from SNSO Sydney, as desired.

3. *Form AS* 3117Z—*Furniture Muster Sheet*—(*See* specimen as appendix to this order.) These forms may be taken into use as required in ships and establishments, *see also* ABR 4, Article 1831 (7). The forms should be demanded from SNSO Sydney, as required.

(DNAS 464/54/312.)

APPENDIX

N.S. 1172 (Est. 461)

FURNITURE MUSTER SHEET
(ABR. 4 ARTICLE 1211 (1))

DATE - - - - - - - - - -

Catalogue No. & Description Compartment																																								
Total																																								
Naval Store Ledger																																								
Difference																																								

- - - - - - - - - - - - - -
Executive Officer

- - - - - - - - - - - -
Supply Officer

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
19th May, 1961.

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

By direction of the Naval Board.

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

3482/61.

UNCLASSIFIED.

370.—Books—Distribution of Non-accountable Publications during March, 1961.

The non-accountable publications, amendment to A.P.'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 March, 1961.

2. Article 2518 of ABR 4 is relevant.

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 Article 2518 (7) of ABR 4.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date.*
Aeroplane	30th December, 1960.
Aeroplane	6th January, 1961.
Aeroplane	13th January, 1961.
C.I.S., Index Cards, 9th Series, 1960,	
C.I.S., Index Cards, 10th Series, 1960	
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B.R. 125	Supplement No. 7, dated January, 1961.
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LLOYD'S SHIPPING INDEX.

Lloyd's Shipping Index	6th March, 1961.
Lloyd's Shipping Index	13th March, 1961.
Lloyd's Shipping Index	20th March, 1961.
Lloyd's Shipping Index	27th March, 1961.

(DNAS 465/57/215.)

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3482/61.—2

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C.N.O.'s 371-386/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
24th May, 1961.

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

By direction of the Naval Board.

Ros J. Hawkins

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

RESTRICTED.

3536/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED. Cancelled vide CNO 172/63

371.—Armament and Gunnery Equipment Depot, Byford, WA.

The title of the Naval Armament Supply Officer, Byford, has been changed to the following—

The Officer in Charge,
RAN Armament and Gunnery Equipment Depot, BYFORD, WA.

2. All correspondence, &c., should be addressed accordingly.

3. Navy Order 910 of 1960 is relevant.

(DAS 700/255/66.)

(*Navy Order* 910 *of* 1960.)

Section 2.
PERSONNEL.

UNCLASSIFIED. Cancelled vide CNO 370/63

372.—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 22/1961, which gives details of the Admiralty insurance scheme to cover loss of, or damage to, private effects during transit.

2. Navy Order 315 of 1959 is hereby cancelled.

(DV 210/51/14.)

(*Navy Order* 315 *of* 1959.)

UNCLASSIFIED.

373.—Tribal Class Destroyers Memorial Fund.

Advice has been received from Admiralty that this year will see the reappearance in the Royal Navy of the famous TRIBAL names. Two ships of the new Tribal Class General Purpose Frigates (Type 81) are now completing and five more will follow. HMS ASHANTI commissions this summer and HMS GURKHA in the autumn.

2. Under the patronage of Admiral of the Fleet Sir Philip L. Vian, GCB, KBE, DSO** and Admiral Sir R. S. Gresham Nicholson, KCB, CB, DSO, DSC, a committee has been formed to organize an appeal to be known as The Tribals Memorial Fund. Admiral Sir Frederick R. Parham, GBE, KCB, DSO is the Chairman. The first publicity was carried in the United Kingdom press on 1st March.

3. It is hoped to make a presentation to each new Tribal frigate in memory of the old Tribal Destroyers who earned such fame during the last war. It is of interest that only one ship in the Royal Navy, HMS WARSPITE, won more Battle Honours between 1939 and 1945 than a Tribal. HMS NUBIAN gained thirteen to WARSPITE's fourteen, and in total the Battle Honours of all the war-time Tribals, of whom there were sixteen in the Royal Navy, must be unrivalled by any other class

of ship. At the end of the War there were four Tribals in the Royal Canadian Navy, all of which fought in Atlantic and European waters, and three in the Royal Australian Navy whose service was in the Far East.

4. It is believed that there are many people, both in and outside the Service, in addition to the officers and ratings of the Royal Navy, Royal Australian Navy, Royal Canadian Navy, Royal New Zealand Navy and the South African Naval Forces who served in the Tribal Destroyers from 1938 onwards, who will be interested in this appeal.

5. Contributions, which in the case of individuals it is suggested should be limited to two guineas, will be gratefully received by the Treasurer (Captain E. N. Sinclair, DSC) and should be addressed to the Treasurer, Captain's Office, HMS SEA EAGLE, Londonderry, Northern Ireland. International money orders should be made out to the Tribals Memorial Fund.

(HPB 123/1/15.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED. Cancelled vide C N O 419/63

374.—AC Generators—Operation in Hand Control.

(*AFO* 749/1961.)

The attention of all HMA ships fitted with AC generators is drawn to the fact that the inherent regulation of these machines is unavoidably large, and therefore it is essential to provide watchkeepers whenever running in hand control.

2. Hand control is only provided for emergency use and is designed to be as simple and reliable as possible, therefore the over voltage protection afforded in auto control is avoided so that failure of the over voltage unit will not compromise operation.

(DEE 1108/52/81.)

UNCLASSIFIED.

375.—Transformers Manufactured by Messrs. Gresham Ltd.—Failure of Lewbestos and/or Asbestos Insulated Conductors.

(*AFO* 336/1961.)

A number of transformers of Messrs. Gresham's manufacture utilizing Lewbestos and/or Asbestos insulated conductors are in service in certain of HM ships. There have been several cases of insulation failure of these transformers, and the Admiralty has decided to discontinue the use of this type of insulated conductor.

2. Transformers of Messrs. Gresham's manufacture are also in service in HMA ships.

3. Therefore, in the event of any of these transformers becoming defective and requiring re-winding, double glass or polyester enamel insulated conductors should be used in lieu of the Lewbestos or Asbestos.

4. For round conductors, a range of Joint Service Catalogue numbers is given in Table 3 of Standard Electrical Specification No. 2, (Revised 1960). For rectangular conductors, local purchase will be necessary.

5. Copies of Standard Electrical Specification No. 2 (Revised 1960) will be distributed when they become available.

(DEE 1108/54/9.)

UNCLASSIFIED.

376.—Gun Mountings—40-mm. Twin RP50 Mark 5* Mountings.

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted; Gunnery Equipment Depots.
(*b*) *Type of equipment* ..	40-mm. Twin RP50 Mk. 5* mountings.
(*c*) *Part of equipment affected*	Joystick Control Gear.
(*d*) *Purpose of modification* ..	To prevent seizure between item 8 of drawing GR6635 and item 4 of drawing GR6777.
(*e*) *Nature of modification* ..	The column item 4 of GR6777 is to be drilled and tapped to accept a ¼-in. BSF lubricator, AP5747 connected to a circumferential grease groove in the 2.75-in. bore as shown in the relevant drawings.
(*f*) *Drawings*	GR6636 and GR6777.
(*g*) *By whom to be done* ..	Dockyards; as a defect.
(*h*) *When to be done* ..	At the earliest opportunity.
(*i*) *How to be recorded* ..	As modification No. AN6.

(DW 736/64/35.)

RESTRICTED.

377.—Ammunition—QF 4.5-in. Shell, AA Practice, Marks 5CT and 6CT—Withdrawal.

(*AFO* 610/1961.)

Resulting from instances found of 4.5-in. AA practice shell faultily assembled in UK Ordnance Factories, in that no copper washer has been fitted under the tracer plug despite markings on base of shell which indicate that a washer is present, the following action is to be taken—

Shell	4.5-in. AA Practice, Mks. 5CT and 6CT only (JD010/023/036 or 582).
Parts affected ..	MR217 washers, copper 1.2-in., and MP283 plugs representing tracer shell No. 16.
Purpose	To ensure that MR217 washers are fitted, tracer seatings have been checked, and that stampings and markings on bases are correctly applied.
Nature of work ..	Examination and rectification of shell; marking with a Depot monogram and date "4/61" or later.

Drawing	NOD6817.
New parts	MR217 washers as necessary.
By whom to be done	RANA Depots.
HMA ships ..	Any of these shell held are to be exchanged for alternative or examined shell at the nearest Armament Depot.
General	The shell are to be regarded as coming under Category (ff) of BR862—NMER Art.1705. The shell are not dangerous but may cause damage to the gun barrel when fired.

(DAS 726/251/109.)

RESTRICTED.

78.—Gun Mountings—4.5-in. Twin RP41 Mark 6 Series Mountings—Modification to Shell and Cartridge Hoists—Fixed and Revolving Structures.

(*AFO* 2747/1960.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted; Gunnery Equipment Depots.
(*b*) *Type of equipment* ..	4.5-in. Marks 6, 6* and 6* Mod. 1 mountings.
(*c*) *Parts of equipment affected*	Shell and cartridge hoists (fixed and revolving structures).
(*d*) *Purpose of modification* ..	To improve the action of the lifting pawls.
(*e*) *Nature of modification* ..	To modify the existing lifting pawls together with the fitting of new pawl springs and plungers.
(*f*) *Drawings*	Part N36456/29, 30 for Mks. 6, 6* and 6* Mod. 1. Part N42728/30, 31 for Mk. 6 and 6*. Part N46726/17, 21 for Mk. 6* Mod. 1.
(*g*) *By whom to be done* ..	Dockyards.
(*h*) *When to be done* ..	At the next occasion of Planned Maintenance Dockyard Routine, 4.5T.6–5.Y.1.
(*i*) *How to be recorded* ..	As Modification No. 93 to revolving structure and Modification No. 31 to fixed structure for Mks. 6 and 6* mountings. As Modification No. 33 to revolving structure and Modification No. 2 to fixed structure for Mk. 6* Mod. 1 mountings.

2. Navy Order 406 of 1960 is relevant.

(DW 736/59/83.)

(*Navy Order* 406 *of* 1960.)

RESTRICTED.

379.—MRS3—Mod. 1—Gyro Air Supply Unit, Type 1, Mod. 1 and Mod. 2—Modification to Air Filter—Admiralty Modification No. 1.

(*AFO* 1667/1960.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted; Gunnery Equipment Depots.
(*b*) *Types and marks of equipment*	Gyro Air Supply Units, Type 1, Mod. 1, and Type 1, Mod. 2.
(*c*) *Part of equipment affected*	Air Filter Units.
(*d*) *Purpose of modification* ..	To prevent accidental blockage of the air supply.
(*e*) *Nature of modification* ..	Fitting an Anderton E Clip size No. E.343 in a groove 0.343-in. dia. x 0.039-in. wide to be turned in the central stud ¾-in. from the shoulder of the chamfer where the thread for the winged nut commences.
(*f*) *Drawing No. or N.O. diagram*	Read (*e*) above in conjunction with Sectional Arrangement Drawing DNO.9592B/8 (N.O. Diagram Issue 6/1961).
(*g*) *By whom to be done* ..	Ship's staff or holding authority.
(*h*) *When to be done* ..	At earliest convenient opportunity. Anderton clip should be demanded from Gunnery Equipment Stores Officer.
(*i*) *How to be treated* ..	As a defect.
(*j*) *How to be recorded* ..	Adm. Mod. No. 1 to GASU Type 1, Mods. 1 and 2.

Note.—Until this modification has been made, care should be taken during assembly, after cleaning the filters, to ensure that the rubber sealing washer does not slide down the central stud to block the air filter.

(DW 737/252/11.)

RESTRICTED. Cancelled vide C N O 276/63

380.—A/S Mortar, Mark 10—Check to Ensure that Toe of Breech Lever Grip is Positively Engaged.

(*AFO* 686/1961.)

A misfire of an A/S Mortar Mk. 10 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 BR1709 (1), Chapter VI.

2. A modification will shortly be promulgated for the lever grip to be spring actuated into positive engagement with the slot.

3. In the meantime, 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.

4. Navy Order 415 of 1959 is hereby cancelled.

(DW 736/285/12.)

(*Navy Order* 415 *of* 1959.)

UNCLASSIFIED.

381.—Naval Stores (General and Technical)—Review of Accounting Classification.

Navy Order 161 of 1961 is to be amended as follows—

Delete paragraph 4 (*c*) and *insert*—

"(*c*) *Permanent stores reclassified as Portable Fittings* (*F*)
(i) Prepare Form AS1091 returning items held on permanent loan to stock.
(ii) Prepare Form AS156 issuing items previously held on permanent loan to the List of Equipment, &c.

Note.—Physical transfer of items is not necessary and no action is required for items held in stock."

(DNAS 501/56/82.)

(*Navy Order* 161 *of* 1961.)

UNCLASSIFIED.

382.—Naval Stores (General) (Class E, Group 5)—Neck Seal, Pattern E5/8580—Introduction.

(*AFO* 46/1961.)

To improve the comfort of Clearance Divers and Divers and to facilitate ear clearing and to reduce dressing time, a Neck Seal, latex rubber, Pattern E5/8580 has been introduced as a permanent item of Naval Stores.

2. The seal is intended for wear with Dresses, Underwater Swimmers, Patterns E5/8581–6 when Hood Type C Pattern E5/3382 is not used. The decision to wear a neck seal must be dependent on the individual diver's reaction to cold. As a guide it is suggested that the surface water temperature should be 53° F. or above before a neck seal is worn.

3. The allowance of the seal will be one for each dress (working and spare).

4. Services concerned should forward demands to SNSO Sydney accordingly.

(DNAS 512/74/80.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

383.—Medical Stores—Serum, Human, Liquid.

Item 650/4 of medical stores is to be returned to the Medical Store, Sydney, as opportunity offers, after a period of two years from date of issue and fresh supplies drawn in lieu, irrespective of whether it is considered still serviceable or not. The product will be tested and necessary action taken by the Commonwealth Serum Laboratories. This item is supplied to the Royal Australian Navy cost free. Empty bottles remain the property of the Australian Red Cross Society and are to be thoroughly cleaned and returned to the Medical Store, Sydney, for onward transmission.

(MDG 1002/56/17.)

UNCLASSIFIED.

384.—Victualling Stores—Loan Clothing—Pillows, Latex Foam.

(*AFO* 2021/1959.)

Pillows, latex foam have been adopted for use in Naval Hospitals, sick bays and sick quarters in place of the existing hair and kapok pillows. They may also be drawn as an optional alternative to feather pillows by Flag Officers, Captains and Commanders in command.

2. The allowances remain the same at 2 No. per bed, cot or settee.

3. Allowances for carrying cots and spares for hospitals and sick quarters (i.e., 25 per cent. of total beds) however, are to consist of feather pillows because they have better qualities than latex foam pillows for the cushioning of fractured bones.

4. Requirements of both latex foam and feather pillows should be demanded from Royal Edward Victualling Yard, Sydney. The old pillows should be returned on receipt of the new supplies.

5. Latex foam is resistant to dust, germs and vermin and is always aired. Should cleaning or sterilization be considered necessary, the instructions contained in ABR4 (Naval Storekeeping Manual), Article 1731, should be followed.

(DV 454/51/16.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

RESTRICTED.

385.—Books—BR1982A/1960—ND Drill Book, Volume 2 (AIO)—New Layout.

The ND Drill Book, Volume 2 (AIO) is being converted into a loose-leaf book. It will become one book instead of separately bound parts under one general cover. Meanwhile existing parts will be integrated as they stand in the new book until superseded by loose-leaf revisions.

2. New covers, coloured dividing sheets and new pages of Part One will be distributed shortly.

3. On receipt of the new cover and part one, BR1982 (A) (1), dated 1955 is to be disposed of in accordance with ABR4 Article 2513.

4. The BR numbers of the remaining Parts 2 and 3 are to be expunged and the parts taken off charge quoting this Navy Order as authority. They are then to be inserted in the new covers after their dividers.

5. Future amendments will be issued as a consolidated series. There are no existing amendments.

(DNAS 465/252/11.)

RESTRICTED. Cancelled vide CNO 233/63

386.—Meteorological Publications and Charts—Supply and Accounting Arrangements.

The Admiralty publication W.1, " Meteorological Supplies Handbook " has been adopted, subject to the following modifications, for use in the Royal Australian Navy in respect of the supply of meteorological publications and charts.

Distribution of Publications.

2. Meteorological publications and charts for the RAN will be stocked and supplied by the Hydrographer, RAN Hydrographic Office, Garden Island, Sydney. All references in W.1 to the Hydrographic Supplies Establishment, Taunton, England, should therefore be interpreted as references to the RAN Hydrogaphic Office for the purposes of the RAN.

3. Meteorological publication W.7 " Radio Weather Messages " and amendments thereto, will also be supplied by the RAN Hydrographic Office and not as stated in paragraph 11 of the Instructions in the Handbook, W.1.

Scale of Supply.

4. Meteorological publications, in accordance with the following establishments, will be supplied on demand—

(*a*) *RAN Air Station, Nowra.*—A special set for Naval Air Stations (Appendix II. of W.1). Items approved for NAS " on Far East Stations only " will also be supplied, on demand. The RAN School of Meteorology will be supplied with additional publications which are approved by the Naval Board.

(*b*) *HMA ships in which a qualified (Met.) Officer is borne.*—A complete set (Appendix I).

(*c*) *HMA ships in which a qualified (N) or (ND) Officer is borne.*—An abridged set (Appendix I).

(*d*) *HMA ships engaged in surveying duties.*—An abridged set (Appendix I).

(*e*) *Shore Establishments (other than RANAS) in which a qualified (Met.) Officer, appointed for meteorological duties is borne.*—A complete set, modified to meet local requirements.

(*f*) *HMA ships which carry a qualified Meteorological observer (Met. 1, 2 or 3) but not a qualified (Met.) Officer.*—Abridged set (Appendix I), plus the following publications—

Items: 121 (3), 121 (4), 164, 167, 167 (*a*), 168, 168 (*a*), 175, 198, 199, 220, 221, 276, 404.

(*g*) *HMA ships which carry an RP3 (Nav. Yeo.)*—The following publications will be supplied on demand—

Items: 121 (3), 163, 175, 191, 192, 194, 199, 233, 276, 290, 303 (*c*).

All items, with the exception of 276 and 303 (*c*), are in the abridged set, to which certain ships in this category may be entitled under the provisions of paragraphs (*c*) or (*d*) above.

5. Item 299 (NWS Memo. 155/55—Computation of Upper Winds and Ballistic Winds) will be issued on demand to all ships equipped for wind-finding.

6. Requirements for meteorological publications in excess of the approved scales are to be submitted to the Naval Board for approval before demands on the Hydrographer are rendered.

Meteorological Working Charts.

7. Initial supply of meteorological working charts to HMA ships will be on the scale laid down in 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, &c., will be reduced to 50 in No. Charts affected at the date of this order are—

B.77, B.128, B.147, B.498, B.6628, B.6461, B.6628UA, B.6652, 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 or RP3 (Nav. Yeo.) but not a qualified meteorological Officer is borne.
B.128	50	
B.142	50	

8. Further supplies of meteorological working charts are to be demanded from the RAN Hydrographer on form AH38 as requisite. Publications and forms are to be demanded on form AH177. 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 HMA ships which are about to leave Australian waters, when stocks may be brought up to twelve months requirements.

9. 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 RAN Air Station, Nowra, are to be rendered to Hydrographer RAN on form AH38. The Senior Meteorological Officer, RAN Air Station, Nowra, is authorized to obtain supplies of CMB charts and forms, required for training, forecasting and record purposes, direct from the Commonwealth Bureau of Meteorology.

Custody of Publications.

10. The meteorological officer or, if no meteorological officer is borne, the officer undertaking meteorological duties is responsible for the custody and amendment as necessary of meteorological publications.

11. 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. The list is to be forwarded by the Captain to Hydrographer RAN under cover of a letter certifying that the muster has been properly carried out.

12. On transfer of custody of meteorological publications, the publications are to be mustered and a transfer and receipt certificate is to be prepared on NWS Form 1 in triplicate. The original is to be forwarded to Hydrographer RAN, the duplicate being retained by the officer transferring and the triplicate by the transferee.

Disposal of Publications.

13. When a ship pays off, or when meteorological publications are no longer required, all such publications, together with stocks of unused meteorological working charts, are to be returned to the Hydrographer RAN, Garden Island, accompanied by transfer and receipt certificates on NWS form 1.

14. Meteorological logs, W.8, when no longer required on board, are to be forwarded to the Senior Meteorological Officer, RAN Air Station, Nowra, NSW, for scrutiny and the extraction of data, and for onward transmission to the Director, Naval Weather Service, Navy Office, Canberra. Meteorological logs are ultimately passed to the Commonwealth Bureau of Meteorology to assist in the compilation of climatological statistics.

(DNWS 465/1/195.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

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C.N.O.'s 387-404/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
30th May, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

3850/61.

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Section 1.

ADMINISTRATIVE AND GENERAL.

RESTRICTED.

387.—Operation, Administration and Role of Ships of the RAN.

Navy Order 275 of 1961 is to be amended as follows—

Appendix—

(*a*) Against GASCOYNE *delete* the entry in column 3 and *insert* in lieu—
" FOICEA for ACNB ".

(*b*) Against WARREGO *delete* the entry in column 6 and *insert* in lieu—
" Unstabilized ".

(*c*) Against SWAN *delete* the entry in column 6 and *insert* in lieu—
" Stabilized ".

(DOD 2/204/24.)

(*Navy Order* 275 *of* 1961.)

UNCLASSIFIED.

388.—Return of Signalling with Merchant Ships—Quarter Ending 31st December, 1960.

AS 174 returns for the quarter ended 31st December, 1960, show a total of 325 successful exercises and 34 reports of failure to establish communication. There was one exercise with an RFA. All but one of the exercises were conducted by flashing.

2. Exercises reported by HMA ships were as follows—

HMA Ship.	*British*	*Seato/Nato*
MELBOURNE	Nil	Nil
VOYAGER	13	12
VENDETTA	Nil	Nil
VAMPIRE	21	51
ANZAC	15	4
QUEENBOROUGH	17	6
QUIBERON	19	4
QUICKMATCH	22	20
SWAN	12	4
DIAMANTINA	Nil	Nil
GASCOYNE	6	4
BARCOO	50	18
WARREGO	6	2
PALUMA	Nil	Nil
KIMBLA	16	3

3. There were ten occasions of signalling with Australian Merchant ships reported as worthy of special mention and these reports have been communicated to the shipping companies concerned.

4. Form AS 174 (Revised July, 1960) is to be rendered to the Director of Signals Division in original only as soon as possible following the end of each quarter.

5. The attention of Commanding Officers is drawn to the necessity for keeping this interest in merchant ship communications active and to ensure that Communication Officers adequately check the details of all exercises, whether successful or unsuccessful.

6. Navy Order 1055 of 1960 is hereby cancelled.

(DSD 77/5/2)

(*Navy Order* 1055 *of* 1960.)

Section 2.

PERSONNEL.

UNCLASSIFIED. Cancelled vide C N O. 338/63

389.—Conditions of Service in HMAS TARANGAU.

Navy Order 893 of 1960 is to be amended as follows—

Delete existing paragraph 4 and *insert* in lieu—

"4. Furnished married quarters are available for 33 of the total complement of 57 ratings. Married ratings having removals approved are placed on the housing roster on joining, being allocated a house when a vacancy occurs. Married ratings, if drafted for unaccompanied service, serve one year which will count as sea service."

(DPS 302/2/1.)

(*Navy Order* 893 *of* 1960.)

UNCLASSIFIED. Cancelled vide C N O 320/63

390.—Confidential Reports on Reserve Officers.

In time of war or emergency or in time of peace in the case of an officer serving in a vacancy in the PNF, forms AS 206 are to be rendered as for officers of the RAN.

2. Confidential reports on Reserve Officers other than those referred to in paragraph 1 above are to be rendered as set out below.

Occasional Reports.

3. *On Completion of ACT.*—Captains of HMA ships and establishments are to complete form AS 206 whenever an officer undergoes a period of training or course lasting five days or more. Such reports are to be forwarded to the appropriate Naval Reserve Training Establishment for onward transmission to the Director of Naval Reserves. The expressions "under training", "time only" and "insufficient knowledge" should be avoided, as it is important that the particular form of training an officer has undergone and the progress he has made, should be recorded.

4. *For Confirmation and Promotion.*—Captains of Reserve Training Establishments are to forward reports on officers who are eligible for confirmation or promotion up to and including the ranks of Lieutenant, Surgeon Lieutenant-Commander and Surgeon Lieutenant-Commander (D) when the officers are eligible, unless it is within three months of the yearly report forwarded in accordance with paragraph 6 hereunder.

Half Yearly Reports.

5. These reports are to be rendered by Captains of Reserve Training Establishments in respect of officers who have sufficient seniority to be considered for promotion to the rank of Lieutenant-Commander RANR and above with a minimum seniority as shown in the following table—

Rank.	*Specialization.*	*Seniority.*
Lieutenant	Seaman	8 years.
Lieut.-Cdr.	Seaman	3 years.
Commander	Seaman	4 years.
Lieutenant	Engineer and Electrical	8 years.
Lieut.-Cdr.	Engineer and Electrical	3 years.
Lieutenant	Supply and Secretariat	8 years.
Lieut.-Cdr.	Supply and Secretariat	5 years.
Lieutenant	Special Branch	8 years.
Lieut-Cdr.	Special Branch	3 years.
Surg. Lt.-Cdr. and Surg. Lt.-Cdr.(D)	Medical	6 years.
Surg.-Cdr. and Surg.-Cdr. (D)	Medical	4 years.

These reports are to reach DNR by 1st April and 1st October.

Yearly Reports.

6. Captains of Reserve Training Establishments are to forward yearly reports on all RANR Officers to reach DNR by 1st April.

7. The reports required by paragraphs 5 and 6 are to include details of drills and continuous training and courses carried out in the previous training year or half year ending 30th June and 31st December. Should there be any falling off in attendances after this date, a notation should be included in the report. Form AS 206 is to be used amended as follows—

Half year ending.	*Continuous training, courses, etc.*		*Drills.*		
	Ship or establishment.	*Date.*	*No. of days.*	*No. of attendances.*	*Total in hours.*
31st December					
30 June					

8. Captains of Reserve Training Establishments are to forward half yearly reports on Officers of the Special Duties List who are within the promotion zones, to reach the Director of Naval Reserves by 1st February and 1st August. Yearly reports referred to in paragraph 6 above are not required when half yearly reports are rendered.

9. Naval Reserve Regulations and Instructions will be amended in due course.

(DNR 304/1/3.)

UNCLASSIFIED.

391.—Duties—Communal Duties in HMA Ships.

Because of the increased numbers of technical ratings borne in HMA ships, it is necessary that communal duties should be undertaken by all departments of a ship in proportion to the number of Able Ratings and below allowed.

2. The intention to include details of assessed communal duties in Quarter Bills and Schemes of Complement was stated in 1959. This, however, is not feasible at present and it is therefore incumbent upon Commanding Officers to ensure that these duties are shared appropriately and proportionately.

3. The term " communal duties " is intended to encompass the following—

(*a*) Scullery hands.
(*b*) Messmen.
(*c*) Cafeteria parties.
(*d*) Messdeck and flat sweepers.
(*e*) Heads sweepers.
(*f*) Laundry.

(DTSR 303/21/46.)

UNCLASSIFIED.— Cancelled vide CNO 321/63

392.—Medical—Carbon Monoxide Poisoning—Examintion 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 is 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 AF Med. 6 is to be used when forwarding these details to the analyst and AF Med. 7 is simultaneously to be completed in duplicate and disposed of in the ordinary manner.

7. Navy Order 534 of 1959 is hereby cancelled.

(MDG 327/53/5.)

(*Navy Order* 534 *of* 1959.)

UNCLASSIFIED.

393.—Move of Navy Office to Canberra—Removals to Private Homes.

Where a member is compulsorily transferred with the Department from Melbourne and occupies a house or flat under a tenancy agreement with the Commonwealth, he may be granted a second removal from the house or flat if, within two years after his transfer, he occupies, in Canberra, a house that he has built or purchased.

2. The removal will be limited to reasonable costs of household furniture and effects.

3. Depreciation Allowance will be payable.

4. These conditions do not apply to a member who is not transferred to Canberra with a move of the Department but who is subsequently appointed or drafted for duty at Navy Office. Also this order is not a precedent for application of similar provisions to other localities.

5. Instruction 231/3A of IPI which will be amended should be noted accordingly.

6. Navy Order 705 of 1960 is hereby cancelled.

(HPB 252/8/25.)

(*Navy Order* 705 *of* 1960.)

UNCLASSIFIED.

394.—Punishments for Leave-Breaking.

In future forfeiture of leave on conviction for absence without leave may be reduced in the circumstances and to the extent prescribed in QR and AI Article 1978, Clauses 2 and 3 (or remitted altogether under the former clause) irrespective of whether or not mulcts of pay are reduced or remitted.

2. Admiralty has advised that QR and AI will be amended.

3. ACNB 224F dated 4th October, 1960, is hereby cancelled.

(HPB 321/6/15.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

395.—Wireless—Receiver Outfits B40/A/B/C/D—Faulty Operation of Crystal Unit AP 67864.

Reports have been received indicating faulty operation of Receiver Outfits B40/A/B/C/D fitted in the RAN due to the failure of the Beat Frequency Oscillator, incorporated in the receiver, to operate correctly when the system switch is put to "CAL". The failure takes the form of intermittent oscillator operation at a frequency well off its correct frequency.

2. Investigation of the reports has shown that the defect was due to malfunction of the Crystal Unit AP 67864 caused by either a "dirty" crystal or poor electrical contact between the pins of the AP 67864 Crystal Unit and the crystal holder socket contacts fitted in the receiver proper.

3. HMA ships and establishments experiencing faulty operation of the Crystal Unit AP 67864 fitted in Receiver Outfits B40/A/B/C/D are to take the following remedial action—

(*a*) Ensure that the pins of the Crystal Unit AP 67864 and the contacts of the crystal unit socket fitted in the receiver proper are clean and make good electrical contact when mated. A slight spreading of the contact pins of the crystal unit to ensure good contact is permissible.

(*b*) If action as in (*a*) above does not result in satisfactory operation of the crystal unit then the unit is to be replaced by a serviceable one and the faulty unit returned to SNSO, Sydney, for repair.

3. The stripping down of a crystal unit for the purpose of cleaning a "dirty" crystal is not normally to be undertaken by ship's staff.

4. Should there be an emergency requiring stripping by ship's staff the crystal unit is to be considered as only being temporarily repaired and is to be replaced as early as practicable. A crystal which has been stripped down and cleaned as an emergency repair action may, on reassembly, acquire a permanent frequency drift on the high side of its correct operating frequency.

(DEE 518/51/442.)

UNCLASSIFIED.

396.—Ammunition—Propellant—Landing—Destruction—Report.

(*AFO* 751/1961.)

Propellant of the following lots and sub-lots is due for withdrawal from Service, having reach the age limit—

Propellant lots and sub-lots affected.	*Type.*	*Nature of ammunition, etc., which may be involved.*
RNC 1147 RNC 1405XB RNC 4024XL	SC 048	QF 4.7-in.; QF 4-in.; QF 4.5-in. reduced charge.
RNC 1282XA RNC 1984XE	SC 061	QF. 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in. (F.A.).
RNC 1269XA RNC 1274XA RNC 1275XA RNC 1286XA RNC 1411XB RNC 1424XB RNC 1605XC RNC 1614XC	SC 103	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in.
RNC 1145 RNC 1156	SC 109	QF 4.7-in.
RNC 1155 RNC 1285XA	SC 150	Impulse torpedo.
SPDN 4864 SPDN 6957 SPDN 6960 SPDN 6961 SPDN 6970 SPDN 7054	FNHP 020	QF 40/60.
BS 18527XA BS 18528XA BS 18530XA BS 18531XA	SUK/C 029	Motor rocket, 2-in.
BS 18723XA BS 18724XA	SUK 1.7-0.6	Motor rocket, 2-in.

Action to be taken by HMA ships, etc. Return to nearest NA Depot as early as practicable; if unable to comply within three months from the date of this order, report specially to Navy Office for instructions. NM and ER 1960, BR 862, Article 1126 refers.

Action to be taken at NA Depots Separate instructions have been issued.

(DAS 729/57/69.)

UNCLASSIFIED.

397.—CRBF Directors—Leakage between Radar Cubicles J and K—Modification—Reports.

(*AFO* 487/1961.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted; Gunnery Equipment Depots.
(*b*) *Type and mark of equipment*	CRBFD Mk. 2M, 2M Mod. 1, 2M Mod. 2, CRBFD Mk. 7, Mk. 7 Mod. 3.
(*c*) *Part of equipment affected*	Radar cubicles J and K.
(*d*) *Purpose of modification* ..	To prevent leakage of water between radar cubicles J and K.
(*e*) *Nature of modification* ..	Gasket to be cut from oil resistant synthetic rubber AP 8541 as detailed in Navy Order Diagram Issue 7/61. Gasket to be inserted between cubicles J and K.
(*f*) *Reference drawing* ..	Navy Order Diagram Issue 7/61.
(*g*) *By whom to be done* ..	Ships staff.
(*h*) *When to be done* ..	At earliest possible opportunity.
(*i*) *How to be treated* ..	As a defect.
(*j*) *Report on completion of modification*	On completion of this modification a report, giving date that modification was carried out, is to be forwarded to— The Director of Weapons, Department of the Navy, Victoria Barracks, Melbourne.

(DW 737/60/26.)

RESTRICTED.

398.—GDS 2 and 2*—Range Transmission Unit, RTU 10*—Addition of Stop Gear.

(*AFO* 611/1961.)

Certain RTU's Mark 10* have been modified by fitting stop gear operating at 36,000 yards.

2. Ships and establishments fitted with GDS 2 or 2*, and Gunnery Equipment Depots holding RTU's Mk. 10*, are to examine the units to ascertain whether this modification has been carried out.

3. A report stating the serial numbers of the RTU's Mk. 10* fitted or held, but not so modified, is to be forwarded to—

The Director of Weapons,
Department of the Navy,
Victoria Barracks,
Melbourne.

4. NIL reports are required.

(DW 737/261/20.)

UNCLASSIFIED.

399.—Guns (other than Aircraft)—QF—Tools, Withdrawing, Jammed Cartridge Cases—Introduction.

(*AFO* 878/1961.)

The following special tools for withdrawing jammed cartridge cases from the breeches of QF guns are hereby introduced for supply to HMA ships mounting these guns—

AV 645 Tool, withdrawing, jammed cartridge case, 4-in. guns (all marks), Mark N1.

AV 437 Tool, withdrawing, jammed cartridge case, 4.5-in., Marks 3, 4, 4/1 and 5 guns, Mark N1.

AT 065 Lever, tool, withdrawing, jammed cartridge case.

2. AV 437 Tool is already in use in the RAN.

3. The withdrawing tool is in the form of a grab with spring loaded claws which engage the rim of the cartridge case. The lever is designed with a slotted head to fit over a link in the chain of the grab and is fitted with an adjustable fulcrum block, and an eyebolt to enable a rope or tackle to be secured to the lever if required.

4. Tools and levers will be supplied without demand from the nearest RAN Armament Depot when supplies are available on the basis of one tool, and one lever per mounting.

5. Drill books will be amended to include a description of this equipment and its purpose.

6. Attention is drawn to the notes in the drill books regarding the drill for unloading " Hot guns ", and also to the misfire drills laid down.

7. The Vocabulary of Naval Armament Stores, Proportion Book of Naval Armament Stores, and Ship's Warrants will be amended in due course.

(DAS 705/87/21.)

UNCLASSIFIED.

400.—4.5-in., Mark 6 Series Mountings—Oil Servo Unit, Mark 5—Dashpot Adjustment, Limiting Position.

(*AFO* 752/1961.)

Attention is drawn to the fact that the correct functioning of an Oil Servo Unit, Mk. 5, cannot be guaranteed unless the stop limiting the dashpot adjustment is fitted in the correct position.

2. All authorities holding 4.5-in., Mk. 6, Series Mountings with the stop removed from the Oil Servo Unit, or who have reason to suspect that the stop may have been tampered with, should establish the correct position by the procedure laid down in BR 2014B, page 90, paragraph 18A. (Amendment No. 6, AFO P.580/60 refers.)

3. Further, it should be noted that the 40 milliamp value of current, quoted in the test procedure, refers to the differential current shown on the meter of the Mk. 17TU Test Unit, the difference between the currents in the two halves of the moving coil as shown in the meter of the Mk. 18H amplifier or the current through one-half of the coil on the OSU Test Rig. (The figure of 20 milliamps quoted for the last case on page 166 of BR 2014B is incorrect.)

(DW 736/59/98.)

RESTRICTED.

401.—A/S Mortars, Marks 3 and 4 and A/S Mortar, Mark 10—Introduction of Schedules and Records of Modification.

(*AFO* 3046/1960.)

Schedules and records of modifications, similar to those in existence for guns, have been introduced for A/S Mortars, Marks 3 and 4, and A/S Mortars, Mark 10.

2. As an economy measure, each schedule will be issued with a Loxon Binder, Form S.1137, and record sheets which have been printed for use with guns. These forms should be amended as necessary.

3. An instruction sheet will be included in each schedule.

4. HMA ships and shore establishments concerned will be issued with the appropriate schedules by the Superintending Armament Supply Officer, Sydney, without demand, when stocks are available.

5. *RAN Armament Depots only*—UWA 47A/60 refers.

(DAS 716/251/250.)

RESTRICTED.

402.—A/S Mortar, Mark 10—Loading Equipment—Dashpot for Power Rammers.

(*AFO* 754/1961.)

(*a*) *Ships and establishments affected* — Ships and establishments so fitted; Gunnery Equipment Depots.

(*b*) *Type of equipment* .. A/S Mortar Mk. 10 Loading Equipment.

(*c*) *Part of equipment affected* — Dashpot for power rammers.

(*d*) *Modification No.* .. To be known as Modification—
No. 4 to Power Rammer Mk. 1.
No. 6 to Power Rammer Mk. 1 Mod. 1.
No. 5 to Power Rammer Mk. 2.

N.B.—BR 1709 (1), Chapter 1—" List of all modifications " will be amended by " P " series AFO.

(*e*) *Purpose of modification* .. To ensure oil tightness of joint and to fit a more robust cap with a standard hexagon head.

(*f*) *Nature of modification* .. (*a*) The Dashpot Body (item 3) is to be machined as necessary across the cap landing to ensure squareness with the 1-in. BSP thread.

(*b*) Manufacture new caps (one per rammer) to Drawing AME 20440/10 item 2 (dated 15.6.60), and fit in lieu of the existing cap which has two flats for spanner use.

(*c*) Certain mountings may have a vulcanized fibre joint-ring between the cap and body. In such cases, the fibre joint-ring is to be replaced by an annealed copper joint-ring, item 12 of Drawing AME 20440/11 (dated 13.6.55).

(*g*) *Reference drawings* .. AME 20440/10 (15.6.60).
AME 20440/11 (13.6.55).

(*h*) *By whom to be done* .. Dockyards. As a defect.

(*i*) *When to be done* .. At the earliest opportunity.

2. Navy Order 1033 of 1959 is relevant.

(DW 707/251/40.)

(*Navy Order* 1033 *of* 1959.)

UNCLASSIFIED.

403.—Naval Stores (General) (Class E, Group 5)—Diving Equipment—Compressed Air Breathing Apparatus (CABA) and Surface Supply Demand Breathing Apparatus (SSBA)—Revised Allowances.

Allowances of Compressed Air Breathing Apparatus (CABA) and Surface Supply Demand Breathing Apparatus (SSBA) adopted in the RAN for all forms of diving except Clearance Diving and some special operations, have been revised to include additional ships and are detailed in Appendix A to this order.

2. First outfit quantities of items required for the maintenance of the above equipment are as detailed in Appendix B. Supply of these items will be effected on the basis of one set of spares for every five or less units allowed *vide* Appendix A. These spares should be accounted for as separate items and demands for replacement, &c., should indicate the major unit for which the items are required.

3. Demands to complete to these revised allowances of major units and spares should be forwarded to the Superintending Naval and Air Store Officer, Sydney.

4. Allowances of underwater swimming equipment for use with surface supply and compressed air breathing apparatus are as indicated in column 4 of Appendix C to this order. First outfit quantities of spares for underwater swimming equipment are detailed in Column 5 of Appendix C. Demands for items required to complete to the scale of allowances for underwater swimming equipment should be lodged with the Superintending Naval and Air Store Officer, Sydney or Superintending Victualling Store Officer, Sydney, as requisite.

5. Sea store establishments held by HMA ships and services should be appropriately endorsed to indicate that allowances shown in the Appendixes to this order supersede Admiralty allowances of diving equipment.

6. Navy Order 748 of 1960 is hereby cancelled.

Appendix A.

Allowances of CABA, SSBA and Associated Spare Parts Outfits.

HMA Ships or Services.	*Diving Compressor "60" Complete.*	*Diving Compressor "120" Complete.*	*SSBA C/W 2 No. 60-ft. Hoses and Stowage Box.*	*SSBA (Mod. I) C/W 4 No. 60-ft. Hoses and Stowage Box.*	*Pressure Hose Reel for SSBA C/W Emergency Cylinders.*	*CABA C/W Stowage Box.*
Carriers	2	2	4	4	4	3
Destroyers (all classes) ..	2	—	2	—	1	3
Frigates (all classes) ..	2	—	2	—	1	3
HMAS SWAN ..	1	—	2	—	1	2
HMAS WARREGO ..	2	—	2	—	1	3
HMAS KIMBLA ..	1	—	2	—	1	1
HMAS PALUMA, BASS, BANKS	1	—	2	—	1	2
HMAS WATSON ..	2	2	4	4	4	20
MCDT	1	—	—	2	1	2
MCDU	1	—	—	2	1	2
HMAS TARANGAU ..	1	1	2	2	2	3
HMAS LEEUWIN ..	1	—	2	—	1	2
GMWD	1	—	2	—	1	2
HMAS CERBERUS ..	1	—	2	—	1	2
HMAS ALBATROSS ..	1	—	2	—	1	2
HMAS LONSDALE (for RANR Training) ..	1	—	2	—	1	2
HMAS RUSHCUTTER (for RANR Training)	1	—	2	—	1	2

Notes.—Surface Supply Breathing Apparatus Mod. 1 allowed for use with Diving Compressor "120" is identical with SSBA allowed for use with Diving Compressor "60" except that the Mod. 1 SSBA will be supplied with two extra 60-ft. lengths of hose. Accordingly demands for replacement of SSBA required for use with Compressor "120" should be clearly endorsed "Mod. 1" to ensure that correct number of hoses are supplied.

2. Stowage boxes supplied with SSBA provide for stowage of complete unit, 2 in No. 60-ft. air hoses plus 1 in No. swimsuit, 1 pr. swim fins, 2 in No. lead weight belts and 4 in No. nose clips.

3. Stowage boxes supplied with CABA provide for stowage of complete unit plus 1 in No. swimsuit, 1 pr. swim fins and 1 in No. face mask.

Appendix B.

Spares for Diving Compressor "60".

2	Starter cords	SC–T2	No 2	C
3	Spark plugs	SP–T2	No 4	C
4/13	Check valve plates	CVP–C	No. 2	C
5	Vee belts	CT–B	No. 2	C
6	Air filter element	AF–H	No. 1	C
7	Pressure gauge	PG–MH	No. 1	P
8	Box stowage	—	No. 1	P

Appendix B—*continued.*

Spares for Diving Compressor "120".

10	Starter gears, small	SG–N12–S	No. 1	C
11	Starter gears, large	SG–N12–L	No. 1	C
12	Spark plugs	SP–N12	No. 4	C
4/13	Check valve plates	CVP–C	No. 4	C
14	Vee belts	A38	No. 4	C
15	Air filter element	P16	No. 1	C
16	Pressure gauge	PG–N12	No. 1	P
17	Filter connection hose	FH–N12	No. 1	C
18	Box stowage	—	No. 1	P

Spares for SSBA.

24/37	Couplings, snap on	H4–200	No. 4	P
25	Hose couplings	H4–P135	No. 4	C
20/26	Air hose	H4–SL	No. 2	C
27/44	Diaphrams	D16–5	No. 4	C
28/45	Valve seats	D11	No. 4	C
29/46	Valve springs	D12	No. 4	C
30/47	Clamp rings	CA–DB4	No. 4	C
31/48	Rubber exhausts	D20	No. 2	C
32/50	Mouthpieces with hose ..	D17	No. 2	C
33	Box stowage	—	No. 1	P

Spares for pressurized hose reel for SSBA.

35/54	Reducing valve	CA–BR	No. 1	P
36/61	Pressure gauge	CC–2A	No. 1	P
24/37	Couplings snap-on	H4–200	No. 1	P
38	Air hose to reel	PR–SL	No. 1	C
39	Ring pressure seals	OR–PR	No. 6	C
40	Box stowage	—	No. 1	P

Spares for CABA.

43	Demand valve	CA2–D	No. 1	P
43A	Connecting hose for demand valve	—	No. 1	P
27/44	Diaphragms	D16–5	No. 2	C
28/45	Valve seats	D11	No. 2	C
29/46	Valve springs	D12	No. 2	C
30/47	Clamp rings	CA–BD4	No. 2	C
31/48	Rubber exhausts	D20	No. 2	C
49	Safety strap	D18	No. 2	C
32/50	Mouthpieces	D17	No. 1	C
51	Neck bands	D19	No. 2	C
52	Nylon gasket washer	B–15A	No. 2	C
53	Nylon gasket washer	B–15B	No. 1	P
35/54	Reducing valve	CA–BR	No. 1	P
55	HP seat housing with nylon seat	CA–BR3	No. 1	P
56	HP seat housing gasket washer ..	CA–BR4	No. 2	C
57	Coupling spindle nose seal ..	CA–BR13	No. 1	C
58	Coupling spindle filter gauge ..	CA–BR14	No. 2	C
59	Coupling spindle gasket washer ..	CA–BR15	No. 2	C
60	Tube lock nut sealing gland ..	CA–BR24	No. 2	C
36/61	Pressure gauge	CC–2A	No. 1	P
62	Box stowage	—	No. 1	P

Appendix C.

Ancillary Equipment—Allowances for Use with CABA and SSBA.

Pattern.	Description.	Den.	Allowances per Unit.	Spares per Unit.	Remarks.
	Permanent Items.				
8581/6	Suits, swim				
	or				
N.P.	" Calypso " wet suits ..	—	—	—	*See* Appendix D
3382	Hood—type C	No.	1	—	
8580	Neck seal	No.	1	—	
3417	Ring, neck, non-magnetic ..	No.	1	—	
3418	Band, locking screw type ..	No.	1	1	
3386 or Like	Fins, medium	Pr.	2	2	
—	Mask, dive	No.	1	—	
*	Track, suit	No.	2	—	Victualling stores Sizes as required
*	Shoes, gym.	Prs.	2	—	
*	Socks, divers	Prs.	2	—	
3419	Boot, type 3 with 5-lb. lead sole	Prs.	1	—	
—	Weight belt, quick release ..	No.	1	—	
—	Weights, lead, 2½-lb... ..	No.	10	—	
—	Knife, " Puma-Werk " ..	No.	1	—	
111	Belts, leather for knife ..	No.	1	—	
—	Case for knife, " Puma-Werk "	No.	1	—	
3393	Lead, 5-lb. for boots ..	Pr.	—	1	
8579 or Like	Outfit repair for swim suit ..	No.	1	—	
3813	Mandril for testing	No.	1	—	
	Consumable Items.				
25A	Rings, wrist	No.	2	2	
3595	Strap, waist, complete with buckle	No.	1	—	
3596	Neck, rubber	No.	—	1	
3597	Cuffs	No.	—	1	
3394	Valve, tongue	No.	—	1	
1466	Clips, nose	No.	2	2	

Appendix C—*continued.*

Suits, Swim " 2-way Stretch (Dry) " and Calypso Wet Suits—Allowances.

Two types of swim suits are now available for issue to ships—a " dry " suit which replaces the Pattern 3380 suit and is designed to be a far tighter fit about the diver than hitherto possible, and also a wet suit.

2. The Pattern 8581/6 Dry Suit is supplied in six sizes with Pattern 8581 being the smallest. On qualifying " diver " each may will be told the size of suit best meeting his requirements.

3. The " Calypso " Wet Suit consists of a shirt, pants, boots and hood and is supplied in three sizes, e.g.—

Symbol.	*Chest.*	*Height.*
Medium	35–38-in.	5 ft. 4 in.–5 ft. 8 in.
Large	37–40-in.	5 ft. 7 in.–5 ft. 10 in.
Extra large	39–43-in.	5 ft. 9 in.–6 ft. 1 in.

4. Ships and establishments demanding these suits must demand each item separately.

Appendix D.

Ship or Establishment.	*Pattern 8581/6 Series Dry Suit.*	*Calypso Wet Suit Complete.*
HMAS MELBOURNE	6	6
HMAS SWAN	2	2
HMAS KIMBLA	2	2
HMAS PALUMA	2	2
HMAS BASS	2	2
HMAS BANKS..	2	2
HMAS TARANGAU	4	4
HMAS CERBERUS	3	3
HMAS ALBATROSS	3	3
HMAS LEEUWIN	4	4
HMAS WARREGO	4	4
HMAS LONSDALE (for RANR Training) ..	3	3
HMAS RUSHCUTTER (for RANR Training) ..	3	3
HMAS WATSON (Trg. 30, MCDT 10, MCDU 6) ..	46	46
GMWD	4	4
Destroyers (all classes)	4	4
Frigates (Type 12 and 15)..	4	4
Frigates (River Class)	3	3

(DNAS 512/74/12.)

(*Navy Order* 748 *of* 1960.)

UNCLASSIFIED.

404.—Naval Stores (General) (Class E, Group 6)—Potassium Chromate, Pattern E6/682—Withdrawal.

(*AFO* 47/1961.)

Admiralty has advised that it is no longer possible to obtain supplies of Potassium Chromate, Pattern E6/682, and the few remaining services which use this chemical should, in future, draw Potassium Chromate, Pattern E6/108A (in bottles containing 250 half gr. soloid).

2. Stock held of Pattern E6/682 will, however, continue to be issued until expended.

(DNAS 512/76/40.)

With reference to Navy Order 1094 of 1959, Navy Orders 280 to 359 of 1959 are now over two years old and may be disposed of.

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar

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C.N.O.'s 405-421/61.

JM

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
7th June, 1961.

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

By direction of the Naval Board.

Thos. J. Hawkins

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

RESTRICTED.

4252/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

405.—Aircraft Ejection Seats—Revision of Trade Responsibilities.

Navy Order 244 of 1961 is to be amended as follows—

Appendix—

(*a*) Under sub-heading *Object of the Course*, line 3, *delete* the words " primary inspections " and *insert* in lieu the words, " Maincheck 2 ".

(*b*) In paragraph 4, line 2, *delete* the words " primary inspection " and *insert* in lieu the words " Maincheck 2 ".

(DAMR 1313/51/5.)

(*Navy Order* 244 *of* 1961.)

UNCLASSIFIED.

406.—Medical—Disinfection and Disinfestation Procedure.

As the result of advances in knowledge in the methods and 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, streptococcal 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 DDT 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.

9. Navy Order 619 of 1959 is hereby cancelled.

(MDG 327/53/3.)

(*Navy Order* 619 *of* 1959.)

UNCLASSIFIED.

407.—Payment of Claims for Medical, Hospital and Dental Treatment from Civil Sources.

With reference to Naval Account Regulations and Instructions, Article 73, processing and payment of claims for medical, dental and hospital treatment of members of the Permanent Naval Forces received from civilian sources, other than through Repatriation Department, are in future to be arranged by the Supply Officer of the ship or establishment in which the member is borne for pay. In the case of such claims arising out of a motor car or other road accident, payment is subject to the prior approval of the Naval Board.

2. Payment of claims by the Repatriation Department for in-patient and out-patient treatment is to be arranged by the following authorities—

New South Wales ..	.. Supply Officer, HMAS PENGUIN.
Victoria	.. Supply Officer, HMAS LONSDALE.
Western Australia ..	.. Supply Officer, HMAS LEEUWIN.
Other States ..	.. Naval Officer-in-Charge.

3. To enable repatriation claims to be checked, a return as per pro-forma appended, showing details of in-patient and out-patient attention received from repatriation institutions or specialists, is to be rendered monthly by the Commanding Officer of HMA ship concerned to the appropriate paying authority as above—

Name of member.	*Rank or rating.*	*O.N.*	*Name of hospital or specialist.*	*Dates of admission or appointment.*	*Date of discharge.*

4. The procedure to be followed in relation to members left behind in hospital on ship sailing is prescribed in NAR and I, Article 129.

5. Naval Account Regulations and Instructions Article 73 (or Navy Accounts Manual) will be amended in due course.

(DNA 201/52/7.)

Section 2.
PERSONNEL.

UNCLASSIFIED. Cancelled vide CNO 394/63

408.—Aviation Risk—Life Assurance Policies.

Further to Navy Order 171 of 1960 the following information is promulgated for the guidance of non-flying personnel who may, in the course of their duties, be called upon to fly in service aircraft other than as a member of the crew.

2. The Life Offices' Association for Australasia has advised that the present practice of member offices regarding the aviation risk clause in assurance policies is as follows—

(*a*) Life assurance policies are issued to non-flying service personnel free of any Aviation Condition; or

(*b*) Any Aviation Condition which is contained in new or existing life assurance policies on the lives of non-flying service personnel will be deemed to be waived in respect of passenger flying whilst on duty as non-flying service personnel.

3. In respect of the above it should be noted that—

(*a*) Flying personnel include pilots and other air crew (including senior air officers and pilot or aircrew trainees). Non-flying personnel include Naval aviation or Air Force ground or administrative personnel and other Army and Navy personnel. Some Member Offices regard paratroopers as flying personnel whereas others rate them on a separate service risk schedule.

(*b*) The freedom or waiver will not necessarily apply to cases where an intention to engage in service flying as pilot or aircrew and/or in private civil flying is or was indicated by the proponent at the time of issue of the policy unless, of course, an appropriate additional premium is being or will be paid to cover the risk.

(*c*) The freedom or waiver will not necessarily apply to temporary assurances and will not usually apply to accident or disability benefits.

(*d*) In the case of some policies a war clause is or will be included or an extra premium is being or will be paid to cover the war risk. Usually these cases are those where the life assured was proceeding or is likely to proceed to an area in which hostilities were or are taking place, or where the sum assured is above certain limits.

4. Members of the RAN who may be concerned in this matter are recommended to ascertain in writing from their own particular insurers the effect of the above provisions in so far as they relate to existing policies.

5. This order will be re-printed for posting on notice boards.

(HPB 271/1/17.)

(*Navy Order* 171 *of* 1960.)

UNCLASSIFIED.

409.—Living out Away from Home Allowance—Members unable to obtain Family Accommodation at New Locality.

In future a married member who applies for Living Out Away from Home Allowance, under instructions 65/2 (2) (*a*) and 65/3 (*a*) of Interim Pay Instructions, because of his inability to obtain accommodation for his family at the new location, will not be required to produce evidence regarding his search for accommodation to qualify for payment of the allowance during the first 30 days of the period of eligibility. Other conditions of payment of this allowance are not varied.

2. These provisions have been approved following consideration of several cases where the members concerned have been unable to secure accommodation for their families until after commencing duty at the new locality but either bought a house or obtained furnished or unfurnished premises within a short period after arrival and this approval is intended primarily to assist such members.

3. The provisions of this order apply only in cases where a removal to the new locality has been approved. Where the member does not apply for a removal the normal provisions in IPI will apply.

4. Applications for Living Out Away Allowance under this order may be made immediately after commencing duty at the new locality.

5. The application should be accompanied by a statement from the member showing details of his efforts or proposed efforts to secure accommodation for his family. The application and statement from the member are to be accompanied by a recommendation from the Captain to assist the Naval Board in deciding the bona fides of the claim.

6. Applications should be processed as quickly as possible to enable early payment to be made in these cases.

7. Where an application has been approved under this order, payment may be made fortnightly in arrears.

8. Where the period of eligibility extends beyond 30 days, a new application in accordance with Interim Pay Instructions, instructions 65/2 (2) (*a*) and 65/3 (*a*) is to be submitted.

9. Where a member is paid Living Out Away from Home Allowance, this does not affect his eligibility for Temporary Rental Allowance in respect of a subsequent period.

10. The provisions of Interim Pay Instructions referred to will be amended and should be noted accordingly.

(HPB 252/8/21.)

RESTRICTED.

410.—Officers—Seamen—Training of Officers in the Navigation and Direction Branch.

(*AFO* 2468/1960.)

The Naval Board have decided, as a result of the decision that HMAS MELBOURNE is to remain in commission after 1963, that the " D " sub-specialization is to be retained in the Royal Australian Navy.

2. The arrangements for training officers in the Navigation and Direction Branch are as follows—

General List Officers.

3. Officers selected for the ND branch will undergo a common ND course to be followed immediately by the N or the D course. The syllabus for the common ND training is confined to subjects required by both Navigating and Direction officers.

4. On qualifying, officers will be known by the short title (N) or (D).

5. After suitable sea experience (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 N's and D's work together during their advanced training.

6. An outline of the common ND and subsequent N and D courses, and of the advanced N+ and D+ courses, are contained in the Appendix to this order.

(SD) (PR) Officers.

7. In order that (SD) (PR) officers may be fitted to shoulder the wider responsibilities now required of them, the scope of their qualifying course has been enlarged to include both interception training and astronomics. The standard (SD) (PR) qualifying course will include one weeks synthetic interception training, and those candidates who show aptitude will receive a further four weeks live interception training as a post graduate course after qualifying (SD) (PR). Officers who successfully complete this course will be designated (SD) (PR) (*d*).

8. It is intended suitable (SD) (PR) and (SD) (PR) (*d*) officers should be eligible to qualify (N) or (D) subject to recommendation. Commanding Officers may forward recommendations for (SD) (PR) officers to qualify (N) or (D) provided the officer concerned—

(*a*) has obtained a certificate of competency and a watchkeeping certificate,

(*b*) has completed eighteen months sea service as an (SD) (PR),

(*c*) if being recommended for (N) has been awarded an ocean navigation certificate as laid down for General List Officers in Navy Order 1077 of 1959.

9. Recommendations should be forwarded to the Secretary, Department of the Navy. (SD) (PR) officers are no longer required to obtain a certificate to say they are " competent to undertake navigating duties in a destroyer or frigate " and the title (PR+) is abolished.

10. (SD) (PR) and (SD) (PR) (*d*) officers selected to qualify in Navigation or Direction will undergo the N or D courses with the General List candidates, preceded by the common ND courses, but those officers who have already qualified (*d*) will receive less live interception training during the D course than those who have not.

" d " Officers.

11. Officers who have qualified " d " and who later sub-specialize as Direction Officers will undergo the common ND course and about two weeks interception refresher training. It will be not necessary for these officers to undergo the full D course.

Qualifications.

12. The main aims of the training outlined above will be to produce GL and SD Officers capable of carrying out the duties as follows—

(*a*) (N) On first qualifying—
- (i) Navigating Officer and AIO officer of a private destroyer and 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 Class Destroyer.
- (ii) 2nd Navigating officer of a Carrier and ORO in a Carrier at cruising stations.

(*c*) (D) On first qualifying—
Intercept officer and other AIO duties in a Carrier, AD Frigate or other small ship fitted with aircraft direction facilities.

(*d*) (D) After Sea Experience—
- (i) Direction officer and AIO officer of an AS Frigate or other small ship fitted with aircraft direction facilities.
- (ii) More important AIO 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*) (SD) (PR)—
- (i) Intercept Officer and other AIO duties in Carriers.
- (ii) AIO Officers and Aircraft Direction Duties in small ships.

13. Navy Order 966 of 1960 is hereby cancelled.

APPENDIX.

COURSES TO BE TAKEN BY GL AND SD OFFICERS QUALIFYING IN THE ND BRANCH.

1. *GL Officers*—

(*a*) *ND Common Course*—

Radar	4 weeks.
AIO/Helicopter Direction	6 weeks.
Communications	1 week.
Fleetwork	2 weeks.
JASS, Londonderry	2 weeks.
Met.	1 week.
	16 weeks.

(*b*) *N Course*—

Navigation	14 weeks.

APPENDIX—*continued.*

(*c*) *D Course*—

Radar	1 week.
Aircraft Direction and Interception Training	8 weeks.
Air Station visits	2 weeks.
	11 weeks.

(*d*) *N+ Course*—

Radar/AIO	2 weeks.
Fleetwork/Communications	2 weeks.
War Game	1 week.
Navigation	2 weeks.
Sea Time	2 weeks.
	9 weeks.

(*e*) *D+ Course*—

Radar/AIO	2 weeks.
Fleetwork/Communications	2 weeks.
War Game	1 week.
A/D Tactics	3 weeks.
	8 weeks.

2. *SD Officers*—

(*a*)

School	6 weeks.
Radar	2 weeks.
AIO	3 weeks.
Communications	1 week.
Fleetwork	1 week.
Navigation	7 weeks.
Air Station visit	1 week.
Synthetic Interception Training	1 week.
Seamanship	2 weeks.
	24 weeks.

(*b*) *(SD) (PR) Post Graduate (d) Course*—

Live Interception Training	4 weeks.

(*c*) *(SD) (ND) Common N, D, N+ and D+ Courses*—
(SD) (PR)'s will qualify with GL officers in appropriate ND. Common, N, D, N+ and D+ Courses, as in paragraph 1 above.

(DOA 312/203/48.)

(*Navy Orders* 1077 *of* 1959 *and* 966 *of* 1960.)

UNCLASSIFIED.

411.—Ratings—Advancement—Standardization of Basic Dates.

As from 1st July, 1961, the basic dates for advancement in the Electrical, Musician, Regulating and Cook branches will be the last day of the quarter in which passed professionally for the higher rate.

2. Ratings who pass on re-examination will have a basic date, two months subsequent to that which would have been the basic date had they passed at the first attempt.

3. Where ratings are unable to appear before an examining Board or undergo a course for reasons beyond their control the cases are to be referred to the Naval Board for a decision regarding their basic dates.

4. The basic dates for advancement purposes have now been standardized to the last day of the quarter or half-year in which passed professionally. Exceptions to this rule are—

(*a*) Artificer and Artisan branches which use the " Points System ";
(*b*) Air branch; this will be reviewed at a later date;
(*c*) Where there is no professional qualification for advancement to the chief rate, basic date for advancement to that rate will remain seniority as a a Petty Officer.

5. ABR 10 will be amended.

(HPB 316/4/13.)

UNCLASSIFIED. Cancelled vide ONO 223/63

412.—The International Corporation of Secretaries—Concessions to Officers of the RAN.

The International Corporation of Secretaries is a professional body of Public Secretaries, Secretaries of Companies and Public Bodies.

2. To assist officers of the Royal Australian Navy in following a secretarial career on retirement from the Service the General Council of the Corporation has decided to grant them exemption from the Preliminary and Intermediate examinations. This concession applies to all officers of the Royal Australian Navy.

3. Upon registration as students officers may sit for the final examination for admission to the Corporation. The examination covers the following subjects—

Accountancy.
Secretarial Practice.
Company Formations and Administration.
Law, Conduct and Procedure at Meetings.
Commercial Law.

4. Further information regarding registration, subjects, and examinations may be obtained from the representatives of the Corporation in each capital city.

(DGS 108/1/28.)

UNCLASSIFIED. Cancelled 126/63

413.—Training—First Aid Training for Naval Personnel.

Instructions concerning the medical organization for action in HMA ships are laid down in BR 2170—ABCD Handbook.

2. The character of modern warfare and the medical organization for action demand that all officers and men of the RAN shall have a basic knowledge of First Aid.

3. This order sets out the lines on which, in future, First Aid training is to be given in the RAN.

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 BR 25 " First Aid in the RN " should be demanded as necessary through the usual channels.

11. Navy Order 538 of 1959 is 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, mouth-to-mouth 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.
Test—Oral and Practical—50 per cent. required to pass.

(MDG 312/253/3.)

(*Navy Order* 538 *of* 1959.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

414.—Equipments, Machinery and Pipe Systems—Protection from Dirt when Opened up for Repair or Inspection—Use of Polythene Sheeting.

(*AFO* 618/1961.)

The need for scrupulous cleanliness when machinery, equipments and pipe systems are opened for inspection or repair cannot be emphasized too strongly.

2. In order to achieve the standard required, it has been decided that polythene transparent plastic sheeting should be used when appropriate for covering opened machinery and pipe systems.

3. A suitable quality is held by Naval Stores as Pattern 5989 and should be demanded as required.

4. Blank flanges should continue to be used on pipe systems that are opened for an extended period and during transport of pipes.

(DME 514/62/79.)

RESTRICTED.

415.—Fire Control—Flyplane Electric Predictor Systems, Marks 2 and 3—Modification No. AN 4.

(*a*) *Authorities concerned* .. Ships and establishments so fitted and Gunnery Equipment Depots.
(*b*) *Equipment concerned* .. RCU Mk. 2.
(*c*) *Purpose of modification* .. To prevent the drive slipping when the range gear is rapidly brought on the stops.
(*d*) *Nature of modification* .. Where not already fitted, a redesigned coupling is to be fitted in the drive to the phase adjusting unit.
(*e*) *Drawings* .. .. DNO 6899 and 6899A.
(*f*) *When to be done* .. As convenient.
(*g*) *By whom to be done* .. Dockyards.

(DW 737/253/23.)

UNCLASSIFIED.

416.—Naval Stores (Air)—Aircraft Survival Equipment—Inspection of, and Accounting for, Complete Sets during Transit.

The action to be taken in regard to accounting and inspection of Sea Venom and Vampire survival equipment when being transported as complete aircraft sets (i.e., parachute, emergency oxygen set and dinghy pack) is detailed in the following paragraphs.

2. Transport of complete sets of survival equipment should only be necessary in the following instances—

(*a*) When being returned to the RAN Air Station, Nowra, after removal from an aircraft which has been flown into De Havillands, Bankstown, from either HMAS MELBOURNE or the RAN Air Station, Nowra for repair or overhaul.

(*b*) When being forwarded to De Havillands, Bankstown, from the RAN Air Station, Nowra, for use in an aircraft to be ferried to the RAN Air Station, Nowra.

3. When an aircraft is forwarded direct to De Havillands by HMAS MELBOURNE by means other than flight, the survival equipment removed from the aircraft is to be dealt with as follows—

(*a*) *Parachute and Emergency Oxygen Set.*—May be retained in the ship or returned to the Air Store Depot, Randwick, depending upon stock levels at the time.

(*b*) *Dinghy Pack.*—The dinghy pack, which also contains Victualling, Medical and Armament Stores, is not to be returned to the Air Store Depot, Randwick, in a complete form. If not required by the ship as a pack, the pack is to be broken down and the component parts absorbed into the ship's stock or returned to the relevant Store Depot as appropriate.

4. When being transported in the circumstances referred to in paragraph 2 above the survival equipment is to be packed in the one case, clearly marked with the number of the aircraft from which it has been removed, or for which it is supplied, and the items are to be invoiced as follows—

Description.	*Reference No.*	
	Sea Venom.	*Vampire.*
Parachute	15A/776	15A/779
Emergency Oxygen Set	6D/1646	6D/1640
Dinghy Pack Complete	27C/NIV	27C/NIV

5. The Air Store Depot, Randwick, will only act as a transit agent in respect of equipment transferred in the circumstances referred to in paragraph 2, and the only inspection by the Directorate of Quality Control will be to ensure that major items are present in accordance with paragraph 4 and that the Dinghy Pack is sealed as required by RANAMO/General/Q29.

6. The dinghy packs are to be kept sealed at all times, except during repair and periodical inspection. If any packs are found to be unsealed or show signs that the seal has been tampered with, the contents are to be checked immediately against the Dinghy Log Card, form AA49, and any deficiencies investigated and reported to the appropriate authority.

7. ABR 4 will be amended.

(DNAS 603/77/288.)

UNCLASSIFIED.

417.—Naval Stores (Technical) (Class F, Groups 1A, Part 2 and 17)—Asdic Transducers—Periodic Return for Overhaul and Test—Care and Preservation.

Navy Order 231 of 1961 is to be amended as follows—

Paragraph 3.

Delete the second sentence and *insert* in lieu—

" Transducers returned by Yards and Depots should be depreciated in value by D68 action and transferred to repairable ledger charge before they are forwarded."

(DNAS 517/51/190.)

(*Navy Order* 231 *of* 1961.)

UNCLASSIFIED.

418.—Naval Stores (General)—Light Jackstay Storing Rig—Snatch Blocks.

Steel Snatch Blocks, Pattern 5219 or 5220A, were issued as an interim measure in lieu of Wooden Snatch Blocks, Pattern 331, to replace Non-Snatch Blocks, Pattern 243, for the lead of the inhaul and outhaul of the light jackstay.

2. Stocks of Pattern 331 are now available from the SNSO, Sydney.

(DNAS 505/87/291.)

UNCLASSIFIED.

419.—Naval Stores (General) (Class F, Group 1C, Part 5)—Electric Floor Polishing Machines for HMA Ships and Establishments—Supply of Spare Parts for Maintenance of Machines.

Navy Order 125 of 1960 is to be amended as follows—

(*a*) *Paragraph* 10.

(i) After " Oil seals " insert " Armature .. .. 1 No.".

(ii) In remarks column *delete* existing entry and *insert* " For each 3 or part thereof machines carried ".

(*b*) *Paragraph* 12*b*.

After " Ball bearings, roll top for motors .. .. 2 No." *insert* and include in bracket " Armature .. .. 1 No.".

(*c*) *Paragraph* 14. (*See* Navy Order 162 of 1961.)

(i) After " Driving chain .. .. 1 No." *insert* " Armature .. .. 1 No.".

(ii) In remarks column *delete* existing entry and *insert* " For each 3 or part thereof machines carried ".

(DNAS 518/57/14.)

(*Navy Orders* 125 *of* 1960 *and* 162 *of* 1961.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

420.—Abolition of Established Forms.

(*AFO* 2848/1960.)

The following established forms have been abolished—

Form M31, Part 1*b*—Quarterly Account of Daily Issues (Officer Patients).
Form M32—Quarterly Record of Receipts of Provisions.
Form M91—Extra Issues . . . . . (Book).
Form S1419—Naval Armament Store Ledger (Aircraft Store) (Gunwharf).
Form S1423—Gunners' Naval Armament Store Ledger.
Form S1423 (1)—Ordnance BL 15-in. Mark 1.
Form S1423 (2)—Ordnance BL 14-in. Mark 7.
Form S1423 (3)—Ordnance BL 6-in. Marks 23 and 23*.
Form S1423 (4)—Ordnance QF 5.25-in. Mark 1.
Form S1423 (5)—Ordnance QF 4.7-in. " G " Marks, 9**, 9a**, 9b**.

Form S1423 (6)—Ordnance QF 4.7-in. Mark 11.
Form S1423 (7)—Ordnance QF 4.7-in. Marks 12–12* and 12b.
Form S1423 (8)—Ordnance QF 4.5-in. Mark 3.
Form S1423 (9)—Ordnance QF 4.5-in. Mark 4.
Form S1423 (10)—Ordnance QF 4.5-in. Mark 5.
Form S1423 (11)—Ordnance QF 4-in. Marks 5–5c.
Form S1423 (12)—Ordnance QF 4-in. Mark 16x.
Form S1423 (13)—Ordnance QF 3-pr. Hotchkiss and 3-pr. sub-calibre.
Form S1423 (14)—Ordnance QF 6-pr. Sub-calibre.
Form S1423 (15)—Ordnance QF 2-pr. Sub-calibre.
Form S1423 (16)—Ordnance QF 2-pr. Marks 8–8w.
Form S1423 (17)—Guns, Machine, 20-mm. Oerlikon.
Form S1423 (20)—Spare Ledger Pages, without printed heading.
Form S1423f—Torpedo Store and Paravane Ledger.
Form S1423g—Naval Armament Ledger (Spare Sheet).

(DNAS 464/51/16.)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED.

421.—Captain Cook Graving Dock, Sydney—Conditions, Docking and Associated Charges and Docking Instructions.

Navy Order 102 of 1961 is to be amended as follows—

Appendix D—

(*a*) *Paragraph* 22—

In the last sentence *delete* the morse interpretation "(— . —)" and *insert* in lieu "(— . — .)".

(*b*) *Paragraph* 45—

Delete the existing paragraph and *insert* in lieu—

"45. When undocking the responsibility for the conduct of the movement is to pass from the Dockmaster to the Pilot at the time the first tug movement is ordered."

(DOD 1426/51/3.)

(*Navy Order* 102 *of* 1961.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
8th June, 1961.

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

By direction of the Naval Board.

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

4253/61.

UNCLASSIFIED.

422.—Books—Distribution of Non-accountable Publications during April, 1961.

The non-accountable publications, amendments to AP's miscellaneous publications, &c., and AFO "SC" Series contained in the appendix to this order, have been distributed to ships and services during April, 1961.

2. Article 2518 of ABR 4 is relevant.

3. Copies of AFO "P" Series amendments and AP 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 Article 2518 (7) of ABR 4.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date.*
Aeroplane	20th January, 1961.
Aeroplane	27th January, 1961.
Aeroplane	3rd February, 1961.
Aeroplane	10th February, 1961.
Aircraft	Volume 40, No. 6, March, 1961.
Aircraft	Volume 40, No. 7, April, 1961.
Flight	27th January, 1961.
Joint Services Recognition Journal	Volume 15, No. 12, December, 1960.
Journal of the R.N. Medical Service	Volume XLVI, No. 4, Autumn, 1960.
Maritime Board Year Book, 1960	(*a*) Home Trade Hours Agreement: Section B: Senior Officers Leaflet (Pages 36 to 41).
Maritime Board Year Book, 1960	(*b*) North East Coast (Firth to Tees), South Wales and Humber Ports "Loading Watch" Agreement Leaflet (Pages 41 to 44).
United Nations Review	Volume 8, No. 2, February, 1961.

AMENDMENTS TO B.R.'s, ETC.

B.R. No.	*Amendment No.*
A.B.R. 9	Supplement dated April, 1961.
B.R. 70/1960	Supplement, December, 1960.
B.R. 125/1960, Volume 1	Supplement No. 8, dated February, 1961.
B.R. 125/1960, Volume 1	New Entries No. 8, dated February, 1961.
B.R. 178	Amendment No. 1.
B.R. 226B (66)	3.
B.R. 268 (62)	5.
B.R. 292	Australian Amendment No. A.N. 1.
B.R. 333 (1)	Amendment No. 13.
B.R. 333 (2)	Amendments Nos. 63, 64 and 65.
B.R. 575 (4) M	Amendment No. 1.
B.R. 664	Amendments Nos. 44 and 45.
B.R. 763, Volume 2, 6th Edition, dated 31st March, 1959	Supplement No. 6.
B.R. 819 (1), R.N.A.S. Part 1	Amendment No. 19.
B.R. 819 (2), R.N.A.S. Part 2	25.
B.R. 1159	15.
B.R. 1245 (43) (1)	10.
B.R. 1203 (3)	2.
B.R. 1625/55	6.
B.R. 1806/1958	1.
B.R. 1834 (49)	19.
B.R. 1837 (8), Division M, Section MB	11.
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B.R. 2047B (1)	1.
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B.R. 2050 (369)	Australian Amendment A.N. 2.
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B.R. 2050 (641)	Australian Amendment A.N. 3.
B.R. 2050 (653)	Australian Amendment No. 1.
B.R. 2050 (653)	Australian Amendment A.N. 2.
B.R. 2050 (653)	Australian Amendment A.N. 3.
B.R. 2050 (656)	Australian Amendment No. 1.
B.R. 2062 (1)	Amendment No. 5.
B.R. 2062 (2)	6.
B.R. 2125 (3)	9.
B.R. 1225 (8)	6.
B.R. 3000	1.
B.R. 3000	Errata to Amendment 1.
Instructions for the Fleet Air Arm	Amendment No. 3.

AMENDMENTS TO B.R.'S, ETC.—*continued.*

B.R. No.	*Amendment No.*
List of Propellant Lots Accepted for Naval Service	Amendment No. 13.
N.A.M.A.N.	Volume 16, N.2181–N.2192, 28th February, 1961.
Services List of Preferred Valves	*See* Attached List.

SERVICES LIST OF PREFERRED VALVES.

T.V.C. Information Sheet No. 9 dated September, 1960 ..	20 No.	C.V.'s dated 16.9.60.
T.V.C. Information Sheet No. 10 dated September, 1960 ..	20 No.	
Issue 1A dated 1.6.60 (CV.4082)	20 No.	
Data Sheets (Pages 1–9) (CV.4082)	20 No.	
Issue 1 dated 2.5.60 (CV.7066)..	20 No.	
Amdt. No. 1 to Issue 7 dated 18.8.59 (CV.429)	20 No.	
Amdt. No. 1 to Issue 3 dated 21.4.59 (CV.2299)	20 No.	
Amdt. No. 1 to Issue 1 dated 16.6.59 (CV. 7021–5) ..	20 No.	
Amdt. No. 1 to Issue 1 dated 11.2.60 (CV.7083–86) ..	20 No.	C.V.'s dated 15.11.60.
Mounting Position for Valves in the S.L. of P.V. Sheet dated May, 1960	20 No.	
Amdt. No. 2 to Issue 4, dated 13.9.57 (CV.2160).. ..	20 No.	
Issue 2, Reprint A, 6.7.60 (CV.3521)	20 No.	
Issue 2 dated 24.8.60 (CV.4504)	20 No.	
Application Data (CV.4504)	20 No.	
Issue No. 1 dated 15.8.60 (CV.7110)	20 No.	
Amdt. No. 1 to T.V.C. Information Sheet No. 9 dated September, 1960	20 No.	
Amdt. No. 1 to Issue 6 dated 6.6.52 (CV.391)	20 No.	
Amdt. No. 1 to Issue 1 dated 15.1.60 (CV.7062–65) ..	20 No.	
Amdt. No. 1 to Issue 1 dated 2.5.60 (CV.7077–79) ..	20 No.	
Issue No. 4 dated 31.3.60 (CV.442)	19 No.	C.V.'s dated 15.7.60.
Issue 2 dated 1.7.59 (CV.2453)..	19 No.	
Issue 3 dated 1.1.60 (CV.2519)..	19 No.	
Issue 1 dated 4.1.60 (CV.7061)..	19 No.	
Issue 1 dated 2.5.60 (CV.7077–79)	19 No.	
Issue 1 dated 10.5.60 (CV.7090–98)	19 No.	
Issue 1 dated 10.5.60 (CV.7099–7106)	19 No.	
Amdt. No. 2 to Issue 1 dated 21.1.55 (CV.2341)	19 No.	
Amdt. to Numerical List of Vol. 2, January, 1960, S.L.P.V.	19 No.	
Amdt. No. 1 to Issue 4 dated 13.9.57 (CV.2160)	19 No.	
Amdt. No. 1 to Issue 2 dated 19.11.58 (CV.2302) ..	19 No.	
Amdt. No. 1 to Issue 2 dated 3.7.58 (CV.4061)	19 No.	
Amdt. No. 3 to Issue 1 dated 8.1.57 (CV.4070)	19 No.	
Appendix 1 to K.1007 dated 26.2.60	20 No.	C.V.'s dated 13.5.60.
Issue No. 2A dated 18.2.60 (CV.389)	20 No.	
Issue No. 1 dated 21.1.55 (CV.2341)	20 No.	
Issue 1 dated 11.12.59 (CV.6007)	20 No.	
Issue 1 dated 7.12.59 (CV.6022)	20 No.	
Issue 1 dated 28.10.59 (CV.7051–53)	20 No.	
Issue 1 dated 18.12.59 (CV.7054)	20 No.	
Issue 1 dated 15.1.60 (CV.7062–65)	20 No.	
Issue 1 dated 31.12.59 (CV.7067–73)	20 No.	

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Issue 1 dated 18.1.60 (CV.7080–82)	20 No.	C.V.'s dated 13.5.60.
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Amdt. No. 2 to Issue 2 dated 26.5.53 (CV.2128)	20 No.	
Amdt. "C" to Issue 2 dated 24.6.54 (CV.2318)	20 No.	
Amdt. No. 1 to Issue 1 dated 21.1.55 (CV.2341)	20 No.	
Amdt. No. 1 to Issue 2 dated 1.7.59 (CV.2453)	20 No.	
Amdt. No. 1 to Issue 1 dated 12.5.59 (CV.3946)	20 No.	
Amdt. No. 2 to Issue 1 dated 8.1.57 (CV.4070)	20 No.	
Amdt. No. 1 to Issue 1 dated 5.11.58 (CV.4080)	20 No.	
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Amdt. No. 1 to Issue 5 dated 17.8.59 (CV.448)	20 No.	
Amdt. No. 1 to Issue 1 dated 1.10.59 (CV.7056/57/58) ..	20 No.	
Amdt. No. 1 to Issue 1 dated 1.10.59 (CV.7059–60) ..	20 No.	

DISTRIBUTION OF A.F.O. "S.C." SERIES.

Publication.	*"S.C." No.*
B.R. 1971	S.C. 3/61, Correction No. 11.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
113	A.L. 167.
1086, Book 7 (2nd Edition)	A.L. 125.
1086, Book 9 (2nd Edition)	A.L. 142 and 143.
1086, Book 12, Part 1 (2nd Edition) ..	A.L. 192 and 193.
1086, Book 12, Part 2 (2nd Edition) ..	A.L. 14.
1086, Book 13 (2nd Edition)	A.L. 149.
1086, Book 15 (2nd Edition)	A.L. 174 and Errata, 175, 176 and 177.
1182C (N), Vol. 1	A.L. 23.
1182D, Vol. 1 and 6	A.L. 77 and 78.
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1275A, Vol. 1, Section 21	A.L. 32.
1275A, Vol. 1, Section 25	A.L. 12.
1275G, Vol. 1	A.L. 71.
1464G, Vol. 1	A.L. 168.
1803C, Vol. 1	A.L. 57.
1803D, Vol. 1, Book 4	A.L. 96.
1803P, Vol. 2, Part 3	A.L. 17.
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3282	A.L. 14 and 15.
4117B, Vol. 1 and Vol. 6	A.L. 37 and 38.
4269C, Vol. 5, Part 2 (N), Issue 3 ..	A.L. 9.
4282A, Vol. 1	A.L. 75.

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A.P. No.	*A.L. or Leaflet.*
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4288, Vol. 1, Part 1	A.L. 62.
4288, Vol. 1, Part 2 and Vol. 5	A.L. 90.
4303E, Vol. 1	A.L. 62.
4340, Vol. 1, Book 1	A.L. 26.
4340, Vol. 1, Book 2	A.L. 49.
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4343C, Vol. 1, Book 2	A.L. 53 and 54.
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4343S, Vol. 1	A.L. 94, 95, 96 and 97.
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4515N, Vol. 3, Part 1, Section 2 (3rd Edition)	A.L. 2.
4602A, Vol. 1	A.L. 33.
4737A, Vol. 1 and 6	A.L. 14, 15 and 16.
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A.P. (N) 400 (G.A.)	A.L. 16.
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A.P. (N) 1024, Vol. 4, Part 6	A.L. 7.
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N.A.M.O. Engines	STI/Avon/Index (30.11.60) STI/Avon/16A (29.11.60) STI/Avon/20 (29.11.60) STI/Avon/31 (Issue 2) (29.11.60) STI/Ghost/18 (29.11.60) SI/Avon/12A (29.11.60) SI/Avon/15C (29.11.60).
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N.A.M.O. Westland Whirlwind	A.15 (Issue 2) (12.12.60) STI/70 (21.11.60).
R.A.N.A.M.O. Ejection Seat	16 (February, 1961).
R.A.N.A.M.O. Gannet	A.30 (February, 1961).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
R.A.N.A.M.O. General	A.L. 20 A.37 (February, 1961) I.57 (February, 1961) I.58 (March, 1961) R.77 (March, 1961) SI/Elect./RAN. 8 (February, 1961).
R.A.N.A.M.O. Ghost	11 (January, 1961).
R.A.N.A.M.O. Sea Venom	A.44 (February, 1961) STI/RAN. 78 (March, 1961).
R.A.N.A.M.O. Vampire Trainer	STI/RAN. 51 (March, 1961).
Air Clues	December, 1960.
Air Pictorial	December, 1960.
D.C.A. Publication No. 6	A.L. 1.
D.C.A. Aeronautical Information Publications	AUS-RN Charts Nos. 1 and 2 and Terminal Charts for Adelaide, Canberra, Hobart, Launceston, Melbourne and Sydney (1.2.61). C.O.M. (A.L. 31) General (A.L. 39) M.A.P. (A.L. 2) R.A.C./2 (A.L. 40) R.A.C./3 (A.L. 30).
D.C.A. Aviation Safety Digest	No. 24 (December, 1960).
R.A.F. Flight Information Publications Terminal Approach Procedure Charts	A.L. 20 to T.A.P. Check List (1.8.60) A.L. 21 to T.A.P. Check List (1.8.60).
R.A.A.F. Summary of Defects	Quarter Ending 31.12.60—S.N. 4/60.

LLOYDS SHIPPING INDEX.

Lloyds Shipping Index	4th April, 1961.
Lloyds Shipping Index	10th April, 1961.
Lloyds Shipping Index	17th April, 1961.
Lloyds Shipping Index	24th April, 1961.

(DNAS 465/57/215.)

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C.N.O.'s 423-436/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
14th June, 1961.

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

By direction of the Naval Board.

Thos. J. Hawkins

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

RESTRICTED.

4254/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

RESTRICTED.

423.—Air Co-operation with HMA Ships in Bass Strait/Port Phillip Areas —Communications.

Units of HMA fleet may be required to co-operate with service and civilian-manned target aircraft when exercising in Bass Strait/Port Phillip Areas or in conjunction with the West Head Gunnery Range and the Gunnery School Flinders Naval Depot. Communication details are as follows—

Callsigns—

Flinders Naval Depot	VHJ.
West Head	VHJ1.
SAR 0212	VMLT.
SAR 0214	VMLV.

Aircraft (Voice only) Broadway or Citadel followed by single letter suffix.

Frequencies—

(*a*) 137.34 MCS	Ship/Air exercise.
(*b*) 139.32 MCS	RAAF co-op.
(*c*) 138.78 MCS	Joint scene of SAR.
(*d*) 121.5 MCS	Distress.
(*e*) 124.9 MCS	Civil Sector Control.
(*f*) 140.58 MCS	RAAF VHF DF.
(*g*) 142.02 MCS	Joint RAN/RAAF co-op.
(*h*) 118.1 MCS	Civil aerodrome control.

Notes—

1. West Head Gunnery Range can communicate on all frequencies above, except (*h*).
2. SAR's can communicate on (*a*), (*b*), (*c*), (*d*) and (*f*) only.
3. Flinders Naval Depot West Gate and Mobile Trailer can communicate on (*a*), (*b*), (*d*), (*g*) and (*h*) only.
4. Ship/Air exercise, (*a*) above, is the normal frequency used with target aircraft by all units.

Times of Setting Watch and Closing Down.

2. Watch is set on the frequency in use (normally ship/air exercise) fifteen minutes before the aircraft ETA, and is maintained until fifteen minutes after departure. West Head Gunnery Range maintains contact until the aircraft is controlled by Melbourne aeradio. West Head Gunnery Range maintains additional watch on Civil Sector Control (124.9 Mcs.) for the duration of any practice.

Communications Failure.

3. In the event of a communications failure at Flinders Naval Depot the practice will be postponed. If a failure occurs at West Head, the firing practice will be cancelled but communications will be maintained via Melbourne aeradio.

Communications with ATC Essendon.

4. Ships exercising with aircraft in the Bass Strait/Port Phillip areas are to set watch on 5499 kcs. voice with Melbourne aeradio (Callsign: Melbourne/VZML) one hour before the first aircraft movement (civil or service) is due. Only signals concerning the movement and operation of aircraft engaged in the exercise may be passed on this net.

Messages affecting RAAF Aircraft.

5. Messages affecting aircraft operating from RAAF East Sale should be passed to East Sale through Melbourne aeradio.

RAN Aircraft Communications with Melbourne Aeradio.

6. RAN aircraft operating in the Bass Strait/Port Phillip areas are to contact Melbourne aeradio on 122.1 or 118.1 Mcs.

7. This order will be included in RANCO's.

(DSD 1624/211/14.)

UNCLASSIFIED.

424.—Aircraft Maintenance—Procedure for Fixed Wing Aircraft until Final Retirement.

Modernization of fixed wing aircraft in the CRO will shortly cease with the possible exception of certain aircraft which may acquire a repair category and which it may be decided to repair and modernize. Accordingly, it will be necessary to ensure that existing fixed wing aircraft will be capable of fulfilling all requirements up to July, 1963. Therefore, the following maintenance procedure is to be observed from the date of each aircraft's last modernization—

(*a*) *At nine months CEA.*—Maincheck 4.

(*b*) *At eighteen months CEA.*—Maincheck 5. At this time Sea Venom aircraft are to be completely re-sprayed. Other types of aircraft may be re-sprayed if it is considered necessary. The re-spraying is to be carried out at RANAS, Nowra.

(*c*) *At twenty-seven months CEA.*—Aircraft are to undergo Board of Survey to determine any extension of life up to a maximum CEA of 36 months. The holding unit is to prepare the aircraft for survey and provide any assistance the Board of Survey may require. Instructions for carrying out a survey are detailed in Appendix A of this order. At the conclusion of the survey the recommendations of the Board of Survey are to be forwarded to the Naval Board by signal in the form set out in Appendix B.

(*d*) *At thirty-six months CEA.*—Aircraft will be finally retired and placed in preservation.

Note.—Sea Venoms which have reached the limit of their wing life prior to achieving 36 months CEA will be prematurely retired.

2. In order to distinguish between preserved aircraft held for further service and preserved aircraft which have retired, the Air Equipment Authority will use the new classification of RIP (Retired In Preservation) for the latter.

APPENDIX A.

INSTRUCTIONS FOR BOARDS OF SURVEY.

Whenever fixed wing aircraft reach CEA of 27 months from the date of last modernization, a Board of Survey is to be convened to determine an extension of life for the aircraft up to a maximum CEA of 36 months.

2. Approximately two months before an aircraft reaches 27 months CEA, the Air Equipment Authority will direct the holding unit by signal to make the aircraft available for examination. The signal will contain the following information—

(*a*) Code Word BSI No. (Board of Survey Inspection.)

(*b*) Text—

(i) Serial number of aircraft.

(ii) Date of completion of 27 months CEA.

(iii) Proposed date of survey.

(iv) Name of the President of the Board of Survey.

3. The President of the Board of Survey named in the convening signal will normally be the Inspection Officer, RAN Air Station, Nowra, or the ship's Air Engineer Officer if aircraft is embarked. The composition of the Board of Survey in addition to the President is to be—

1 Lieutenant (E) (AE) or Eng. Lieutenant (SD) (AE).

1 Lieutenant (L).

4. The Board of Survey is to—

(*a*) Arrange for a full maintenance test flight to be carried out. If this is not possible, all aircraft services are to be functionally tested on the ground.

(*b*) Examine the aircraft as thoroughly as possible after removing all detachable panels.

(*c*) Scrutinize the aircraft documents and associated records.

5. As a result of the foregoing the Board is to determine the serviceability state of the aircraft and the extent of rectification and modification required to enable the aircraft to have its CEA life extended up to a maximum of nine months.

6. Any extension of life recommended by the Board of Survey will be on the understanding that, in addition to specific requirements, a Maincheck 4 inspection is to be carried out.

APPENDIX B.

RESULTS OF BOARDS OF SURVEY.

Upon completion of the Board of Survey, the results of the survey are to be signalled to ACNB in the following form—

For AEA—

(*a*) Code Work BSR (Board of Survey Report) Serial Number.

(*b*) Type, mark and serial number of aircraft.

(*c*) Recommended extension of life.

2. Following the signal, a written report on the state of the aircraft is to be forwarded.

3. Units are to act immediately to implement the recommendations of the Board of Survey, and unless the Air Equipment Authority signals otherwise, the recommended extension of life is to be considered as approved. No allotting action will be taken except in the case of aircraft which the Board of Survey decide should be retired immediately.

(DAMR 1313/251/11.)

UNCLASSIFIED.

425.—Naval Store Depot, Port Melbourne—Reduction of Activities.

With reference to Navy Order 261 of 1961, future arrangements for Naval Stores for ships refitting at HMA Naval Dockyard, Williamstown, will be as follows—

(*a*) Supplies and returns for normal replenishment purposes—To be arranged direct with SNSO, Sydney.

(*b*) Supplies required in connection with repair and refit, including—
- (i) Capital equipment;
- (ii) Items requiring repair or replacement as part of the refit (e.g., anchors and cable, fuelling equipment, &c.);
- (iii) Items for self refit;

are to be arranged by Naval Store Officer, Melbourne.

Note.—Pending location of this officer at Williamstown Dockyard, these functions will be continued by NSO, Port Melbourne.

(*c*) Repairs to major items of Sea Stores (boats, &c.) which can be handled at Williamstown Dockyard—To be dealt with on a " repair for ship basis ". *See* appendix to this order.

Note.—Repair of ships fittings should not be dealt with in this manner, but should be arranged by the Defect List procedure.

APPENDIX.

HMA Ships Refitting at Williamstown Dockyard—Repair of Major Items of Sea Stores.

Stores requiring repair are to be returned to the ship's naval store on forms AS 1091, transferred from the serviceable to the unserviceable ledger, and loan ledger credited in the normal manner.

2. Forms AS 331 are to be prepared in the normal manner and the certificate of survey signed by a responsible technical officer. The forms AS 331 are to be endorsed prominently " Repair for Ship ".

3. Copies 1, 2 and 3 of forms AS 331 are to be taken, with the items for repair to the Dockyard Receipt Store. The storeman will receipt copy No. 3 which is to be retained by the ship's stores rating. *Note.*—Copies 4 and 5 of forms AS 331 will not be required and a Dockyard Registered No. will not be allocated.

4. The procedure to be followed in the Dockyard is the same as for other " Inwards Work ", i.e., Receipt Note prepared, issued to Dockyard Workshop, Works Order prepared, &c. In addition, copies No. 1 of forms AS 331 are to be forwarded to Navy Office monthly. Copies No. 2 are to be filed in the Store Office.

5. On completion of the work, the item is to be returned to the Stores Transport Section in the normal manner.

6. The repaired stores are to be collected by a ship's stores representative from the Transport Section and the Dockyard " Stores Outward Voucher " receipted.

7. The quadruplicate copy of the " Stores Outward Voucher " is to be handed to the ship's representative and attached to copy No. 3 of the form AS 331 which is to be filed in the normal manner. The ship's ledger is to be posted by transferring from unserviceable to serviceable charge and the item issued on permanent loan in the usual manner.

(DNAS 400/51/90.)

(*Navy Order* 261 *of* 1961.)

Section 2.

PERSONNEL.

RESTRICTED.

426.—Films and Filmstrips—Instructional—Declared Obsolete and Obsolescent.

(*AFO* 3174/1960.)

The undermentioned training films and filmstrips have now been declared obsolete and obsolescent as indicated below—

Obsolete Films and Filmstrips.

Serial No.	*Title.*
BC 175	LAA (gunnery)—Ordnance QF 40-mm.
BC 176	LAA (gunnery)—Ordnance QF 40-mm.
BC 202	Unarmed combat.
BC 302	Cookers in the field.
BC 918	Beach recovery.
BC 920	Beach recovery, Part IV.
BC 983	The reason why.
BC 989	Introduction to aircraft recognition.
BC 4465	Cliff assault.
BFS 230	Field and underground cables.
BFS 339	The Centurion tank—introduction.
BFS 598	Russian AFV's.
BFS 791	Field defences, Part I.
BFS 792	Field defences, Part II.

2. All copies of the obsolete films and filmstrips listed above are now to be withdrawn from service and destroyed.

Obsolescent Films and Filmstrips.

Serial No.	*Title.*
BC 1079	Field artillery radar—tactical handling.
BC 1093	All informed—communications security, Part I—voice.
BFS 253	Valve amplifiers—RF power amplifiers.
BFS 254	Amplitude modulation.
BFS 321	Common stoppages in automatic weapons.
BFS 670	Road signs, signals and warnings—Part 3—warnings—legal obligations of drivers.
BFS 7009	Minefield reconnaissance.

3. No further copies of these films and filmstrips will be obtained but all stocks should be used until copies become unserviceable.

(DNAS 519/256/22.)

UNCLASSIFIED.

427.—RAN College Time-Table 1961-1962.

The following time-table for the Royal Australian Naval College during 1961-62 has been approved by the Naval Board—

1961—

Friday, 5th May	..	Term I ends. 1st and 2nd Year Cadets proceed on three weeks leave.
Monday, 8th May	..	3rd Year—Matriculation Entry Cadets join HMAS SWAN for sea training.
Friday, 26th May	..	Term II begins.
Friday, 14th July	..	Mid-term weekend.
Monday, 17th July	..	
Thursday, 24th August	..	3rd Year and Matriculation Entry Cadets rejoin Royal Australian Naval College on completion of training.
Friday, 25th August	..	Term II ends. Three weeks leave.
Friday, 15th September	..	Term III begins.
Friday, 27th October	..	Mid-term weekend.
Monday, 30th October	..	
Friday, 15th December	..	Term III ends. Cadets proceed on seven weeks leave.

1962—

Tuesday, 30th January	..	New Cadets join.
Friday, 2nd February	..	Term I begins.
Friday, 4th May	..	Term I ends.
Saturday, 5th May	..	3rd Year and 1st Year Matriculation Entry Cadets join HMAS SWAN.
Friday, 25th May	..	Term II begins.
Friday, 20th July	..	Passing Out Day.
Saturday, 21st July	..	4th Year and 2nd Year Matriculation Entry Cadets join the Fleet.
Friday, 24th August	..	3rd Year and 1st Year Matriculation Entry Cadets rejoin Royal Australian Naval College. Term II ends.

2. Navy Order 138 of 1960 is hereby cancelled.

(HPB 310/1/7.)

(*Navy Order* 138 *of* 1960.)

UNCLASSIFIED.

428.—Ratings—Engine-Room Branch—Mechanicians.

It has been decided to lower the age limit for Mechanicians courses.

2. As from the 1st August, 1961, ratings must be under the age of 28 years at the commencement of the course. The age limit will be further reduced to 26 years from 1st August, 1963.

3. ABR 10 will be amended.

(HPB 303/21/53.)

UNCLASSIFIED.

429.—Ratings—Standard of Reporting on Ratings.

The Naval Board wish to remind all officers that from the earliest stage in a rating's service it is most important to exercise the utmost care when making a report or assessment in respect of him. All such reports or assessments should be given the same degree of care and attention that is devoted to special reports on potential Upper Yardmen and SD List candidates. Good reporting, whatever the nature of the report, is essential to good administration and morale, in particular it helps to ensure that only the right men are advanced to higher rating.

2. Every Captain is responsible for ensuring that a satisfactory standard of reporting is maintained in his ship; he should be assisted in this task by his Heads of Department, who should personally check all reports and advise and instruct Divisional Officers as required. Inspecting Officers should always satisfy themselves that a proper standard of reporting is being maintained in the ships which they inspect by examining a representative selection of ratings' documents in each Department.

3. Some of the common faults in reporting which occur are—

(*a*) The reporting officer is unduly influenced by previous reports, whereas the nature of the report which is being made calls for the assessment of the man in relation to the period immediately preceding it. This particularly applies to ratings who have recently been advanced, who should be assessed in their new rate. For example, the reporting officer may be reluctant to recommend an efficiency assessment of "Satisfactory" for a man who has had a succession of "Superior" assessments, although the rating's current performance no longer merits the higher assessment.

(*b*) The automatic award of the maximum permissible character assessment. There should be no hesitation about awarding a discretionary assessment whenever it is warranted.

(*c*) Failure to assess a man against the proper background of other men who hold the same rating.

(*d*) A tendency to over-assess men, which depreciates the value of the higher assessments, is unfair to those men who really merit such assessments and may deprive the latter of the full benefit of such assessments.

(*e*) Ratings have been recommended for discharge "Unsuitable" but have had annual assessments of "Satisfactory" on their Certificates of Service, which conflict with reports of unsatisfactory efficiency on History Sheets and forms AS 264.

(*f*) Failure to report on a rating, either favorably or unfavorably, at the correct time, e.g., on form AS 264 when a man who is qualified for inclusion on form AS 507 is not recommended for advancement. This sort of error can give rise to difficulties should information be wanted at a later date.

(*g*) Failure to bring out the particularly good or bad points about a rating, especially when these are not in keeping with the overall tenor of the report.

4. It has been noted that insufficient discretion has been used in the award of recommendations for higher rate, particularly for the Chief Petty Officer rate. This leads to almost automatic advancement to the Chief Petty Officer rate instead of selective advancement of only the better Petty Officers. Petty Officers not recommended for re-engagement have been recommended for advancement, and ratings recommended for accelerated advancement have been assessed as "Satisfactory".

5. The annual assessments at the end of 1960 indicate a reluctance to award efficiency assessments below " Satisfactory ". The assessments made consisted of—

Ships—	
Superior ..	14.2 per cent.
Satisfactory	82.2 per cent.
Moderate ..	3.6 per cent.
Establishments—	
Superior ..	20.3 per cent.
Satisfactory	77.1 per cent.
Moderate ..	2.6 per cent.
Overall—	
Superior ..	17.5 per cent.
Satisfactory	79.4 per cent.
Moderate ..	3.1 per cent.

6. Captains are to bring the contents of this order to the notice of all their officers, and are to ensure that any tendency in individual officers to maintain less than a proper standard of reporting is immediately checked.

7. Navy Order 579 of 1960 is hereby cancelled.

(DMT 303/21/36.)

(*Navy Order* 579 *of* 1960.)

Section 3.
HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

430.—Ammunition—General—Types of Tracers in Naval Service Ammunition in Supply.

Navy Order 287 of 1961 is to be amended as follows—

Appendix B—

Delete " QF 4.7-in. (S.L.) " and " QF 4.5-in. (separate loading) " in column 1 and all relevant entries in columns 2, 3, 4 and 5 and *substitute* the following—

Calibre of gun.	*Nature of shell.*	*Mark of shell.*	*Type of tracer supplied.*	*Remarks.*
QF 4.7-in. (S.L.)	HE ..	8 ANT	No. 2	
Mk. 12–12B guns	Shot practice	7 ANT	No. 2	
QF 4.5-in. ..	HE ..	N.10	No. 9	
(Separate loading)	Practice AA	—	Plugged	Tracers not supplied for practice AA

(DAS 729/55/9.)

(*Navy Order* 287 *of* 1961.)

431.—This Order will not be issued.

RESTRICTED.

432.—ABCD—Risk and Control Markings and States of Readiness.

Navy Order 664 of 1960 introduced changes in ABCD Risk and Control Markings and States of Readiness. The attention of Commanding Officers is re-directed to this order which required implementation on receipt.

2. Until amendments to BR 2170 (1959) are promulgated consequent upon the changes made, the ABC material measures to be taken in the various States of Readiness are as detailed in the appendix.

APPENDIX.

TABLE SHOWING ABC MATERIAL MEASURES TO BE TAKEN IN THE VARIOUS STATES OF READINESS.

—	*States 2 and 3 (wartime only).*	*State 1.*
Cleansing Station ..	All equipment and stores readily available. Keys of clothing and cleansing material lockers in Section Base Boxes (Small Ships—HQ1)	Fresh water available. Spare clothing and cleansing materials immediately available
Cleansing Posts ..	Lockers fully equipped and locked. Keys in Section Base Boxes (Small Ships —HQ1)	Lockers open. Water available
Decontamination Stores	As for State 1	Protective clothing available near Section Bases (Small Ships—near ABCD Parties). Decontamination stores and equipment in ready-use lockers around ship
Detectors and Radiac Instruments	Fixed detectors in position portable detectors and radiac instruments readily available. Personal and quartz fibre dosimeters issued	As in States 2 and 3, but Monitors to be in possession of detectors and radiac instruments

APPENDIX—*continued.*

—	*States 2 and 3 (wartime only).*	*State 1.*
Personal Protection ..	Respirators to be carried or at hand. Modified protective clothing for exposed personnel at hand	Respirators to be carried (or worn if advisable). Exposed personnel to wear modified protective clothing and eyeshields
Prewetting	At five minutes notice ..	Immediately available

Notes—

1. In peace time ABC material measures are only necessary in State 1.

2. In wartime ABC attacks are probably more likely in harbour than at sea. Consequently there should be no reduction of ABC material measures when changing from State 2 to State 3.

3. In wartime ships should not assume a State of Readiness numbered greater than 3.

(DTSR 1623/1/9.)

(*Navy Order* 664 *of* 1960.)

UNCLASSIFIED.

433.—Naval Stores (Air)—Transfers from RAF Vocabulary, Section 33C to Vocabulary, Sections 32B, 33H and 33J.

(*AFO* 859/1961.)

Details of items previously dealt with under RAF Vocabulary Section 33C but which will in future be dealt with under Vocabulary Sections 32B, 33H and 33J are listed in the appendix to this order.

2. Stocks and records are to be adjusted accordingly. HMA ships and establishments are to adjust their records in accordance with Article 1812 (*b*) of ABR 4 (Naval Storekeeping Manual).

APPENDIX.

Old Ref. No.	New Ref. No.	Old Ref. No.	New Ref. No.
Section 33C	*Section 32B*	*Section 33C—contd.*	*Section 33H—contd.*
562	1237	1369	126
1389	1222	220–2077 (1371)	37
1458	1225	220–2078 (1372)	42
1495	1227	1374	7
1615	1233	1379	36
		1387	9
	Section 33H	1396	101
586	60	1397	106
731	114	1398	193
220–2075 (766)	64	1399	126
889	151	1410	8
941	153	1427	19
953	56	1428	20
957	100	1429	21
973	47	1437	173
110–4457 (1117)	51	1438	171
1122	65	1470	127
1137	120	1471	130
1138	103	1472	123
1139	108	1473	92
1157	163	1475	79
1163	165	1480	2
1173	72	1496	145
1175	73	1497	146
1188	46	1528	81
1197	113	1532	118
1281	50	1534	16
1283	10	1554	52
1302	49	1572	137
1306	149	1573	138
1307	148	1574	139
1321	5	1588	132
1326	167	1598	131
1327	6	1612	38
1332	111	1630	124
1333	22	910–9203	910–9203
1334	23	910–9209	910–9209
1335	105	910–9217	910–9217
1336	13	942–3548	942–3548
1339	109	942–4829	942–4829
1352	161	942–9604	942–9604
1353	160	942–9605	942–9605
1354	162	943–0380	943–0380
1358	110	943–6930	943–6930
1366	172	943–7396	943–7396

APPENDIX—*continued.*

Old Ref. No.	New Ref. No.	Old Ref. No.	New Ref. No.
Section 33C—contd.	*Section 33J*	*Section 33C—contd.*	*Section 33J—contd.*
554	6	708	21
630	39	1144	51
645	17	1145	50
646	18	1433	12
647	19	1434	13
648	20		

(DNAS 603/83/60.)

UNCLASSIFIED.

434.—Naval Stores (General) (Class B, Group 10F)—Cloth Grippers "Turn-Cap" Type for Securing Loose Coverings on Furniture.

(*AFO* 801/1959.)

To obviate the need for button holes and the provision of button screws and button nails for securing overcases and loose coverings to settees and furniture, cloth grippers have been introduced and added to the Rate Book and Authorized List of Naval Stores under Class B, Group 10F as follows—

Pattern.	*Description.*	*Denomination.*	*Ships accounting classification.*
B10F/14422	Cloth Gripper "Turn-Cap" Type, Nickel plated	Gross	C.

2. Admiralty has advised that the relevant publication will be amended.

(DNAS 506/61/45.)

UNCLASSIFIED.

435.—Packaging—Survey and Renewal of Desiccants in Desiccated Packs.

(*AFO* 3312/1960.)

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 function 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 HMA 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, redesiccate a desiccated 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 1½-in. x ¾-in. and are to be demanded from SNSO, Sydney, if required.

APPENDIX.

	Life in Years.		*Life in Years.*
AUSTRALIA—		CHINA—	
Adelaide..	5	Hong Kong	3
Brisbane..	4		
Broome	3	NEW GUINEA—	
Darwin	2	Port Moresby	3
Fremantle	5	Rabaul	2
Melbourne	5		
Sydney	5	NEW ZEALAND—	
Tasmania	6	Auckland	5
Macquarie Island ..	5	Wellington	5
Manus Island	2		
BORNEO—		UNITED KINGDOM ..	6
Labuan	2		

(DNAS 400/61/7.)

Section 6.
ESTABLISHMENTS.

UNCLASSIFIED.

436.—Fire Prevention and Control.

Navy Order 125 of 1961 is to be amended as follows—

(*a*) *Paragraph* 4, line 10, *amend* " the appendix to this order " *to read* "ABR 4, Naval Storekeeping Manual, Appendix 3 ".

(*b*) *Delete* appendix.

(DNAS 1446/51/7.)

(*Navy Order* 125 *of* 1961.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

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C.N.O.'s 437-452/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
22nd June, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

4470/61.

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Section 2.
PERSONNEL.

UNCLASSIFIED. Cancelled vide C.N.O. 433/63

437. ~~Courses~~—Medical Officers Refresher Courses in Anaesthetics.

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.

2. All medical officers should from time to time undergo a brief refresher course of instruction in the administration of anaesthetics given by a specialist in 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.

3. Applications are to be made through the usual channels to the Naval Board.

4. When approval has been given for the course, the medical officer is to take early action to register by letter addressed to the Secretary, Medical Board of Victoria, 295 Queen-street, Melbourne, C.1, indicating 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 624 of 1959 is hereby cancelled.

(MDG 311/51/31.)

(*Navy Order* 624 *of* 1959.)

UNCLASSIFIED. Cancelled vide C.N.O. 10/62

438. ~~—~~Petty Officers School—Flinders Naval Depot.

The aim of the course held at the Petty Officers School is to develop the qualities of leadership in Petty Officers so that they may take an effective part as senior rates in HMA ships and in the general administration of the Service. The course is therefore designed to give them training in leadership and to broaden their outlook by stimulating discussion on problems current in the RAN.

2. Petty Officers will be appropriated, normally without relief, to attend the course which is of six weeks duration. Whenever possible appropriations to the course are made during a rating's service ashore, but inevitably a minority will have to be appropriated from ships; appropriations from ships will be kept to a minimum.

3. Applications for deferment of course are to be forwarded within one week of receipt of the draft note. Approval will only be given in exceptional circumstances and ships and establishments forwarding applications are to nominate a substitute to undergo the course.

4. As drafting is planned well ahead it is not always possible to ensure that a rating granted a deferment can be given the next course or even have a further opportunity of doing this most important course.

5. The syllabus for the course includes training in—

(*a*) Power of command;
(*b*) Small arms;
(*c*) Field craft;
(*d*) Physical training;
(*e*) Lifesaving;
(*f*) Instructional technique;
(*g*) Personnel management;
(*h*) First aid;

as well as discussions on current affairs and subjects peculiar to the Service. Visits to Government departments and commercial firms are also arranged.

6. Courses commence at 0915 on the appropriate Monday, and Petty Officers should join Flinders Naval Depot by the afternoon of the previous Friday. Candidates should be in possession of full kits including sports gear.

7. Service Certificates, Forms AS 264 and pay account cards of Petty Officers concerned are to be forwarded to Flinders Naval Depot.

8. On completion of the course the following action is to be taken—

(*a*) CST FND will issue reports on ratings who have undertaken the course;
(*b*) CST FND will note on page 3 of the Certificates of Service of the Petty Officers concerned " PO's Leadership and IT course " with the date of completion and the grading of Very Good, Good, Fair or Fail shown, e.g., 15th March, '61—PO's Leadership (VG) and IT (Fail);
(*c*) Forms AS 161a, reporting results are to be raised by CST FND;
(*d*) Commanding Officers should complete a " follow-up " report six months after the course finishes in order to assess the permanency of its benefits and to suggest any improvements in the syllabus.

9. Navy Order 383 of 1960 and ACNB 068F dated 15th March, 1961 are hereby cancelled.

(DMT 312/21/10.)

(*Navy Order* 383 *of* 1960.)

879/61

UNCLASSIFIED.

439.—Punishment Returns—Disciplinary Charge Sheets and Punishment Records—Summary of Unclassified Navy Orders Relating to Disciplinary Matters.

This order replaces QR and AI 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 Offences.*—Details of all summary punishments awarded and the offences to which they relate are to be recorded on form AS 241 (Disciplinary Charge Sheet and Punishment Record), with the exception of those recorded in the Minor Punishment Books (*see* QR and AI article 2092).

3. A separate form AS 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 AS 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* QR and AI article 0135), he is to insert underneath his signature following his rank the expression " as Commanding Officer ".
(*b*) Forms AS 241 are to be serially numbered from 1st January each year.
(*c*) At the end of each month the originals of forms AS 241 are to be forwarded together with forms AS 271 (Punishment Warrant) and forms AS 273 (Recommendations for Naval Penalties) under cover of form AS 181 (Punishment Return) to the administrative authority and eventually to the Naval Board.
(*d*) The instructions for the duplicate copy of form AS 241 are to be found on the form.

5. With reference to QR and AI article 2044 clause 10, when a form AS 273 has not been necessary, the following details of naval penalties imposed by the Captain are to be inserted on forms AS 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 VG conduct).

6. When forfeiture of pay and service (in accordance with QR and AI article 2044, clauses 1, 2 and 3) only is imposed, it is to be recorded on forms AS 161 only, apart from the notation required on the Service Certificate.

7. The following Navy Orders on disciplinary matters are at present in force—

Navy Order 901 of 1959 and 876 of 1960	Warrants for arrest of absentees and deserters from the RAN.
Navy Order 1112 of 1959 and 898 of 1960	Punishments for leave breaking—Revised Regulations.
Navy Order 919 of 1959	Deserters and absentees without leave. Members of the RAN, arrest, trial and punishment by RN.
Navy Order 499 of 1959	Discipline—Responsibility for maintenance.
Navy Order 48 of 1960 ..	Punishments for offences of drunkenness.
Navy Order 502 of 1960 and 723 of 1960	Committal Orders (AS 245)—Completion.
Navy Order 796 of 1960	Ratings sentenced to Imprisonment and Detention—Information to Next-of-Kin.

Navy Order 963 of 1960	Forfeiture of Medals and Good Conduct Badges on Desertion.
Navy Order 9 of 1961 ..	Punishment Warrants.
Navy Order 41 of 1961 ..	Reciprocal powers of arrest amongst Australian Forces in Malaya.

8. Navy Order 535 of 1959 is hereby cancelled.

(CNJA 321/6/17.)

(*Navy Orders* 499, 535, 901, 919 *and* 1112 *of* 1959, 48, 502, 723, 796, 876, 898 *and* 963 *of* 1960, 9 *and* 41 *of* 1961.)

UNCLASSIFIED.

440.—Rail and Air Travel—Queensland, South Australia and Western Australia.

All rail and air travel requirements from Brisbane, Adelaide and Perth (except return air travel referred to in paragraph 5 (*b*) below) are handled by the local Army Movements Control Detachment of which the Army Rail Transport Officer is a member.

Initial Applications.

2. As soon as the requirements are known requests for rail and air bookings are to be forwarded by mail to the following addresses. Signals and telegrams are to be used in urgent cases only.

Adelaide.
Central Command Movement Control Detachment
RTO 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.

Perth.
Western Command Detachment,
One Movement Control Group,
Swan Barracks, Perth.
Signal and Telegraphic address—
ARMY MOVEMENTS, PERTH.

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 Queensland, South Australia or Western Australia.*—Warrants are to be forwarded to the appropriate Army Movement Control Authority in Brisbane, Adelaide or Perth to arrive at least 48 hours before date of travel. Personnel are to report to the Army RTO Office at South Brisbane, Adelaide or Perth railway stations to collect tickets at least one hour before the train, or two hours before the aircraft is due to depart.

(*b*) *Forward Travel commencing in Other States.*—

(i) *By Rail.*—Personnel who are proceeding to Queensland, South Australia or Western Australia by rail from other States and for whom return bookings 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 the forward journey.

(ii) *By Air.*—In the case of personnel who are proceeding to Queensland, South Australia and Western Australia by air, and who are required to return by the same means, bookings and ticketing for return journeys by specific flights are normally to be made with airlines at same time as bookings for forward journey. No action by Army Movements in Brisbane, Adelaide or Perth should therefore normally be necessary.

Reporting Instructions.

6. Immediately on arrival, personnel travelling by rail are to report to Army RTO at South Brisbane, Adelaide or Perth railway station with return rail ticket, reserved seat and sleeping berth vouchers as appropriate for instructions concerning return travel.

7. Ratings are to produce leave passes if on leave, or route orders if travelling on duty. These documents will be rubber stamped by Army RTO with details of travel instructions. RI 1763 refers.

Issue of Travel Warrants.

8. Army RTO's do not hold Naval Warrant books. Travel warrants will normally be issued by the ship or establishment to which the member belongs. If, however, in special circumstances, issue of a warrant by own ship is not possible, e.g., loss of ticket, application is to be made by the member to HMAS MORETON, HMAS TORRENS, or to the Naval Recruiting Officer, ANA House, 44 St. George's Terrace, Perth, or if unavailable, to HMAS LEEUWIN, as appropriate.

Special Instructions—Western Australia—Christmas Leave.

9. As the Services are allotted bulk rail accommodation to and from Western Australia during Christmas leave periods, special instructions are invariably issued by Navy Office concerning travel during these periods.

10. Navy Order 409 of 1959 is hereby cancelled.

(HPB 187/1/68.)

(*Navy Order* 409 *of* 1959.)

UNCLASSIFIED.

441.—Training—Ratings—Course Programme, July 1961–June 1962.

The programme of ratings courses during the period July 1961 to June 1962 is shown in the appendix to this order.

2. Courses are listed in Branch order and show the course title, location, duration in weeks, the re-engagement category and the date on which the course starts.

3. The duration of course is the period specified in the appropriate syllabus and actual course lengths may vary due to leave, ceremonial engagements, &c. Training establishments should report variations in the length of individual courses as soon as possible. The re-engagement category should be disregarded until Navy Order 500 of 1959 is replaced. It will then be possible to ascertain from the two Navy Orders the category of any course and the period of service required on completion of the course—(e.g., a rating is drafted to the LOW Course starting on 24th July, 1961. Course is of eight weeks duration and therefore completes on Friday, 15th September. The rating must have one year to serve from Monday, 18th September).

AMENDMENT LIST.

Amendment No.	*Authority.*	*Date.*	*Inserted by.*	*Date Inserted.*

Cancelled 280/62

APPENDIX.

PROGRAMME OF RATINGS COURSES.

Course.	*Location.*	*Duration (in Weeks).*	*Re-engagement Category.*	*Starting Date.*
Section "A"—Recruits.				
Adult Male Recruits Part I Disciplinary Course	FND ..	8	—	3rd July, 1961 31st July, 1961 28th August, 1961 25th September, 1961 23rd October, 1961 20th November, 1961 15th January, 1962 12th February, 1962 12th March, 1962 9th April, 1962 7th May, 1962 4th June, 1962
Junior Recruits ..	LEEUWIN ..	48	—	12th July, 1961 10th January, 1962
NAA	NIRIMBA ..	4 years	—	10th July, 1961 8th January, 1962
Section "B"—Seaman Branch.				
PRI	WATSON ..	16	B	14th August, 1961
RP 1	WATSON ..	20	C	24th July, 1961 15th January, 1962
RP 2	WATSON ..	14	C	28th August, 1961 8th January, 1962 30th April, 1962
Cox'n	FND .. WATSON .. Sea	5 2 4	C	29th January, 1962
TASI (EX UW 1) ..	WATSON ..	20	B	29th January, 1962
TASI (EX UC 1) ..	WATSON ..	17	B	

APPENDIX *continued.*

Course.	*Location.*	*Duration (in Weeks).*	*Re-engagement Category.*	*Starting Date.*
Section "B"—Seaman Branch— continued.				
UC 1	WATSON ..	18	C	24th July, 1961
UC 2	WATSON ..	15	C	31st July 1961 (two classes) 15th January, 1962 5th March, 1962
UW 1	WATSON ..	14	C	12th March, 1962
UW 2	WATSON ..	12	C	24th July, 1961 (two classes) 12th February, 1962
TASOW	WATSON ..	8	D	11th September, 1961 19th February, 1962
ICD	WATSON ..	10	B	
CD 1	WATSON ..	11	C	
CD 2	WATSON ..	18	C	
ICD (Q)	WATSON ..	3	—	8th January, 1962
CD 1 (Q) ..	WATSON ..	3	—	18th September, 1961 30th April, 1962
CD 2 (Q)	WATSON ..	2	—	5th February, 1962 Conversion Courses *vide* CNO 131/61
GI	FND ..	30	B	2nd October, 1961
GA 1	FND ..	10	C	7th August, 1961 5th February, 1962
GA 2	FND ..	15	C	21st August, 1961 22nd January, 1962 5th March, 1962
FC 1	FND ..	12	C	22nd January, 1962

APPENDIX—*continued.*

Course.	*Location.*	*Duration (in Weeks).*	*Re-engagement Category.*	*Starting Date.*
Section "B"—Seaman Branch— continued.				
FC 2	FND ..	12	C	24th July, 1961 4th September, 1961 26th March, 1962
QA 1	FND ..	8	C	21st August, 1961
QA 2	FND ..	13	C	4th September, 1961 15th January, 1962 12th March, 1962
GOW	FND ..	11	D	24th July, 1961 18th September, 1961 22nd January, 1962
PT 1	FND ..	12	C	9th April, 1962
PT 2	FND ..	20	C	7th August, 1961 8th January, 1962
Phot. 1	ALBATROSS	14	C	
Phot. 2	ALBATROSS	16	C	
Recruit (Seaman) ..	FND ..	4	—	17th July, 1961
Part 2A (Seamanship)				14th August, 1961 28th August, 1961 25th September, 1961 23rd October, 1961 27th November, 1961 8th January, 1962 5th February, 1962 12th March, 1962 9th April, 1962 7th May, 1962 4th June, 1962

APPENDIX—*continued.*

Course.	*Location.*	*Duration (in Weeks).*	*Re-engagement Category.*	*Starting Date.*
Section "B"—Seaman Branch— continued.				
Seaman Gunner ..	FND ..	7	—	24th July, 1961 14th August, 1961 11th September, 1961 2nd October, 1961 30th October, 1961 27th November, 1961 15th January, 1962 22nd January, 1962 12th February, 1962 5th March, 1962 9th April, 1962 7th May, 1962 4th June, 1962
RP 3	WATSON ..	8	—	24th July, 1961 11th September, 1961 25th September, 1961 23rd October, 1961 27th November, 1961 15th January, 1962 22nd January, 1962 5th February, 1962 5th March, 1962 9th April, 1962 7th May, 1962 4th June, 1962
UC 3	WATSON ..	12	—	24th July, 1961 14th August, 1961 *11th September, 1961 *15th January, 1962 22nd January, 1962 *26th March, 1962
UW 3	WATSON ..	8	—	24th July, 1961 9th October, 1961 22nd January, 1962 16th April, 1962
CD 3	WATSON ..	9	—	24th July, 1961 2nd October, 1961 15th January, 1962 22nd January, 1962 9th April, 1962

* Two classes.

APPENDIX—*continued.*

Course.	*Location.*	*Duration (in Weeks).*	*Re-engagement Category.*	*Starting Date.*
Section "B"—Seaman Branch— continued.				
SR 3	WARREGO ..	14	—	March, 1962
Phot. 3	ALBATROSS	12	—	24th July, 1961 22nd January, 1962
Life Saving Equipment	ALBATROSS	2	—	As required
Section "C"—Communications Branch.				
RS and RCI ..	FND ..	26	B	28th August, 1961 15th January, 1962
RCI	FND ..	4	B	13th November, 1961
RS(S) and R(S)I ..	HARMAN .. 5 FND .. 15	}	B	14th August, 1961
R(S)I	FND ..	4	B	13th November, 1961
CY and TCI ..	FND ..	16	B	28th August, 1961 15th January, 1962
TCI	FND ..	4	B	5th March, 1962
Able Rate Refresher	FND ..	4	—	14th August, 1961 13th November, 1961 15th January, 1962 21st May, 1962
	KUTTABUL..	4	—	14th August, 1961 13th November, 1961 15th January, 1962 21st May, 1962

APPENDIX—*continued.*

Course.	*Location.*	*Duration (in Weeks).*	*Re-engagement Category.*	*Starting Date.*
Section "D"—Engineering Branch.				
Chief ERA ..	FND ..	18	B	31st July, 1961
Chief Mechanician ..				
Mechanician ..	NIRIMBA ..	104	A	10th July, 1961
MTC	FND ..	12	C	*31st July, 1961
	PENGUIN ..	2		*15th January, 1962
				30th April, 1962
MTC (Educational)	FND ..	4	—	23rd October, 1961
				9th April, 1962
EOW	FND ..	16	C	31st July, 1961
				15th January, 1962
Bricklaying and Lagging	FND ..	4	—	25th September, 1961
				12th March, 1962
OFI Attendant ..	Garden Island	3	—	7th August, 1961
Earth Moving Equipment	RAAF East Sale	12	C	
Section "E"—Naval Shipwright Branch.				
CNS	NIRIMBA ..	8	D	10th July, 1961
Section "F"—Ordnance Branch.				
COA	FND ..	10	B	24th July, 1961
	WATSON ..	11		2nd October, 1961
OA (Ex-Apprentice)	WATSON ..	14	—	17th July, 1961
	FND ..	30		8th January, 1962

* Two classes.

APPENDIX—*continued.*

Course.	*Location.*	*Duration (in Weeks).*	*Re-engagement Category.*	*Starting Date.*
Section "G"—Electrical Branch.				
EA (Ex-Apprentice)	FND ..	65	—	17th July, 1961
		77	—	17th July, 1961
		77	—	15th January, 1962
POE(P)	FND ..	22	B	24th July, 1961
POE(E)	FND ..	36	B	15th January, 1962
PORE	FND ..	35	B	15th January, 1962
PORE(A)	FND ..	30	B	15th January, 1962
LOW	FND ..	8	D	24th July, 1961
				9th January, 1962
Junior Teletype ..	FND ..	7	D	24th July, 1961
Senior Teletype ..	FND ..	7	D	19th March, 1962
Section "H"—Air Branch.				
AH 1	ALBATROSS	9	C	2nd October, 1961
AH 2	ALBATROSS		C	
MET. 1	ALBATROSS		C	
MET. 2	ALBATROSS		C	6th November, 1961
MET. 3	ALBATROSS	6	—	
	WATSON ..	3		

APPENDIX—*continued.*

Course.	*Location.*	*Duration (in Weeks).*	*Re-engagement Category.*	*Starting Date.*
Section "P"—Medical Branch.				
Hygiene Inspector ..	School of Army Health, Healesville, Victoria	39	A	
Chiropodist ..	Australian Chiropodist Association Training Centre, Sydney	60	A	
Dispenser	Naval Hospital	26	C	
Lab. Assistant ..	Public Hospital	48	B	
X-ray Assistant ..	Public Hospital	26	C	
Operating Room Attendant	Public Hospital	26	C	
Advanced Nursing ..	Public Hospital	26	C	
Masseur	FND ..	16	C	
Dietitian ..	Royal North Shore Hospital	26	C	
Orthoptist.. ..	Public Hospital	104	A	
Mental Nursing ..	North Ryde Psychiatric Centre	52	B	
Dental Mechanic ..	FND ..	24	C	

APPENDIX—*continued.*

Course.	*Location.*	*Duration (in Weeks).*	*Re-engagement Category.*	*Starting Date.*
Section "J"—Supply and Secretariat Branch.				
PO Cook (S) & (O)	FND ..	4	—	16th October, 1961 2nd April, 1962
Leading Cook (S) & (O)	FND ..	4	—	24th July, 1961 4th September, 1961 15th January, 1962 4th June, 1962
PO Cook & Ldg. Cook (S) & (O)	WATSON ..	4	—	21st July, 1961 25th August, 1961 29th September, 1961 3rd November, 1961 12th January, 1962 16th February, 1962 23rd March, 1962 27th April, 1962 1st June, 1962
Shorthand Writer ..	FND ..	40	A	15th January, 1962
Ldg. Rates Refresher (CNO 798/60)	FND ..	4	—	4th September, 1961 5th March, 1962
Section "K"—Regulating Branch.				
MAA	FND ..	5	D	31st July, 1961
RPO	FND ..	7	B	7th May, 1962
LPM	FND ..	8	C	11th September, 1961 19th March, 1962
Section "L"—Musician Branch.				
Ldg. Musician ..	FND ..	14	C	24th July, 1961 15th January, 1962

APPENDIX—*continued.*

Course.	*Location.*	*Duration (in Weeks).*	*Re-engagement Category.*	*Starting Date.*
Section "M"—General Courses.				
PO Leadership ..	FND ..	6	D	24th July, 1961 28th August, 1961 25th September, 1961 23rd October, 1961 15th January, 1962 12th February, 1962 13th March, 1962 9th April, 1962 7th May, 1962
Diver (CABA) ..	WATSON ..	3	—	14th August, 1961 11th September, 1961 9th October, 1961 4th December, 1961 8th January, 1962 5th February, 1962 2nd April, 1962 30th April, 1962 28th May, 1962
Instructional Technique	FND ..	1	—	24th July, 1961 21st August, 1961 18th September, 1961 16th October, 1961 15th January, 1962 5th March, 1962 2nd April, 1962 30th April, 1962 11th June, 1962
	WATSON ..	1	—	24th July, 1961 6th November, 1961 4th December, 1961 8th January, 1962 15th January, 1962 29th January, 1962 7th May, 1962 4th June, 1962 18th June, 1962
HET Preparatory ..	WATSON	6	D	7th August, 1961

APPENDIX—*continued.*

Course.	*Location.*	*Duration (in Weeks).*	*Re-engagement Category.*	*Starting Date.*
Section "M"—General Courses— continued.				
Junior ABCD ..	PENGUIN ..	1	—	17th July, 1961 28th August, 1961 4th September, 1961 11th September, 1961 18th September, 1961 16th October, 1961 6th November, 1961 27th November, 1961 8th January, 1962 5th March, 1962 16th April, 1962 23rd April, 1962 30th April, 1962 4th June, 1962
	FND ..	1	—	24th July, 1961 7th August, 1961 4th September, 1961 2nd October, 1961 20th November, 1961 11th December, 1961 15th January, 1962 12th February, 1962 13th March, 1962 2nd April, 1962 14th May, 1962 4th June, 1962
Standard DC ..	PENGUIN ..	1	—	31st July, 1961 21st August, 1961 2nd October, 1961 9th October, 1961 23rd October, 1961 30th October, 1961 27th November, 1961 4th December, 1961 11th December, 1961 15th January, 1962 22nd January, 1962 12th February, 1962 26th March, 1962 16th April, 1962 7th May, 1962 14th May, 1962 25th June, 1962

APPENDIX—*continued.*

Course.	*Location.*	*Duration (in Weeks).*	*Re-engagement Category.*	*Starting Date.*
Section "M"—General Courses—continued.				
Standard ABC ..	PENGUIN ..	1	—	7th August, 1961 14th August, 1961 25th September, 1961 2nd October, 1961 23rd October, 1961 30th October, 1961 20th November, 1961 4th December, 1961 11th December, 1961 15th January, 1962 22nd January, 1962 19th February, 1962 2nd April, 1962 9th April, 1962 7th May, 1962 14th May, 1962 18th June, 1962
ABCD Instructors ..	PENGUIN ..	6	B	24th July, 1961 5th February, 1962
MTDI	RAASC Centre Puckapunyal	8	B	3rd August, 1961 5th October, 1961
MTD	ALBATROSS	6	D	31st July, 1961 18th September, 1961 6th November, 1961 15th January, 1962 5th March, 1962 23rd April, 1962
Moral Leadership Course (CNO 248/61).				
WRANS	WRAAC School, Sydney	10 days	—	18th September, 1961 (Prot.) 23rd October, 1961 (R.C.)
Males	Watsonia Camp, Victoria	10 days	—	18th September, 1961 (R.C.) 2nd October, 1961 (C. of E.) 16th October, 1961 (Prot.)

(DMT 312/21/24.)

(*Navy Orders* 500 *of* 1959, 798 *of* 1961 *and* 131 *and* 248 *of* 1961)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED. Cancelled 163/63

442.—Receiver Outfit CUJ—AP 64821 Control Drawer Design 3.

(*AFO* 794/1961.)

A modification has been produced to eliminate crosstalk between receivers caused by common coupling of the audio output in resonator drawers.

2. The modification, which should be incorporated by ships' staff at the first available opportunity, is carried out as follows—

(*a*) Locate and disconnect the two wires connected to pins T and U of socket 2 SKH. The ends of the wires should be taped over.

(*b*) Connect pins T and U of socket 2 SKH to pins 3 and 4 respectively on the Relay Sub Unit Tagboard. BR 1492B, Part 1, Section 3, Chapter 3, Figure 5 refers.

3. The lead to Pin T is identified as a pink wire with brown, green and slate markers; the lead to Pin U is a pink wire with green, brown and white markers.

4. This modification will be inserted in BR 1917 as modification No. 2 to Control Drawer Design 3, AP 64821.

(DEE 518/251/414.)

UNCLASSIFIED.

443.—A/S Mortar Mark 10—Failures.

A failure report, concerning partial obturation failures during firing of A/S Projectiles, Light Mark 4, has been received from a HMA ship.

2. Subsequent investigation has revealed scoring in the cartridge containers and pitting and scoring of liners and sealing rings.

3. It has been established that such failures are associated with defective sealing rings CJ 231.

4. Sealing rings fitted, and on issue to HMA ships mounting A/S Mortar Mark 10, will be exchanged during availability. In the meantime, it is essential to ensure that sealing rings are free in the ring grooves of liners, and to exercise care when inserting liners into cartridge containers to avoid damage to pegs CJ 216.

(DW 1224/64/82.)

UNCLASSIFIED.

444.—Gun Mountings—4.5-in., Mark 6 Series Mountings—Pusher Type Ammunition Hoists (Fixed and Revolving Structures)—Setting Instructions.

(*AFO* 2748/1960.)

Setting up instructions for the various valves and linkages in the operating systems for the pusher type ammunition hoists associated with the 4.5-in., Mark 6 Series Mountings have now been collected together and published as DW 7858, copies of which have been distributed to all ships and authorities concerned.

2. To ensure correct functioning of these hoists, it is essential that the settings laid down in DW 7858 should be used. All hoist systems should therefore be examined in conjunction with the above publication at the earliest opportunity and adjustments made where necessary.

3. Forms S2022 should be used to report any cases of difficulty or inability to achieve satisfactory results with the prescribed settings.

(DW 736/59/84.)

RESTRICTED.

445.—Medium Range System Mark 8, DBU and SBU—Modifications.

Commonwealth Navy Order 184 of 1961 is to be amended as follows—

Mod. No. 6, column 3, Drawings DNO Series—

Delete: 8709/289.
Insert: 8711/289.

(DW 737/256/12.)

(*Navy Order* 184 *of* 1961.)

UNCLASSIFIED.

446.—Pyrotechnics—Thunderflashes, Large, Mark 1—Precautions During Use.

A failure report has been received from a HMA ship concerning Thunderflashes which exploded immediately the priming was ignited.

2. Attention is drawn to the necessity for strict compliance with the instructions on the label attached to this store, viz.—

" Throw Away IMMEDIATELY The Priming Is Ignited."

(DW 728/58/77.)

UNCLASSIFIED.

447.—Maintenance of Exterior Painted Surfaces—Trials of Silicone Polish.

Limited trials in HMAS VAMPIRE on the application of silicone polish to exterior surfaces have resulted in an improvement in the ship's appearance, an increase in the durability of the top coats, a reduction in labour needed to maintain these surfaces, a reduction in paint used and the avoidance of unnecessary thick paint films which increase combustibility and topweight.

2. In view of the results achieved in VAMPIRE, it has been decided to extend the use of this polish to all HMA ships on a trial basis for one year. Should the results of trial be similar to those already reported, consideration will be given to the general introduction of silicone polish for the preservation of painted surfaces.

3. Polish is to be applied to various areas of approximately 2,000 square feet total in which there is a high degree of surface finish and the paint is in sound condition. An adjacent area of similar exposure conditions and similar intitial condition is to be left unpolished and maintained in the normal way to serve as a basis for comparison.

4. The dates on which polish is applied and the quantities used are to be recorded. The effort required for maintaining both the polished and unpolished areas is to be recorded for the duration of the trial and reports are to be rendered after six months and on termination of trial. Remarks on the extent to which the future use of polish is recommended should be included in the reports.

5. Care is to be taken to ensure that all traces of silicone polish are removed prior to painting over polished surfaces as " sissing " (i.e., failure to wet the surface) may occur if even minute traces of silicone are present. To prevent such an occurrence, surfaces are to be rubbed back with " wet and dry " abrasive paper prior to application of the paint.

6. " Kitten " Brand Wax Silicone Polishing Cream No. 1 has been selected for these trials and one thin coat of polish is expected to last up to three months. Liquid cleaner 1/X will be supplied and can be used for cleaning down surfaces prior to application of the polish. Both materials are to be used in accordance with makers instructions marked on the containers.

7. Twenty in number 8-oz. tins of Silicone Cream and 10 in number 10-oz. bottles of liquid cleaner will be provided by SNSO Sydney without demand to the following HMA ships—MELBOURNE, VENDETTA, VOYAGER, VAMPIRE, QUEENBOROUGH, QUIBERON, QUICKMATCH, PARRAMATTA and YARRA. It is estimated that this will be sufficient polish to last twelve months, however, additional small quantities will be made available on demand if needed.

(DNC 512/76/36.)

UNCLASSIFIED.

448.—Naval Stores—Accounting—Filing of Vouchers—HMA Ships and Establishments.

Consequent on the adoption of the numerical system of filing vouchers as introduced by Navy Order 848 of 1960, a revised method of filing vouchers has been adopted.

2. The existing Naval Store Bundle Covers have been abolished, and new " Binders for Naval Store Vouchers ", have been introduced and are available on demand from the Superintending Naval and Air Store Officer, Sydney. These binders, which are to be dealt with as stationery items are available in two sizes, large (13½-in. x 9-in.) and small (7½-in. x 9-in.), and are to be used as follows—

(*a*) A separate binder, of the appropriate size, is to be taken into use for each type of voucher and registration series in use and the vouchers filed as indicated in ABR 4, Article 1814.

(*b*) When a series of vouchers is completed, the vouchers are to be removed from the binder and placed in a standard official envelope or parcelled. The envelope or parcel is to be suitably labelled, and put away pending examination of the account.

(*c*) The binders are then to be re-used for another series of vouchers.

3. ABR 4, Article 1814, will be amended.

(DNAS 400/57/84.)

(*Navy Order* 848 *of* 1960.)

UNCLASSIFIED.

449.—Naval Stores (General) (Class F, Group 2B iv)—Allowances of Electric Laundering and Laundry Irons—HMA Ships.

The present allowances of electric laundering and laundry irons to HMA ships have been revised, and new scales are as follows—

Patterns 19469/70 Irons, Laundering

For each mess deck or enclosed mess (including wardrooms)

In ships with fully equipped laundries.	*All other ships.*
1-No. iron per 80 men (or part of 80 men)	1-No. iron per 40 men (or part of 40 men)

Non-Pattern Steam Irons

For each mess deck or enclosed mess (including wardroom)

In ships with fully equipped laundries.	*All other ships.*
1-No. iron per 80 men (or part of 80 men)	1-No. iron per 40 men (or part of 40 men)

Patterns 19650/1 Irons, Laundry

Ships indicated hereunder are allowed two pattern 19650/51 irons to minimize the delay and inconvenience caused when breakdowns occur:

" Daring " Class Destroyers.
" Tribal " Class Destroyers.
Frigates, Type 15.
Frigates, Type 12.
HMAS WARREGO.

2. Captains of ships concerned, in commission, should forward demands to the SNSO Sydney to complete to the revised allowance. When supply has been made, the replaced items are to be returned to SNSO Sydney.

3. In addition, ships concerned are to raise defect items to fit switch sockets as necessary.

(DNAS 518/65/22.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

450.—Medical or Dental Stores—Non-Scale or Excess of 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 requirements, 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 amendment of scales are necessary. The present RAN scales are based on an average six monthly expenditure.

2. The scale of medical stores for RAN 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 RAN hospitals.

3. 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.

4. 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 scale items in excess of scale allowances of stores as he considers necessary, before leaving for the area. This reason should be endorsed on the demand. Where no medical officer is borne the commanding officer is to seek the advice of the nearest naval medical authority.

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 RAN scales of medical stores, the senior medical officer of the ship or establishment, or commanding officer, may anticipate approval of the supply of such special items provided the need is—

(*a*) Lifesaving.
(*b*) Urgent.
(*c*) Essential for the recovery of the patient.

Covering approval is to be obtained from the Medical Director-General as soon as possible thereafter.

6. In all other instances where non-scale items are required, prior approval of the Medical Director-General is to be obtained. Supply is to be arranged according to the following order of availability modified where urgency needs immediate procurement.

(*a*) RAN medical store.
(*b*) Another RAN 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. One copy of all requests is to be sent to the Medical and Dental Store Officer concurrently with that to the Medical Director-General.

8. 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. NIL reports are not required. Reports are to give full details of each item of stores and the diagnosis of the case for which is is required.

9. When items are required urgently, they may be demanded by signal as follows—

(*a*) Scale items—address the signal FOICEA info ACNB.
(*b*) Non-scale—address the signal ACNB, info FOICEA.

Signal demands are to be kept to an absolute minimum and only to meet emergencies and are to give data concerning point of delivery, dates, &c.

10. These instructions where applicable refer also to dental stores.

11. Navy Order 662 of 1959 is hereby cancelled.

(MDG 1001/51/2.)

(*Navy Order 662 of 1959.*)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

451.—Books—Libraries—Central Reference Libraries—Additions.

A list of books added to the Central Reference Libraries in HMA ships ALBATROSS, CERBERUS and WATSON during the quarter ending 31st May, 1961, 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 libraries.

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

Appendix.

Classification and reference number.	*Author.*	*Title.*	*Where Held ALBATROSS, CERBERUS or WATSON.*
Psychology—			
150/23	Guilford	Fundamental Statistics in Psychology and Education	C
150/24	Guilford	Psychometric Methods, 2nd Edition	C
Religion—			
225/1	—	The New English Bible—New Testament	ACW
Economics and Law—			
330/27	Karmel	Applied Statistics for Economists	C
332/11	Day	The Economics of Money	W
338/4	Packard	The Waste Makers	A
342.42/2	Jennings	The Law and the Constitution (4th Edition)	W
Naval Administration—			
359.09/35	Kemp (Ed.)	The Papers of Admiral Sir John Fisher (Vol. I)	A
359.34/1	Drummond	Blue for a Girl—The Story of the WRNS	C

Appendix—*continued.*

Classification and reference number.	*Author.*	*Title.*	*Where Held ALBATROSS, CERBERUS, or WATSON.*
Education—			
370.15/3	Lindquist	Design and Analysis of Experiments in Psychology and Education	C
370.15/4	Cook & Cook	A Sociological Approach to Education (3rd Edition)	C
373.7/1	Conant	The American High School Today—A First Report	W
387.55/3	Fell	The Sea Surrenders (Stories of Naval Salvage Operations)	AW
Linguistics—			
499.2/2	Pino and Wittermans	Kamus Inggeris I, English-Indonesian Dictionary	W
499.2/3	Pino and Wittermans	Kamus Inggeris II, Indonesian-English Dictionary	W
Pure Science—			
530/23	Butler and Blatt	A Modern Introduction to Physics, Vol. I	A
530/24	Butler and Winn	A Modern Introduction to Physics, Vol. II	A
530/25	Butler and Messel	Space and the Atom—Selected Lectures in Physics and Astronomy	C
540/5	Macdonald Illustrated Library	Science—Chemistry, Physics, Astronomy	A
551.5/22	Heninger	A Handbook of Renaissance Meteorology	A
574/4	Fisher and Huxley (Ed.)	Nature—Earth, Plants, Animals	A
Applied Science—			
621/8	Carmichael (Ed.)	Kent's Mechanical Engineers' Handbook—Power Volume (12th Edition)	C
621/9	Carmichael (Ed.)	Kent's Mechanical Engineers' Handbook—Design and Production Volume (12th Edition)	C
621.3/38	Various	The Encyclopaedia of Radio and Television	C
621.3/49	Earnshaw	An Introduction to A.C. Circuit Theory	C
621.3/121	S.A.A.	Standards Association of Australia Wiring Rules, Part I—Wiring Methods	C
623.41/1	Lewis	Armada Guns—A Comparative Study of English and Spanish Armaments	W

Appendix—*continued.*

Classification and reference number.	*Author.*	*Title.*	*Where Held ALBATROSS, CERBERUS or WATSON.*
Seamanship—			
623.88/4..	Popple ..	Advanced Ropeworking	ACW
623.88/5..	Popple ..	Marline-spike Seamanship (Handling, Splicing and Knotting Wire)	ACW
623.88/6..	Spencer ..	Knots, Splices and Fancy Work ..	ACW
Engineering—			
629.2/3 ..	—	"The Motor" Road Tests—1960 Edition	ACW
629.2/5 ..	Abbey ..	Practical Automobile Engineering (4th Edition)	C
Agriculture—			
635/2 ..	Winser ..	Garden Manual for all Australian States	A
635.97/2..	Harrison ..	Handbook of Trees and Shrubs for the Southern Hemisphere	W
Victualling—			
641.57/1..	Department of Labour and National Service	Standard Recipes for Industrial Cafeterias and Other Large Food Services	C
641.57/2..	West; Wood ..	Food Service in Institutions ..	C
641.57/3..	Preece ..	Large Scale Catering (A Selection of Recipes)	C
Arts and Recreation—			
709.03/3..	Friedenthal ..	Leonardo Da Vinci—A Pictorial Biography	A
720.9/7 ..	Boyd ..	The Australian Ugliness	A
795/9 ..	Goren ..	New Contract Bridge in a Nutshell	AW
796.93/3..	Freund and Compiotti	The New Skier	C
Literature—			
A823/2 ..	Clarke ..	For the Term of His Natural Life ..	C
Geography and Travel—			
910.4/13..	—	The Journal of Christopher Columbus	A
910.9/1 ..	Debenham ..	Discovery and Exploration. An Atlas History of Man's Journeys into the Unknown	A
917.79/1..	Carrighar ..	Moonlight at Midday (Flora, Fauna and People of Alaska)	A
918.81/1..	Blomberg ..	Chavante. An Expedition to the Tribes of the Mato Grosso	C
919/4 ..	Gillsater ..	We Ended in Bali	W
919.4/14..	Lohse ..	Australia and the South Seas ..	A
919.9/9 ..	Hillary ..	No Latitude for Error—Story of the Transantarctic Expedition 1958	W

Appendix—*continued.*

Classification and reference number.	*Author.*	*Title.*	*Where Held ALBATROSS CERBERUS, or WATSON.*
History—			
920/17 ..	Montgomery ..	The Path to Leadership	C
920/18 ..	Lowis ..	Fabulous Admirals	C
923/134 ..	Korngold ..	The Last Years of Napoleon—His Captivity on St. Helena	A
937/6 ..	Low	Gibbon's—The Decline and Fall of the Roman Empire (one volume abridgement)	A
940.28/1..	Hibbert ..	The Destruction of Lord Raglan—A Tragedy of the Crimean War	C
940.542/17	Carew ..	The Fall of Hong Kong	ACW
940.542/18	Barnett ..	The Desert Generals	C
940.545/69	Historical Section Admiralty	Sinking of the "Scharnhorst", 26th December, 1943	C
940.545/86	Roskill ..	The War at Sea 1939-1945, Vol. III—the Offensive, Part I, June '43-May '44	C
940.545/87	Tuleja ..	Climax at Midway	ACW
940.545/88	Shankland and Hunter	Malta Convoy	ACW
940.545/89	Macintyre ..	The Battle of the Atlantic ..	ACW
940.545/90	Fergusson ..	The Watery Maze—The Story of Combined Operations	W
943.086/7	Reynolds ..	Eichmann, Minister of Death ..	W
943.086/8	Shirer ..	The Rise and Fall of the Third Reich	A
945/8 ..	Kubly ..	Easter in Sicily	W
947.08/1..	Hough ..	The Potemkin Mutiny	A
951.5/1 ..	Fleming ..	Bayonets to Lhasa (British Invasion of Tibet in 1904)	C
951.9/2 ..	Anderson ..	Banner Over Pusan	C
952/4 ..	Harrison ..	The Fighting Spirit of Japan ..	W
954/9 ..	Kabir ..	The Indian Heritage	ACW
954/10 ..	Panikkar ..	A Survey of Indian History ..	C

(DNES 451/51/18.)

Section 6.
ESTABLISHMENTS.

UNCLASSIFIED.

452.—Lightning Conductor Regulations 1924—Lightning Protection of Buildings in Explosives Areas.

(*AFO* 640/1961.)

It has been decided that lightning conductor protection should be provided for the following buildings, &c., in explosives areas—

(*a*) Buildings which may contain explosives or large quantities of inflammables, or buildings which may, in emergency, be taken into use for storage of explosives.

(*b*) Buildings which may contain small quantities of inflammables or a large quantity of combustibles, if sited within 150 feet of buildings at (*a*) above.

(*c*) Any structure so situated as to constitute a projectile hazard to a building containing explosives in the event of dislodgment of masonry, &c., by lightning.

(*d*) Any building which, if struck by lightning, might constitute a subsequent fire hazard to a building containing explosives.

2. Maintenance may be discontinued on the lightning protection system of other buildings and structures, except systems on chimneys, &c., where protection must be provided for reasons other than the proximity of explosives. Redundant systems may be removed if considered desirable.

3. Admiralty has advised that the necessary amendment to the Lightning Conductor Regulations, 1924, will be made in the next revision of the handbook.

(DAS 177/51/41.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar. 12/7

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CNO's 453-470/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
30th June, 1961.

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

By direction of the Naval Board.

Thos. J. Hawkins

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

RESTRICTED.

4762/61.

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Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

453.—Return of Signalling with Merchant Ships, Quarter Ending 31st March, 1961.

AS 174 returns for the quarter ended 31st March, 1961, show a total of 377 successful exercises and 41 reports of failure to establish communication. There was one exercise conducted with an RFA. All except one of the exercises were conducted by flashing.

2. Exercises reported by HMA ships were as follows—

HMA Ship.	*British.*	*SEATO/NATO.*
MELBOURNE	55	13
VOYAGER	11	15
VENDETTA	30	15
VAMPIRE	nil	nil
ANZAC	33	11
QUEENBOROUGH	7	2
QUIBERON	15	4
QUICKMATCH	12	3
SWAN	27	11
DIAMANTINA	2	nil
GASCOYNE	5	15
BARCOO	52	12
WARREGO	1	3
PALUMA	nil	nil
KIMBLA	17	4
BANKS	1	1
BASS	nil	nil

3. There were thirteen occasions of signalling with Australian Merchant Ships reported as worthy of special mention and these reports have been communicated to the shipping companies concerned.

4. Form AS 174 (revised July, 1960) is to be rendered to the Director of Signals Division in original only as soon as possible following the end of each quarter. Nil returns are required.

5. The attention of Commanding Officers is drawn to the necessity for keeping an interest in Merchant Ship communications active and to ensure that communication officers adequately check the details of successful/unsuccessful exercises.

6. Navy Order 388 of 1961 is hereby cancelled.

(DSD 77/5/2.)

(*Navy Order* 388 *of* 1961.)

Cancelled 764/61

Section 2.

PERSONNEL.

UNCLASSIFIED.

454.—Discipline—Responsibility for Maintenance.

(*AFO* 3121/1960.)

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 QR and AI Article 1827—Maintenance of Good Order.

2. Greater use of form AS 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.

4. Navy Order 499 of 1959 is hereby cancelled.

(CNJA 303/57/13.)

(*Navy Order* 499 *of* 1959.)

UNCLASSIFIED.

455.—Films and Film Strips—Instructional—"It's all on the Cards" (Serial No. A.1164)—Distribution.

(*AFO* 2813/1960.)

Copies of the Admiralty Instructional Film "It's All on the Cards" (Serial No. A.1164) have been obtained and the initial distribution will be made without demand, by SNSO, Sydney, on the following scale—

Service.	*No. of Copies.*
Flinders Naval Depot	1
RAN Film Library, Sydney	2

2. The film shows how the documentation system simplifies the planning of periodical maintenance tasks and, by suitable examples, that all departments in HMA ships have responsibilities for Hull Maintenance. Although reference is made to the documentation system in use in the Royal Navy the lessons taught by this film are equally applicable to the RAN, and Commanding Officers should ensure that the maximum use is made of this film in Maintenance generally and Hull Maintenance in particular.

3. The film has a running time of 21 minutes and is issued on one spool.

(DNAS 519/56/143.)

UNCLASSIFIED.

456.—Films and Film Strips—Instructional—"Windows of the Soul" (H.1374)—Parts 1 and 2—Distribution.

(*AFO* 583/1961.)

A copy of the Fact and Faith religious film "Windows of the Soul"—Parts 1 and 2 (Admiralty Serial Number H.1374) is being obtained, and will be held by the RAN Film Library.

2. Details of the film are as follows—

(*a*) Part 1 gives a fascinating description of the way the eye works. A remarkable experiment is performed in which the narrator wears a pair of inverting spectacles and walks about in a "topsy turvey" world. After a few days a remarkable thing happens; his brain reverts the image it is receiving from his eyes and again he sees things the right way up.

(*b*) Part 2 examines some of the wonderful things we cannot see or hear or otherwise perceive with our senses. The film shows some of the uses of infra-red and X-ray "light", while with ultrasonic sound a corkscrew is driven through a piece of plate glass and ships of cork are made to float in mid-air.

3. The film has a running time of 65 minutes and is issued on one spool. Each part may be shown separately in which case the running time of each will be convenient for use in a single instructional period. Such a separation of parts does not contravene the condition in 4 (*b*) below.

4. The showing of this film is subject to the following copyright conditions, which are to be strictly observed—

(*a*) The film is available to Chaplains for showing in HMA ships and establishments to Naval personnel and their families. It is not to be shown to purely civilian audiences and on no account is it to be made available to non-Service users.

(*b*) The film is always to be shown in its entirety, no deletions are permitted.

(*c*) The film is religious, and is to be used by the Chaplains themselves for religious and educational purposes only. It is not to be shown as part of an entertainment programme and no admission charge is to be made.

(DNAS 519/56/155.)

UNCLASSIFIED.

457.—Re-entry of Electrical Branch Ratings.

As previously promulgated the Naval Board have decided that, as a special case and subject to the normal conditions covering re-entry into the Royal Australian Navy, Ex-Leading Electrical Mechanics, Petty Officer and Chief Petty Officer Electricians of the Radio and Electronics categories who have had a break in service of less than five years may re-enter the RAN for a period of three years. Ratings who re-enter under the conditions of this order will be given the option of serving ashore for the full three year period.

2. These special re-entry engagements will not affect sea/shore service or advancement prospects of ratings now serving on normal RAN engagements.

3. Electrical branch ratings re-entering under the above conditions are not required to contribute to the DFRB Fund, but will receive a gratuity of £60 on completion of such an engagement. This gratuity, however, is not payable to personnel who on re-entry are receiving a pension under the DFRB 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.

4. The gratuity will be payable in full to the dependants 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.

5. 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.

6. Where, during the currency of initial re-entry 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. Ratings who re-engage will be placed on the roster for sea service on completion of the initial three years.

7. 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.

8. 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.

9. RAFR ratings of these categories were informed at the inception of this scheme by the Director of Naval Reserves, but authorities concerned should ensure that details continue to be widely publicised in Reserve Depots and Recruiting Offices.

10. Navy Order 676 of 1959 and ACNB 088F dated 19th April, 1961 are hereby cancelled.

(DMT 307/4/4.)

(*Navy Order* 676 *of* 1959.)

UNCLASSIFIED. Cancelled vide CNO 372/63

458.—Regular Defence Forces Welfare Association—Formation.

A new ex-servicemen's organization, the Regular Defence Forces Welfare Association, has been formed with headquarters in Melbourne.

2. The objects of the Association are—

(*a*) to render advice and assistance to members and ex-members of the Regular Defence Forces;

(*b*) to raise funds to assist members and ex-members of the Regular Defence Forces in necessitous circumstances; and

(*c*) to further the interests of ex-members of the Regular Defence Forces in relation to resettlement, retirement benefits, sickness benefits, superannuation, gratuities, or in any other respect deemed necessary by the Association.

3. The present address of the Association is c/o The President, Lieutenant-Colonel (R.L.) E. W. Birch, 17 Peate Avenue, Glen Iris, Victoria. The founders envisage that eventually the Association will become Australia wide, with a Federal Headquarters in Canberra and branches in all States.

4. Whilst this Association has no official status recognized by the three Services, co-operation will be extended to it in the same way that information regarding current policies and conditions of service are made available to the RSL.

5. Serving personnel of the RAN including WRANS are free to join the Regular Defence Forces Welfare Association, but whilst they continue in the Service, membership of this Association will in no way absolve them from their duty to observe Service Regulations and procedures. In this regard it is emphasized that any complaint of a service nature a serving member may have, may only be represented through the normal official service channels.

(DPS 108/1/9.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

459.—Boilers—Babcock and Wilcox Controlled Superheat Boilers—Studded Tubes for Chrome-Ore Baffles—(A/S Frigates Type 12).

In accordance with Article 1289, paragraph 2 of BR 3000—Marine Engineering Manual, studded tubes for chrome ore baffling fitted in Babcock and Wilcox controlled superheat boilers need not be removed for cutting-up and gauging on occasions of wear and waste testing the boilers, provided visual examination reveals their condition to be no worse than that of the plain fire-row tubes of the boiler under test.

2. In cases of doubt, and on occasions when renewal of all plain fire-row tubes is carried out, removal of selected studded tubes from the water-walls of a boiler for cutting up and gauging is to be arranged to enable a reliable estimate of durability to be made.

3. Studded tubes of various patterns are fitted in each row and tube details vary for the separate rows.

4. Although arrangements have been made for two ships sets of studded tubes to be held in store some delay in the replenishment of stocks may be expected. It is therefore essential that, before removing studded tubes from a boiler for any reason, it should be ascertained that suitable replacement tubes are available for fitting, in order that the completion of a ship is not delayed thereby.

(DME 1101/51/13.)

UNCLASSIFIED. Cancelled vide CNO 287/63

460.—Propellers and Tail Shafts—Base Spares—Annual Returns.

Statements are to be forwarded annually to the Director of Naval and Air Stores and the Superintending Naval and Air Store Officer, Sydney, showing the following particulars of all ships propellers and tail shafts held as spares as at 30th June—

(*a*) *Propellers.*—Number held and whether right or left hand, class of ship for which suitable, pitch, diameter and surface area.

(*b*) *Tail shafts.*—Number held, class of ship for which suitable, screw thread, right or left hand.

(DNAS 1115/51/3)

UNCLASSIFIED.

461.—Diving—Upson Rugby Underwater Spotlight—Introduction.

The Upson Rugby Underwater Spotlight has been introduced in the RAN for use as a hand-held diver's torch. Pattern 4456 Standard Diver Torch is now obsolete.

2. The allowances of the new spotlight are shown in the appendix to this order. Demands to complete to this allowance should be lodged with SNSO, Sydney. The obsolete Pattern 4456 torches are to be returned to SNSO, Sydney, when the new items have been received.

3. The Upson Spotlight weighs 3¼-lb. and is neutrally or slightly positively buoyant. It will switch on automatically at a depth of 30 feet, and cannot be switched off until the diver ascends.

4. It is not to be taken to a depth greater than 150 feet, and is to be washed externally with fresh water after use.

Appendix.

HMAS WATSON	18	12 Training. 4 MCDT. 2 MCDU.
Flinders Naval Depot	2	
HMAS TARANGAU	2	
HMAS LEEUWIN	2	For RANR diving.
HMAS LONSDALE	2	For RANR diving.
HMAS RUSHCUTTER	2	For RANR diving.
HMAS MELBOURNE	6	
Destroyers and Frigates	3	
Survey Vessels	2	
HMAS KIMBLA	2	
HMAS CRESWELL	2	

(DNAS 517/251/68.)

UNCLASSIFIED.

462.—Insecticidal Lacquer for Use in HMA Ships and Establishments.

An improved insecticidal lacquer " Rentokil " has been introduced for the control of cockroach and other insect infestation in galleys, pantries and associated spaces and in places where experience has shown that there are cockroach runs. This material will replace " Insecta-Lac " now in use.

2. " Rentokil " may also be used in establishments in areas where the insects are prevalent, e.g., kitchens, pantries, preparing rooms, dining rooms, bakeries, &c.

3. " Rentokil " is a colourless lacquer containing diazinon 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. The lacquer can be stimulated by rubbing or light cleaning when the diazinon re-blooms on the surface and causes the death of insects by absorption through the feet. Treatment should remain effective for two years.

4. Because of the specialized knowledge required for application of this materia the work should be carried out by contractors experienced in this field. Where this is not practicable ships are to be treated by home dockyards or ships staff in accordance with the instructions contained in the attached appendix.

5. Captains are to ensure that an item for insecticidal treatment is inserted in main defect lists at two yearly intervals or as otherwise required.

6. A small quantity of " Rentokil " may be carried on board for touch-up purposes, where it is thought the original application may have been rendered ineffective.

7. " Rentokil " is accounted for under Class E, Group 7 as a non-pattern item and requirements should be demanded from the SNSO, Sydney.

8. ABR 19 will be amended in due course.

Appendix.

1. *Introduction.*—The following scheme of application is given as a guide for the treatment by brushing or spraying by low pressure spray gun.

2. *General.*—The whole of the surfaces of the compartments need not be coated with the lacquer. In general, the lacquer should be applied in the form of bands 2 or 3 inches wide. Excessive banding or coating overall merely wastes the insecticide and is not necessary. It should be appreciated that once the cockroaches touch the lacquer they will die quickly. Special attention should be paid to routes of entry such as where ventilation trunks, pipes or wiring channels pass through bulkheads and to potential harbourages behind fitted equipment such as at the backs of heaters, galley stoves, lockers, &c. Where new equipment such as lockers, &c., is to be fitted the hidden areas of the bulkheads should be treated with insecticidal lacquer before the equipment is fitted in position.

3. *Areas to be Treated*—

(*a*) *Lagging and Lining.*—Where fitted in galleys and associated spaces, the insecticidal treatment is to be applied on the face of the lagging and also on the structure behind the lagging, i.e., on the faying surface. The lacquer is also to be applied on the back of the lining, paying particular attention to the joints between the panels. Application behind the lagging or lining should consist of cross banding of strips 2 or 3 inches wide.

(*b*) *Decks.*—Will not require treatment apart from providing a protective seal of about 2 inches width at the edges of the deck adjoining the bulkheads.

(*c*) *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 refrigerators, under hot plates and electric stoves and above electric cable trays.

(*d*) *Galleys and Pantries.*—The underside of shelves, under bottoms of drawers, back of cupboard drawers and in the cavities beneath the various cupboard fixtures and beneath sinks.

(*e*) *Food Stores.*—Beneath all shelves and cavities between and below cupboard.

(*f*) *Bathrooms and Heads.*—In all dark areas such as under sinks and behind pans.

Appendix—*continued.*

4. *Preparation of Surfaces to be Treated.*—Lacquer is to be applied over the existing paint, care being taken to remove all grease, dirt and loose particles from the surface beforehand by washing down with general purpose detergent, like pattern 862 using a dilution of 1-oz. (1 tablespoon) per gallon of warm fresh water. The solution is to be applied by sponge or cloth squeezed out in the liquid and the surfaces afterwards rinsed with another cloth using fresh clean water and allowed to dry thoroughly before applying the insecticidal coating.

5. *Application.*—The lacquer is to be applied with a clean brush in bands 2 or 3 inches wide. Coating of the whole surface is not necessary. Two inch flat varnish brushes, pattern 943–0557 are suitable and can be cleaned with Xylol or methylated spirit. Spray application by the normal spray gun should only be used for the inaccessible places such as behind equipment which is already fitted and elsewhere where brush painting may not be feasible. For spray application, it is unnecessary and undesirable to thin the material in any way.

6. *Characteristics.*—The coating will dry rapidly on the surface to a hard durable film (two to four hours in normal conditions with adequate ventilation) giving a glossy coating. Insecticidal activity commences when a slight " bloom " or misting of the surface becomes noticeable. Insect knock-down should then be rapid, effective and prolonged. Routine washings down will not appreciably affect the toxicity to insects though repainting over the coating will, of course, destroy its insecticidal value.

7. *Precautions.*—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 brush 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.

(DNC 512/80/87.)

UNCLASSIFIED.

463.—RAN Standard Spray Painting Equipment—Revised Allowances—Withdrawal of Versital Pole Gun from Fleet Use.

The RAN standard spray painting equipment, which will be dealt with as Sea Stores (with the exception of the compressor which is a Machinery spares item), will consist of the following items—

1 No. Compressor unit, as required.
1 No. Gun (Samson) Type A1, without nozzle.
1 No. Each nozzle attachments, F5, F7 and F18.

1 No. Pressure pot, 2-gallon, single control, double gun.
2 No. Inserts for pressure pot.
1 No. Air conditioner (Samson), Type M.
1 No. Coupling device comprising 1 No. ½-in. galvanized T piece, 1 No. ½-in. nipple and 1 No. ½-in. air cock.*
1 No. Air wash mask and associated charcoal filter.
2 No. 30-ft. lengths of ¼-in. air hose with fittings .. .. } For gun.
2 No. 30-ft. lengths of ⅜-in. material hose with fittings .. }
1 No. 50-ft. length of ½-in. air hose with fittings for main air supply.
2 No. 30-ft. lengths of ¼-in. air hose with fittings .. .. } For mask.
2 No. 10-ft. lengths of ¼-in. air hose with fittings .. .. }
1 No. 30-ft. length of ⅜-in. material hose with fittings .. } Spares.
1 No. 30-ft. length of ¼-in. air hose with fittings .. .. }

2. In addition to the above standard set of equipment, the following equipment and fittings are available as required—

(*a*) Extension gun (Samson) for use in extension work.

(*b*) Extra gun with F18 nozzle attachment, together with one 30-ft. length ¼-in. air hose and 30-ft. ⅜-in. material hose.

(*c*) F1 nozzle attachment for spraying liquid envelope.

3. Because of its unwieldiness and the distance that the operator is placed from his work, the Versital Pole Gun has been withdrawn from Fleet use. However, 2 No. Versital Pole Guns have been allocated for use at HMA Naval Dockyard, Garden Island.

4. The revised allowances of spray painting equipment to HMA ships, establishments and services (except Headquarters Ship of Reserve Fleet) are as set out in Appendix A to this order. The allowances for Headquarters Ship of Reserve Fleet is shown in Appendix B to this order.

5. Authorities holding spray painting equipment of a type other than standard should retain this equipment in full or part satisfaction of the allowances detailed in the appendixes hereto until it becomes unserviceable.

6. Ships and establishments should lodge demands (forms AS 134) on SNSO, Sydney, through the administrative authority, for any equipment required to complete to the revised allowances in the appendixes hereto. Equipment held in excess of the allowances should be returned to SNSO, Sydney. Supply to ships under construction will be arranged by storing yards concerned in the usual manner, but will not be effected until the concurrence of the administrative authority has been received.

7. Spray painting equipment, with the exception of airwash masks and associated charcoal filters, is accounted for under Class B, Group 11H. The masks and filters are accounted for under Class E, Group 5.

8. Instructions for use and maintenance of the equipment and precautions to be observed during its operation are covered in Sections 7–4, 14 and 15, Part 1 of ABR 19, Manual of Painting Instructions.

* This unit is for use with the " M " Type Air Conditioner to enable the operation of two guns using pressure cups converted to suction cups.

9. Spares for the maintenance and repair of the RAN standard spray painting set will be issued on the following basis—

Item.	*Scale of Allowances.*			
	Per 5 or 6 Sets.	*Per 3 or 4 Sets.*	*Per 2 Sets.*	*Per 1 Set.*
F7 Nozzle set complete (Maker's parts Nos. L1, L2, L4)	3	2	1	1
F18 Nozzle set complete (Maker's parts Nos. L1, L2, L4)	3	2	1	1
Material packing (Maker's part No. L6)	18	12	6	3
Air Control screw packing washers ..	18	12	6	3
Air Conditioner drain cock	3	2	1	1
Pressure pot gasket	1 No. per set.			
Air control screw complete (Maker's part Nos. L7, L8, L9)	1 No. for every 2 guns.			
Cleaning brushes	1 No. per gun.			
Gun spanners	1 No. per gun.			
Crescent spanners 8-in.	1 No. per gun.			

10. If any defects in guns or other spray painting equipment develop which cannot be made good using the above spares, the defective equipment is to be returned to SNSO, Sydney, replacements being demanded in the normal manner.

11. The following spares should be carried for the compressor unit and should be accounted for in the appropriate List of Equipment—

Motor Spares—
Bearings .. .. 1 set.

Starter Spares—1 set.
Each set comprising—
Moving contacts .. .. 1 set.
Fixed contacts .. .. 1 set.
Operating coil .. .. 1 No.
Moving contact springs .. .. 1 set.

Compressor Spares—1 set.
Each set comprising—
Valves .. .. 1 set.
Gaskets .. .. 1 set.
Inlet muffler pads .. .. 1 set.
Controller diaphragms .. .. 1 No.
Controller springs .. .. 1 No.
Unloader valve springs .. .. 1 No.

APPENDIX A.

ALLOWANCES FOR HMA SHIPS, ESTABLISHMENTS AND SERVICES.

	Compressor.	*Gun (Samson), Type A1 without Nozzle.*	*Nozzle Attachment, F5.*	*Nozzle Attachment, F7.*	*Nozzle Attachment, F18.*	*Extension Gun (Samson).*	*Vertical Pole Gun.*	*Pressure Cup (Samson).*	*Pressure Pot, 2-gall Single Control, Double Gun.*	*Insert for Pressure Pot.*	*Air Conditioner (Samson), Type M.*	*Air Wash Mask and Charcoal Filter.*	*Air Hose, ½-in. x 30-ft. with fittings.*	*Air Hose, ½-in. x 10-ft. with fittings.*	*Air Hose ½-in. x 30-ft. with fittings.*	*Material Hose ½-in. x 30-ft. with fittings.*
Ships—																
Carriers	1	12	6	6	12	2		6	6	12	6	12	36	12	6	24
Destroyers (All Classes) ..	1	3	2	2	3	1		2	2	4	2	3	11	4	2	7
Frigates (All Classes) ..	1	3	2	2	3	1		2	2	4	2	3	11	4	2	7
OMS Vessels (Bathurst Class) ..	1	1	1	1	1	1		1	1	2	1	1	5	2	1	3
Surveying Vessels (ex-Sloops) ..	1	1	1	1	1	1		1	1	2	1	1	5	2	1	3
Shore Services—																
Captain Cook Dock .. } See Note Below	2	4	4	4	4	2	2	4	4	8	4	4	20	8	4	12
Garden Island Dockyard .. } See Note Below	2	6	6	6	6	2		6	6	12	6	6	30	12	6	20
Williamstown Dockyard .. } See Note Below	2	4	4	4	4	2		4	4	8	4	4	20	8	4	12
NOIC WA .. .. } See Note Below	1	1	1	1	1	1		1	1	2	1	1	5	2	1	3
RANAS, Nowra .. .. } See Note Below	1	2	2	2	2	2		2	2	4	2	2	10	4	2	6
HMAS NIRIMBA .. .. } See Note Below	1	2	2	2	2	2		2	2	4	2	2	10	4	2	6
RAN Air Workshop .. } See Note Below	1	1	1	1	1	1		1	1	2	1	1	5	2	1	3
FND .. .. } See Note Below	1	1	1	1	1	1		1	1	2	1	1	5	2	1	3
RAN Torpedo Establishment .. } See Note Below	1	1	1	1	1	1		1	1	2	1	1	5	2	1	3
HMAS TARANGAU .. .. } See Note Below	2	4	2	2	4	1		2	2	4	2	4	12	4	2	8
Boom Defence Depot, Sydney .. (To other Boom Defence Depots if, and when, required)	1	1	1	1	1	1		1	1	2	1	1	5	2	1	3

Note.—For use by ships as may be convenient when alongside and for issue on loan for short period to other services as required.

APPENDIX B.

ALLOWANCES FOR HEAD-QUARTERS SHIP, RESERVE FLEET.

For Spraying Liquid Envelope—

6 No. guns (Samson) type A1 without nozzles.
12 No. nozzle attachments F1 (includes 6 No. as spares).
6 No. pressure pots, 2 gallons, single control double gun.
1 No. pressure cup (Samson).
6 No. inserts for pressure pots.
3 No. 20-ft. lengths of ¼-in. air hose .. .. .. } Complete with fittings
6 No. 40-ft. lengths of ¾-in. air hose .. .. .. } Complete with fittings
6 No. 20-ft. lengths of ⅜-in. material hose .. .. } Complete with fittings
8 No. 50-ft. lengths of ½-in. air hose .. .. .. } Complete with fittings
3 No. air conditioners (Samson) type M.

For Sray Painting—

6 No. guns (Samson) type A1 without nozzles.
6 No. each nozzle attachments F5, F7 and F18.
3 No. pressure pots, 2 gallon, single control, double gun.
6 No. pressure cups (Samson).
6 No. inserts for pressure pots.
12 No. 30-ft. lengths of ¼-in. air hose .. .. .. } Complete with fittings
12 No. 30-ft. of ⅜-in. material hose .. .. .. } Complete with fittings
8 No. 50-ft. lengths of ½-in. air hose .. .. .. } Complete with fittings
12 No. 30-ft. lengths of ½-in. air hose with fittings .. .. } For mask.
12 No. 10-ft. lengths of ¼-in. air hose with fittings .. .. } For mask.
6 No. 30-ft. lengths of ⅜-in. material hose with fittings .. } Spares.
6 No. 30-ft. lengths of ¼-in. air hose with fittings .. .. } Spares.
1 No. extension gun (Samson).
3 No. air conditioners (Samson) type M.
4 No. air wash masks and charcoal filters.

(DNAS 505/71/56.)

UNCLASSIFIED.

464.—Naval Stores (Electrical) (Class F, Group 21)—Fuze Bases and Carriers for 0 Size End-on Fuze Links—Introduction.

(*AFO* 546/1961.)

As a result of experience in the RN with Fuze Unit, AP F21/18520 (for size 0 end-on type fuze links), the carrier portion of the unit has been redesigned to incorporate a spring loaded contact for the fuze link. The new carrier will be identified as AP 200246 and introduced into the Rate Book and Authorized List of Naval Stores as a consumable item under Class F, Group 21 (NATO Classification Group 5920).

2. The existing base portion of the Unit, AP 18520 will accommodate the new carrier without modification and in order to avoid confusion, will, in future, be identified as a Fuze Base, AP F21/200245 under which pattern number future purchases will be effected. Pattern 18520 is thus rendered obsolescent and stocks should be issued until exhausted.

3. It is not intended to undertake a retrospective replacement of all the existing carriers in Fuze, Carriers, AP 18520. A limited stock of AP 200246 is being provided and ships concerned are to demand not more than 10 per cent. of the actual number of AP 18520 Fuze Units at present fitted. Demands should not be hastened.

4. In the event of any future instances of overheating or other abnormal effects attributable to poor contact the existing fuze carrier concerned should be replaced by AP 200246. The fuze links should be renewed at the same time.

(DNAS 519/71/9.)

UNCLASSIFIED.

465.—Naval Stores (General)—Audio Frequency Equipments—Modern Equivalents of Obsolete and Obsolescent Components.

(*AFO* 758/1961.)

Although audio frequency equipment of the Type AF 100 series is now in service for broadcast and intercommunication purposes, some ships are still fitted with earlier types of equipment. Replacement components of these earlier types are still in stock in some instances, but it will become increasingly necessary to supply replacement components such as microphones, loudspeakers, amplifiers, &c., of the new types as stocks of the earlier types become expended. Lists of equivalent items are given in the appendixes to this order.

2. In view of the need for economy, demands for replacement components required for the maintenance of earlier types of equipment should still call for the older components in order that existing stocks may be utilized.

3. Where a change of supply will eventually be required, as indicated in Appendix B, Commanding Officers are to arrange for forms AS 1182, to be raised accordingly.

APPENDIX A.

COMPONENTS WITH DIRECT REPLACEMENTS.

Earlier Type Item.		*Pattern No. of Direct Replacement.*
Description.	*Pattern No.*	
	Class F, Group 1C, Part 3.	*Class F, Group 1C, Part 3*
Hand Microphones ..	13321A 13266 W.3488	12599
Bracket Microphone ..	12606	32089
SRE Microphone ..	1359 1201	12936
Microphone and Bracket ..	12607	32089 with Bracket 32093
Microphone Stand	4297	12937
Loudspeaker	12557	12608A
Loudspeaker, Type C ..	—	12608A
Loudspeaker, Type E ..	—	12608A
Loudspeaker	W.6682	32031
Loudspeaker	12525	32031
Loudspeaker	12554/A	32031
Loudspeaker, Type D ..	—	32031

APPENDIX A—*continued.*

Earlier Type Item.		*Pattern No. of Direct Replacement.*
Description.	*Pattern No.*	
Loudspeaker	W.9436A	12598
Loudspeaker, Type F ..	—	
Loudspeaker	W.2041A	
Loudspeaker	W.3487	
Loudspeaker, Sea Sled ..	—	12634 with transformer 12639 and mounting 12640
SRE Loudspeaker	4480 and series	32042
SRE Loudspeaker	4481 and series	
SRE Loudspeaker	12943 and series	
SRE Loudspeaker	12929	32041
SRE Loudspeaker	12930	
Amplifier, 16W. (A.C.) ..	12523	32020 with mounting 32022
Amplifier, 16W. (A.C.) ..	13316B	
		Class F, Group 20.
Amplifier, 50W. (A.C.) ..	12522A	12647/A with mounting 12646
Amplifier, 50W. (A.C.) ..	2608A	
Cinema Loudspeaker ..	4478	7910A
Cinema Loudspeaker ..	4479	
Amplifier, 16W.	4275 with 912A	Microgram 32112 or sound reproducer 198346
Amplifier, 16W.	912A with 4048	
	Class F, Group 20.	
Bracket	32153	197905—Support, Flexible (no switch)
Bracket	32154	197906—Support, Flexible (2M, P to S) 197907—Support, Flexible (2M, S to S)
Base, switched	32155	197908—Support, Flexible (1M, 1B, P to S)
Base, unswitched	32156	197909—Support, Flexible (1M, 1B, S to S) depending on switching required
		Microphone element to be demanded separately
Key and muting unit, press-to-speak	198507	198325—Key and muting unit (press-to-speak)
Key and muting unit, switch-to-speak	198505	198324 Key and muting unit (switch-to-speak)

APPENDIX B.

ALTERNATIVES WHICH INVOLVE A CHANGE OF SUPPLY OR ASSOCIATED EQUIPMENT.

Description.	*Pattern No.*	*May be replaced by Pattern No.—*	
	Class F, Group 1C, *Part* 3.		
Amplifiers ..	W.2040 W.3486 W.4935 12566 13259	F.1C/32021 with Mounting F.1C/32022 provided that a 24-volt D.C. supply is available and standard microphones and loudspeakers in Appendix A are used	
Amplifiers ..	13256	F.1C32047 with Mounting F.1C/32048	Where a 50-, 115- or 230-volt A.C. supply is available
Amplifiers ..	D.N.W.S. (Special)	F.20/32112 Microgram or F.20/198346 Sound Reproducer	

(DNAS 518/55/96.)

UNCLASSIFIED.

466.—Naval Stores (General)—Wire, Copper, HC Round and Wires, Resistance—Re-introduction into the Rate Book and Authorized List of Naval Stores.

(*AFO* 225/1961.)

The undermentioned copper wire and resistance wires, formerly held under Class F, Group 2B (IV), have been re-introduced into the Rate Book and Authorized List of Naval Stores (BR 810) under Class F, Group 23 (NATO Group 6145) to meet requirements for re-winding of certain machines and coils—

Old Pattern No.	*Description.*	*Re-introduced under New Pattern No.*
F2B/1595 ..	Wire, Resistance, Class B 20 S.W.G. (0.036-in.)	F23/180809
F2B/3739 ..	Wire, Copper, high conductivity, round 0.096-in. diameter, ordinary, double cotton covered (DCC) to B.S. 1791/51 Part 1	F23/180810
F2B/6251 ..	Wire, Resistance, Class B 21 S.W.G. (0.032-in.) double silk covered (DSC)	F23/180811

2. Stocks of these wires are being provided and requirements should be demanded from the SNSO, Sydney. Demands should not be hastened.

(DNAS 518/65/24.)

UNCLASSIFIED.

467.—Naval Stores (General) (Class B, Group 9A)—Clamps, Gland Washers and (Class E, Group 2C) Packing Rings—Introduction.

(*AFO* 493/1961.)

Items comprising lozenge-shaped cable glands, intended primarily for use with Asdic equipment (at present certain components in Types 170, 177 and 182 series), are being introduced into the Rate Book and Authorized List of Naval Stores. All items are Consumable and denomination is by number. In suitable association they provide six gland sizes for differing ranges of cable diameter as tabulated below—

Gland Size.	*Pattern Number.*			*Max. dia. of Cable Hole (inches).*	*Size of Cable ins. O.D.*
	Clamp Aluminium Alloy, Undrilled.	*Washer, Gland Aluminium Alloy, Undrilled.*	*Ring, Packing Rubber, Blank.*		
A	B9A/190571	B9A/190578	E2C/190585	0.4	Up to and including 0.370
B	B9A/190572	B9A/190579	E2C/190586	0.6	Over 0.370 and including 0.570
C	B9A/190573	B9A/190580	E2C/190587	0.8	Over 0.570 and including 0.770
D	B9A/190574	B9A/190581	E2C/190588	1.0	Over 0.770 and including 0.970
E	B9A/190575	B9A/190582	E2C/190589	1.2	Over 0.970 and including 1.170
F	B9A/190576	B9A/190583	E2C/190590	1.4	Over 1.170 and including 1.370
G	B9A/190577	B9A/190584	E2C/190591	1.6	Over 1.370 and including 1.570

2. In using these gland components the size of the hole to be drilled in the clamp and gland is to be $\frac{1}{32}$-in. larger than the cable diameter. The maximum diameter of the hole in each size of gland should not exceed those given in the table above. The holes are to be countersunk 150° x 0.3 deep or to the outside edge of the item where the maximum diameter is used. The hole in the packing ring is to be a slight interference fit on the cable so that the latter is tightly held in position in the gland and a splash-proof entry obtained.

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

(DNAS 506/51/99.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

468.—Accounting—Victualling Stores—Form AS 462a.

Forms AS 462a—Return of Provisions Expended in the General Mess, continue to be received in Navy Office containing errors of the type referred to in Navy Order 998 of 1960.

2. As the daily check required by ABR 93, chapter 15, paragraph 2, should ensure that the ledger—form AS 71, is correct, it appears that insufficient care is being taken when transcribing issues from the ledger to form AS 462a.

3. The prices charged for items not included in the Fixed Issuing Price List are invariably to be shown on form AS 462a. Prices for these items are to be calculated in accordance with chapter 7, paragraph 6, of ABR 93, and included on form AS 462a.

4. Supply and Victualling Officers are to take action to ensure that all personnel concerned are made aware of the need for greater accuracy in the preparation of forms AS 462a.

(DV 910/51/18.)

(*Navy Order* 998 *of* 1960.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

469.—Daily Medical Records—Forms AM 209, AM 209Z and AF Med. 5.

Following a review of the procedure for Daily Medical Records of Naval Personnel, form AM 209z (Daily Medical Record) is being revised, a new form AM 209 (Envelope) is being introduced, and the use of form AF Med. 5 is to lapse.

2. The new forms are to be used as follows—

(*a*) Form AM 209z (made out in duplicate) to record details of out-patient attendance and treatment of Naval Personnel.

(*b*) Form AM 209—Envelope in which to file duplicate copies of form AM 209z.

3. Immediately upon the introduction of the new procedure, a form AM 209 is to be made out for each serving member and placed, with his form AF Med. 5 inside, as enclosure No. 2 in the AF Med. 4. For new entries form AM 209 will replace AF Med. 5 as enclosure No. 2 in the AF Med. 4.

4. Detailed instructions for the use of form AM 209z are as follows—

(*a*) The full name, rank or rating and official number are to be recorded immediately the member requiring treatment reports. Boxes 1–7 inclusive are to be completed by the Sick Berth Staff and Boxes 8–11 by the Medical Officer, where borne. Full clinical details, including the patient's statement of his case and physical findings made on examining the patient are to be entered in Box 9.

(*b*) A new AM 209z is to be prepared for each daily attendance irrespective of any previous attendance for the same complaint, e.g., for a member reporting on seven consecutive days for the same complaint, seven AM 209z's are to be prepared.

(*c*) Disposal of the member is to be recorded at each attendance by means of the following abbreviations—

D.—Duty.	H.—To hospital.	Giving name thereof.
AL.—Attending List.	FH.—From hospital.	
ED.—Excused Duty List.	OS.—Discharge to other ship.	
LD.—Light Duty List.	SOS.—Sick on shore. (Give address.)	
SL.—Sick List.	DD.—Discharged dead.	

(*d*) Cases discharged to hospital and those placed sick on shore are to be recorded on the day of such admission and on the day of discharge from hospital or return from sick on shore, and on the occasion of any visits made to them. If these cases are not discharged to duty on return from hospital, their classification, e.g., SL or LD is to be given. (Paragraphs 8, 9 and 10 of Navy Order 470 of 1960 also refer.)

(*e*) If a member is placed on the Sick List on board, a notation to this effect is to be made in Box 10 of form AM 209z. Form AF Med. 10 (In-patient case sheet) is to be used for day to day notes on the case until patient is discharged from the Sick List. An AF Med. 14 is then to be raised from AF Med. 10/11 and disposed of in the prescribed manner.

(*f*) Special care in recording disabilities is to be paid where limbs, eyes, ears or parts of the body, &c., are affected by recording whether the disability is " right " or " left ".

(*g*) Full details of the circumstances under which each injury or disability is contracted are to be recorded. In particular, these details are to include the following—

(i) Time, date and place of injury.
(ii) Cause of injury or disability.
(iii) Full names of witnesses.
(iv) Date of first reporting injury and to whom reported.

5. *Procedure for Transmission.*—On the Monday of each week all original copies of form AM 209z are to be secured together, and sent by fastest certified mail in an envelope addressed " To be opened only by the Medical Director-General, Department of the Navy, Victoria Barracks, Melbourne, SC 1 ".

6. First issue of forms AM 209 and AM 209z will be made to ships and establishments without demand.

7. The date for the introduction of the new procedure for Daily Medical Records will be advised by signal.

8. Stocks of unused superceded form AM 209z (Book Form) are to be returned to Medical Director-General, Department of the Navy, Victoria Barracks, Melbourne, SC1.

(MDG 464/60/27.)

(*Navy Order* 470 *of* 1960.)

UNCLASSIFIED.

119/62

470.—Form AD 233—History Sheet of Moorings, Form D 233A—Annual Report of Moorings.

Forms AD 233—" History Sheet of Moorings " and D233A—" Annual Report of Moorings " have been abolished.

(DNAS 1431/51/11.)

With reference to Navy Order 1094 of 1959, Navy Orders 360 to 458 of 1959 are now over two years old and may be disposed of.

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

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CNO's 471-492/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
30th June, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

5022/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

471.—Fourth Naval Member and Chief of Supply.

The Minister for Defence has approved that the post of Fourth Naval Member and Chief of Supply shall, in future, carry the rank of Rear-Admiral. (General List.)

2. Rear-Admiral P. Perry, CBE, has been re-appointed as Fourth Naval Member and Chief of Supply on promotion to date 18th May, 1961.

(Sec. INM 317/201/2.)

UNCLASSIFIED.

472.—RAN 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 RAN 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. It is essential that the dates be accurate, as the necessary information is not readily available at Navy Office. Captains of ships allotted for duty in the Strategic Reserve are therefore to report the actual dates on which they enter and leave the area, quoting this order.

3. Navy Order 871 of 1959 is hereby cancelled.

(HNB 1285/4/1.)

(*Navy Order* 871 *of* 1959.)

Section 2.
PERSONNEL.

UNCLASSIFIED. Cancelled under C N O 337/63

473.—Air Electrical and Air Radio Ratings—Recognition by Department of Civil Aviation.

The Naval Board has been notified by the Department of Civil Aviation that ex Fleet Air Arm ratings of the Electrical Branch, who are desirous of making a career in the civil aviation industry, may be granted exemptions for experience as set out in this order.

Electrical Ratings.

2. (*a*) Chief and Petty Officer Electricians (Air) who have qualified for and obtained a Trade Proficiency Certificate, will be eligible to sit for the Department's Basic Examinations, Part I, in the Electrical Systems category. After successful completion of the Basic Examinations, Part I, and six months specific experience in the Civil Industry, they would be eligible to sit for the Particular Type Equipment Examination, Part 2.

(*b*) Other Electrical ratings (excluding radio), would be considered for Trade Credits, i.e., Experience Credits. The total fulltime experience required in work appropriate to the Electrical Systems category, is five years, and Trade Credits of up to four years can be awarded for allied trade experience in the navy.

Radio Ratings.

3. All Radio Ratings joining the major firms in the civil aviation industry are normally given an acquaintance course of from eight months to one year period. On completion of this course the following would apply—

(*a*) Chief and Petty Officer Radio Electricians (Air), who have qualified for and obtained a Trade Proficiency Certificate, will be eligible to sit for the Department's Basic Examinations Parts I and II in the Radio Systems category.

(*b*) Radio ratings who have had five years total experience including the eight months to one year acquaintance course would also be eligible to sit for the Department's Basic Examinations Parts I and II in the Radio Systems category.

(*c*) Other Radio ratings would be considered for Trade Credits. The total fulltime experience required in work appropriate to the Radio System category is five years, and Trade Credits of up to four years can be awarded for allied trade experience in the navy.

4. Successful completion of the examinations listed above, and six months employment in the civil aviation industry on work directly appropriate to the category for which licensing is sought, would make the applicants eligible for Aircraft Maintenance Engineers Licences.

5. Exemptions extended to Electrical Artificers with air experience were promulgated by Commonwealth Navy Order 771 of 1960.

6. The foregoing outlines the general policy, but individual cases are considered on their merits, particularly in the case of senior ratings of long experience. Intending candidates for licences are advised to obtain full particulars from—

The Regional Director,
Department of Civil Aviation,
New South Wales Region,
Balls Head Road,
Waverton, N.S.W.

(DEE 347/1/25.)

(*Navy Order* 771 *of* 1960.)

UNCLASSIFIED. Cancelled vide CNO 414/63

474.—Junior Ratings of the Supply and Secretariat, Sick Berth and Dental Branches—Change of Rig.

Ratings of the Supply and Secretariat, Sick Berth and Dental Branches (excluding Dental Mechanics) below Petty Officers rate who are still wearing Class III uniform are reminded that they will be required to be fully kitted up in Class II rig at their own expense by 1st January, 1964.

2. Ratings affected may make the change progressively and as convenient prior to 1st January, 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.

3. Ratings of these Branches 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.

4. Cooks and Sick Berth Attendants are to continue to wear Class III White Drill Trousers as working dress. Steward ratings below Petty Officer rate are to wear Class II trousers with mess clothing.

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

6. Navy Order 673 of 1959 is hereby cancelled.

(DV 930 /51/2.)

(*Navy Order* 673 *of* 1959.)

UNCLASSIFIED.

475.—Ration Allowance—RN Personnel.

The daily rates of ration allowance payable to RN personnel serving in Australia and in receipt of RN rates of pay and allowances, have been revised with effect from 1st January, 1961.

2. The following rates will operate from 1st January, 1961, until further notice—

Canberra	122 pence (Sterling).
Sydney	104 pence (Sterling).
Elsewhere	104 pence (Sterling).

3. Navy Order 775 of 1960 and ACNB 090F of 21st April, 1961, are hereby cancelled.

(DNA 903/51/25.)

(*Navy Order* 775 *of* 1960.)

UNCLASSIFIED.

476.—Ratings—Advancement of Recruit Ratings to the Ordinary Rating.

In certain branches Recruits can fail at the first attempt to pass the Recruit Disciplinary and/or Technical courses, be back-classed, and still be fully qualified for advancement to the Ordinary rate within six months of entry. However, in other branches, because of longer recruit technical courses, a failure with consequential back-classing takes ratings beyond the six months.

2. It has therefore been decided to alter the rules for advancement to the Ordinary rate. As from the 1st August, 1961, advancement to the Ordinary rate is to be effected on completion of six months service as a Recruit. This date is to be adjusted by half a month time lost for each failure in the Recruit Disciplinary and Technical courses.

3. Where a Recruit has not passed professionally within six months, advancement is to be deferred until the rating is fully qualified. He is then to be advanced to date six months from date of entry adjusted as necessary by any time lost.

4. Time lost is to be noted on ratings' History Sheets and reported on forms AS161a.

5. ABR10 will be amended.

(HPB 316/3/9.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

477.—Cables—Electric Cables—Corrosion of Steel Armouring.

Navy Order 307 of 1961 is to be amended as follows—

Paragraph 2—fourth line—

delete the words " red oxide ".

(DNC 519/73/108.)

(*Navy Order* 307 *of* 1961.)

UNCLASSIFIED.

478.—Amplifiers—Series 1 Mark 5MA Misalignment Amplifier—Modifications Nos. 2, 5 and 6.

(*AFO* 905/1961.)

Attention is drawn to BR 1870 Parts 1 and 2—Minor Modifications to General Electronic Equipment.

2. Modification No. 6 to the Mark 5MA Misalignment Amplifier will shortly be issued instructing all holders of these units to remodify them to a state similar to that which existed before completion of Modifications Nos. 2 and 5.

3. This work is necessary to avoid the misalignment buzzers sounding when gun mountings are in joystick control.

4. Ships and authorities will be supplied with detailed information in Amendment No. 8 to BR 1870 but are in the meantime to proceed with the work entailed based upon reversing the order of work in Modifications Nos. 2 and 5. On completion the figure 6 is to be erased from the unit modification label.

5. Units that have only had Modification No. 2 or No. 5, or neither completed should take the necessary action and on completion erase the figures 2, 5 and 6 on the unit modification label.

6. Care should be taken with the units bearing the following Serial Nos. that the modifications carried out tally with the details published in BR 1870, as it is probable that the completion of Modification No. 5 has been erroneously shown as No. 3 on the modification label—

E 461288	E 504697
E 461365	E 508007
E 461478	E 508008
E 475247	E 509326
E 500903	E 509327
E 503019	E 509328
E 504123	

(DW 737/71/7.)

UNCLASSIFIED.

479.—Gun Mountings—4.5-in. Mark 6 Series Mountings, Communications, Captain of Turret's and Captain of Gunhouse's Headsets—Modification No. 95 (Mark 6 and 6* Mountings) Modification No. 35 (Mark 6* Mod. 1 Mountings).

(*AFO* 910/1961.)

(*a*) *Ships, establishments and authorities concerned* — Ships and establishments so fitted; Gunnery Equipment Depots.

(*b*) *Type and mark of equipment* — 4.5-in. Mark 6, 6* and 6* Mod. 1 Mountings.

(*c*) *Part of equipment affected* — 4.5-in. Mark 6 and 6* Mountings: Captain of Gunhouse's Headset.
4.5-in. Mark 6* Mod. 1 Mountings: Captain of Turret's and Captain of Gunhouse's Headsets.

(*d*) *Purpose of modification* .. — To improve reception of " Gun Order Group " by Captain of Turret (COT) and Captain of Gunhouse (COG), and reduce interference due to the high noise level in the turret.

(*e*) *Nature of modification* ..

(i) Replace COT's and COG's Headset AP 12939 (4.5-in. Mark 6 and 6* Mountings: COG's Headset only) with Headset(s) Split AP 12940, the additional earpiece to be fed from " Gun Order Group ".

(ii) Fit additional Headset Connection Boxes (HCB's) AP 12679 adjacent to the existing HCB(s) (4.5-in. Mark 6 and 6* Mountings: COG's position only).

(iii) Connect the output terminals SS of the existing HCB(s) to input terminals MM on the additional HCB(s) by AP 6108 or similar cable.

(iv) Take the input to the additional HCB(s) at terminals SS from the loudspeaker on the " Gun Order Group. "

(v) Connect Headset(s), Split AP 12940 to output terminals SS and MM of the additional HCB(s).

(vi) The relevant AP items should be demanded from the nearest Naval Stores quoting this order as authority. Redundant Headsets AP 12939 should be returned.

Note:—A new series of telephone equipments is being introduced. On occasions when Headset, Split, AP 198337, is supplied in lieu of the Headset AP 12940, it will be necessary to replace the existing Headset Connection Box AP 12679 with a Headset Connection/Socket Box AP 207656. The existing Headset Connection Box AP 12679 should then be repositioned and used in place of the additional HCB to connect the loudspeaker input to the Gun Order Group into the AP 207656, Headset Connection, and Socket Box.

(*f*) *Drawing or CNO diagram* Not required.

(*g*) *By whom to be done* .. Ship's staff with Dockyard assistance.

(*h*) *When to be done* .. At a convenient opportunity.

(DW 736/59/100.)

UNCLASSIFIED. Cancelled CNO 70/63

480.—Naval Stores (Air)—Log Cards—Despatch by Registered Post.

(*AFO* 491/1961.)

Log cards for air stores are most important documents and it is essential that as equipment covered by such records is transferred between Store Depots, services, &c., the appropriate log cards should be forwarded to the recipients.

2. In all possible instances log cards are to be despatched by registered post separately from the stores. It is recognized that in accordance with certain Packaging Instruction Sheets contractors include these documents in the packages. In such instances it is not intended that packages to Full or Restricted Standard should be broached in order to obtain access to log cards. It is intended in due course to modify existing Packaging Instruction Sheets, where necessary, to call for contractors to forward these documents separately by registered post to consignees.

3. When stores covered by log cards are transferred the covering vouchers are to be clearly endorsed as to whether the documents are included in the case or are being sent by registered mail. When despatch by registered post is not possible within seven days of despatch of the item the consignee is to be informed of the reason for delay.

4. In order that all concerned with the accounting for air stores may be readily aware of items covered by log cards, the ledger pages appropriate to such items are to be prominently marked in red " LOG CARD ". Lifed components requiring log cards are indicated in RANAMO Gen. G22 and log cards are also provided for ejection seats, aircrew dinghies and parachutes.

5. ABR 4, Article 1838 will be amended and Admiralty has advised that BR 1692 will be amended.

(DNAS 464 /70/152.)

UNCLASSIFIED.

481.—Naval Stores (Air)—RAF Vocabulary Section 28—Introduction and Changes of Joint Service Catalogue Numbers.

(*AFO* 1009/1961.)

The undermentioned reference numbers under Section 28 of the Vocabulary of Royal Air Force Equipment have been replaced by the Joint Service Catalogue Numbers shown—

Old Stores Reference Number.	*Joint Service Catalogue Number.*
28E 10026	913–1184
28FP 323	120–0486
467	943–4137
28M 14854	913–1100

Old Stores Reference Number.	*Joint Service Catalogue Number.*
16836	913–2079
28P 12645	100–7740
12646	100–7739
942–9528	100–7741
28Q 1789	100–6584
7138	700–0090
28S 6364	913–1731
6462	913–2201
6477	913–1097
6517	913–1730
13706	913–1726
13812	913–1101
13933	913–1652
14546	913–1095
15842	913–2195
16462	913–2083
16479	913–1096
16869	912–8947
17707	913–1094
28W 14456	913–2080

2. Stocks and records are to be adjusted accordingly. HMA ships and establishments are to adjust their ledgers in accordance with Article 1812(g) of ABR 4 (Naval Storekeeping Manual).

(DNAS 603 /78/159.)

UNCLASSIFIED.

482.—Naval Stores (General) (Class B, Group 8, Part C)—Firefighting Equipment—Standard Foam Compound—Introduction of Rectangular Containers.

(*AFO* 1864/1960.)

In future, standard foam compound Pattern 7756 will be purchased in 5 gallon rectangular containers in lieu of 5 gallon drums. Trials have shown that the new containers are easier to handle and will effect a considerable reduction in the space required for transportation and storage in bulk; 650 can be stowed in the space required for 500 of the existing round drums. The dimensions of the new containers are 12-in. x 8-in. x 18-in. high.

(DNAS 505/87/229.)

UNCLASSIFIED.

483.—Naval Stores (General) (Class B, Group 9A)—Talurit Ferrules for the Talurit Wire Rope Clamping System—Introduction of Additional Sizes.

(*AFO* 760/1961.)

The undermentioned sizes of Talurit Ferrules for use with the Wire Rope Clamping System have been added to the existing range shown in the Rate Book and Authorized List of Naval Stores—

Talurit Ferrules, aluminium alloy, for splicing steel wire ropes—

Patt. No.	*Circumference of Wire.*	*Maker's Code No.*
16780	$\frac{1}{8}$-in.	1
16781	$\frac{3}{16}$-in.	1.5
16782	$\frac{1}{4}$-in.	2
16783	$\frac{5}{16}$-in.	2.5
16784	$\frac{7}{16}$-in.	3.5
16785	$\frac{9}{16}$-in.	4.5
16786	$\frac{5}{8}$-in.	5
16787	$\frac{13}{16}$-in.	6.5
16788	$\frac{7}{8}$-in.	7

2. Ships accounting classification is consumable.

(DNAS 506/51/102.)

UNCLASSIFIED.

484.—Naval Stores (General) (Class B, Group 11)—Spanner Peg, for Composite Sprayer Caps and Plugs—Introduction and Allowances.

(*AFO* 1499/1960.)

The following tool has been added to BR810, the Rate Book and Authorized List of Naval Stores, for use with Composite Sprayer Caps, Plugs and Atomiser Plates, Patterns B12/32908 to 32910 inclusive and Patterns B12/32914 to 32924 inclusive—

Pattern.	*Description.*	*Ships Accounting Classification.*
B11G/14889	Spanner, Peg, with $\frac{3}{16}$-in. diameter Pegs on $\frac{5}{8}$-in. centres. (To Navy Office Drg. No. S.2416)	Consumable.

2. The First Outfit quantity is one spanner for each boiler room of each ship fitted with the composite sprayer caps, plugs and atomiser plates. Demands to complete to initial first outfit, are to be forwarded to SNSO, Sydney.

3. The initial allowances for Dockyard use are four in number each and the tools are to be demanded from SNSO, Sydney.

4. The relevant publications will be amended.

5. Navy Orders 1005 of 1959 and 139 of 1961 are relevant.

(DNAS 506/71/85.)

(*Navy Orders* 1005 *of* 1959 *and* 139 *of* 1961.)

UNCLASSIFIED.

485.—Naval Stores (General) (Class E, Group 5)—Standard Diving Equipment—Revised Allowances.

Navy Order 201 of 1960 is to be amended as follows—

Paragraph 3, *line* 5—

Delete

" Fremantle .. .. .. 2 sets ".

(DNAS 512/74/30.)

(*Navy Order* 201 *of* 1960.)

UNCLASSIFIED.

486.—Naval Stores (General) (Class E, Group 8)—Slaked and Unslaked Lime—Transfer to Class E, Group 6.

(*AFO* 966/1961.)

The undermentioned items at present stocked under Class E, Group 8, will in future be dealt with under Class E, Group 6, and transfer of stocks and records should be made accordingly. Pattern numbers remain unaltered.

Pattern 7044—Lime, slaked.

Pattern 7045—Lime unslaked.

2. HMA ships and establishments are to adjust their ledgers in accordance with Article 1815 (*a*) of ABR4.

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

(DNAS 512/87/86.)

UNCLASSIFIED.

487.—Naval Stores (General)—Supply to HMA Ships at Sydney.

The procedure for periodical storing of ships in Sydney, *vide* ABR4, Article 0703 has been varied and brief details of the revised procedure are as follows—

(*a*) Ship to advise SNSO, Sydney, by letter or signal of the date proposed for storing ship.

(*b*) Ship to lodge shopping list demands, forms AS134S, prepared in accordance with ABR4, Article 0601, with SNSO in ample time prior to storing date.

(*c*) Storehouseman will suitably label or otherwise identify all items to facilitate checking by the ships representative and segregate the items for issue into cartons, baskets, bundles or lots each of which will be given a package number and labelled as to ship and storeroom (when this information is shown on the demand) to which delivery is to be made. The package number will be shown on all copies of the Issue Note, copy No. 3 included in the package, and copy No. 4, sorted according to package No., will be retained by Storehouseman, pending collection of the stores.

(*d*) The Provider will inform the ship of stores to be supplied in terms of truck loads (per storeroom where practicable) and arrange a delivery schedule to meet both ship and Naval and Air Store Branch requirements.

(*e*) The Provider will collect the stores from charge Storehouseman and deliver alongside ship, obtaining receipt from the ship for packages, &c., on form AD78. Copy No. 4 of AS134 will be handed to ship with consignee's copy of AD78. Ship to be responsible for providing working parties for unloading trucks and transfer of items on board.

(*f*) Packages, &c., to be unpacked in storeroom and items stowed and checked against copy No. 3 of AS134. Copy No. 4 of AS134 to be receipted and returned to SNSO in the normal manner, *vide* ABR4, Article 0705(*f*) and (*g*).

(*g*) Re-usable cartons, baskets, &c., to be returned to SNSO for further use.

2. ABR4, Article 0703 will be amended.

(DNAS 501/51/27.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

488.—Form AS279—Notice as to Entry of Unauthorized Persons into Radio Office.

Form AS279—" Notice as to Entry of Unauthorized Persons into Radio Office " has been revised, and demands for the revised form should be placed on Superintending Naval and Air Stores, Sydney.

2. On receipt of stocks of the revised form, copies held of previous prints should be destroyed.

(DNAS 464/54/334.)

UNCLASSIFIED.

489.—Form S555—Life-raft Poster—Introduction.

(*AFO* 3140/1960.)

A poster, form S555, for placing on ships notice boards, has been prepared to illustrate the launching, operating and boarding of the Naval inflatable life-raft and the rigging of the raft for use in Arctic and Tropical waters.

2. The poster will be issued, without demand, on the following basis—

Aircraft Carriers	6 No.
RAN Air Stations	6 No.
RANR Divisions	6 No.
Destroyers	4 No.
Frigates	4 No.
RAN Fleet Establishments	4 No.
Survey Ships	2 No.
HMAS BANKS	2 No.
HMAS KIMBLA	2 No.

(DNAS 464/54/294.)

UNCLASSIFIED.

490.—Magazine—" Underwater ".

(*AFO* 1092/1961.)

Admiralty has advised that because of editorial difficulties, it has been decided not to continue with the project for producing the magazine " Underwater ".

2. Navy Order 31 of 1961 is hereby cancelled.

(DTSR 465/1/147.)

(*Navy Order* 31 *of* 1961.)

UNCLASSIFIED.

491.—Revision and Abolition of Forms.

The following forms have been revised. When stocks of the present forms are exhausted, supply of the revised forms will be effected on demand—

AS82	Supply Officer's Report.
AS92	Fresh Provisions from Contractors.
AS241	Disciplinary Charge Sheet and Punishment Record.
AS251	Gangway Wine Book.
AS257c	Daily Numbers Victualled.
AS430D(P)	Trade Certificate—Electrical (P).
AS450	Officer's Certificate.
AS473k	List D Spare Equipment.
AS559	Equipment Survey Labels.
AS1118E	Report of Terminal Telegraph Equipment Fitted.
AS1245F	Torpedo Anti-Submarine History Sheet.
AS1246Y	Trade Certificate—Dental Staff.
AS1303	Return of Seaman Ratings. Recommended to Qualify for a Specialist Qualification.
AS2061Z	Planned Maintenance—Defect Record.
AS3030Z	(Revised 1960) Table of Marks of Respect and Salutes.
AO72	Intermediate Demand for Naval Armament Stores.
O98	Abstract of Transactions.

2. The following forms have been abolished—

AS229	Fuelling Return.
A30	Airfield Lighting.
A65 (Spiral)	Navigating Computer Log.
A65 (Pad)	Navigating Computer Log.
S449	Record and Certificates for Paymaster Cadets and Paymaster Midshipmen.

(DNAS 464 /51/3.)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED. Cancelled vide C N O 361/63

492.—Naval Dockyard Police—Eligibility for Transfer and Conditions of Service.

This order sets out—

(*a*) The qualifications required of personnel who desire to transfer to the Naval Dockyard Police from the sea-going service; and

(*b*) The conditions of service in the Naval Dockyard Police. Entry to the Naval Dockyard Police from shore is in abeyance.

Transfers from the Sea-going Service.

2. Due to a further reduction in Naval Dockyard Police requirements the roster of Volunteers for Transfer to the Naval Dockyard Police maintained by Director of Naval Reserves has been found unsatisfactory. It has therefore been decided to abolish the roster and, in future, when vacancies exist for Naval Dockyard Police, applications will be called for by a General Message.

3. Special engagements in the sea-going service whilst awaiting transfer have been discontinued. Ratings at present serving under such two year engagements will be considered for transfer, subject to the conditions at paragraphs 4 and 5, with other candidates when vacancies are promulgated.

4. Subject to Manning requirements, ratings who fulfil the following conditions will be eligible to apply for transfer to the Naval Dockyard Police in the rating of Constable—

(*a*) Have completed twelve years service in the Royal Australian Navy from the age of eighteen years and be within six months of expiration of current engagement when vacancy occurs; or
Have completed seventeen years service in the Royal Australian Navy.

(*b*) Conduct assessment of "Very Good" for the three years of service immediately preceding date of recommendation.

(*c*) Be recommended by Commanding Officer.

5. Before submitting applications and recommendations, Commanding Officers are to be fully satisfied that, in addition to the prescribed standards of conduct and service, applicants possess the following qualities—

(*a*) Loyalty to the service in a high degree.

(*b*) Complete honesty and probity of character.

(*c*) Good sense of discipline and power to command.

(*d*) Good physique and smart appearance (minimum height 5 ft. 7 in.).

Recommended applications are to be accompanied by Certificates of Service.

6. The duties of a member of the Naval Dockyard Police are in many ways similar to those of a Regulating Petty Officer and, in addition, involve the exercise of much tact, discretion and initiative in dealing with civilian personnel. Unless the Captain would be prepared to employ the rating concerned in a regulating capacity in his own ship, transfer to the Naval Dockyard Police should not be recommended.

7. Members of the Naval Dockyard Police, with few exceptions, are permanent watchkeepers which involves absence from their homes during the evening or night for approximately 50 per cent. of their occasions of duty, and in these circumstances compassionate cases requiring the member's presence at home at night should not be recommended for transfer.

Pay.

8. Members of the Naval Dockyard Police Force are entitled to allowances and entitlements at the rates and under the conditions applying to members of the Permanent Naval Forces (Sea-going) serving in one of HMA Naval Establishments. Rates of active pay, which are aligned with rates payable in the Sea-going Force, are contained in IPI instructions 34 and 35. Members of the Naval Dockyard Police Force are eligible for leave travel concession on one occasion only in each leave year.

Seniority.

9. A Constable's seniority for purposes other than pay shall be determined by actual service in the Naval Dockyard Police. Seniority in grade of Sergeant 1st and 2nd Class shall date as from date of first advancement, irrespective of rate of pay or previous service in the Naval Forces.

Advancement.

10. A Constable having completed three years' service will be eligible for selection to undergo a course to qualify for the rank of Sergeant, 2nd Class. Advancement will be subject to recommendation and vacancies existing in establishment. Sergeants, 2nd Class, may be advanced to Sergeant, 1st Class, subject to recommendation and vacancies existing in establishment.

Engagement.

11. (*a*) On transfer from Permanent Naval Force (Sea-going) to Naval Dockyard Police, ratings will be required to execute an engagement in the Royal Australian Navy (Auxiliary Services).

(*b*) Initial engagement will be for the period necessary to complete current RAN engagement, plus a further five years.

(*c*) Subsequent re-engagements in the Naval Dockyard Police will be in accordance with the rules for Permanent Naval Forces (Sea-going) personnel.

Retirement.

12. (*a*) The compulsory retiring age for all ranks and ratings is 55 years.

(*b*) Members who on discharge are aged less than 50 years and who are eligible under the DFRB Act for benefits additional to a refund of contributions, are required if so requested, to enrol in the Royal Australian Fleet Reserve in order to qualify for the maximum benefits payable under the Act. Other members of the Naval Dockyard Police may, on retirement, be enrolled in the Naval Dockyard Police Voluntary Reserve until attaining the age of 60 years.

(*c*) Members eligible for credit of Deferred Pay who transfer to the Naval Dockyard Police Force may be paid the accumulated amount standing to their credit on the day prior to transfer. Thereafter Deferred Pay is not payable until final discharge.

13. Navy Orders 156 and 295 of 1960 is hereby cancelled.

(DNR 302 /54/4.)

(*Navy Orders* 156 *and* 295 *of* 1960.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

RESTRICTED
FOR OFFICIAL USE ONLY.

C.N.O.'s 493-503/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
6th July, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

5087/61.

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Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

493.—Naval Agent, Townsville.

With the concurrence of the Department of the Army, Major S. R. Leach, MBE, Headquarters, 2nd Battalion, The Royal Queensland Regiment, North Ward, Townsville, has been appointed Naval Agent, Townsville, for a trial period.

2. All items of stores, &c., for HMA ships at Townsville should be addressed accordingly.

3. Requests for services at Townsville should continue to be made through the Naval Officer-in-Charge, Queensland.

4. Should it be necessary for visiting ships to contact Major Leach, his telephone numbers are—

Office—Townsville 4660.
Home—Townsville 2429.

(HNB 2/204/8.)

UNCLASSIFIED.

494.—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 669 of 1959 is hereby cancelled.

(DAWOT 1311/3/5.)

(*Navy Order* 669 *of* 1959.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

495.—Ratings and Wrans—Back-Classing and Re-Examination.

This order sets out the rules regarding back-classing and re-examination for ratings and Wrans which are to apply from 1st August, 1961.

2. Ratings who fail a test are to be back-classed for a period of up to two months provided the degree of failure is not more than one-third of the total number of subjects. The degree of failure is to be calculated to the nearst whole number, e.g.—

No. of subjects taken.	*No. of failures allowed.*
2	1
3	1
4	1
5	2
6	2
7	2
8	3
9	3
10	3
11	4
12	4

3. In certain branches ratings must pass stipulated subjects at the first attempt. Back-classing and re-examination is not permitted in these subjects, details of which are contained in ABR 10 or branch training manuals.

4. In the Writer, Stores and Steward branches ratings are not permitted re-examination in higher rates tests. Ratings failing to pass these tests are granted exemptions in all subjects in which pass marks are obtained provided all subjects were attempted.

5. ABR 10—RAN Advancement Instructions and WRANS Instructions will be amended.

(HPB 316/3/9.)

UNCLASSIFIED.

496.—Cooks' Clothing—Personal Loan Issue.

The scale of issue of Aprons, Cooks, on personal loan to cook ratings may be increased from 2 No. to 4 No.

2 ABR 93 (Manual of Victualling) will be amended.

(DV 917/90/77.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

497.—Ammunition—Propellant—Landing—Destruction—Report.

(*AFO* 959/1961.)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached the age limit—

Propellant lots and sub-lots affected.	*Type.*	*Nature of ammunition, &c., which may be involved.*
RNC 1168 ..	SC 061	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in. (FA).
RNC 1174 ..		
RNC 1175 ..		
RNC 1182 ..		
RNC 1167 ..	SC 103	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in.
RNC 1298XA ..		
RNC 1308XA ..		
RNC 1456XB ..		
RNC 1473XB ..		
RNC 1796XD ..		
RNC 1802XD ..		
RNC 1180 ..	SC 109	QF 4.7-in.
RNC 1461XB ..	SC 140	QF 5.25-in.; Impulse torpedo.
RNC 1178 ..	SC 150	Impulse torpedo.
SPND 6828 ..	FNHP 020	QF 40/60.
SPDN 7189 ..		
SPDN 7190 ..		
SPDN 7231 ..		

Action to be taken by HMA ships, &c. Return to nearest NA Depot as early as practicable; if unable to comply within three months from the date of this order, report specially to Naval Board for instructions. NM and ER 1960, BR 862, Article 1126 refers.

Action to be taken at RANA Depots Separate instructions have been issued.

(DAS 729/57/98.)

RESTRICTED. Cancelled vide CNO 380/63

~~498.—Guns—OQF 4.5-in., Mark 5-BP 509 Cam—Allocation of "Life" and Exchange on a "Rounds Fired" Basis.~~

(*AFO* 612/1961.)

The BP 509 Cam, retracting crank of the QF 4.5-in., Mark 5 gun, is liable to burr and then fracture at the junction of its base and leaf. To avoid fractures, which may cause gun stoppage and other damage, staffs of HMA ships should specially examine this item, when preparing guns for firing. Any burrs are to be removed and the edges dressed to ensure movement of the cam in the crank body.

2. As an additional precaution, a "life" of 1,500 rounds has been allocated to this item, and on reaching this figure, exchange is to be effected and the exchanged item is to be mutilated before return to an RAN Armament Depot.

3. A new design of cam, retracting crank for QF 4.5-in., Mark 5 guns has been introduced which overcomes the design weaknesses of the BP 509 Cam. This item will be known as BP 535 Cam. The two designs are completely interchangeable, but no "life" is being allocated to the BP 535 Cam.

4. Admiralty has advised that BR 291 and Gun Handbook will be amended in due course.

5. *RANADx only* GCL 689 is being amended.

6. Navy Order 196 of 1960 is hereby cancelled.

(DW 706/251/19.)

(*Navy Order* 196 *of* 1960.)

UNCLASSIFIED.

499.—Naval Stores (Air)—RAF Vocabulary, Section 5CZ—Transfer of Rectifiers to Class F, Group 4.

(*AFO* 857/1961.)

The undermentioned stores at present dealt with under RAF Vocabulary Section 5CZ have been re-referenced and will in future be dealt with under Class F, Group 4.

Old Ref. No.	*Old Description.*	*New Pattern No.*	*New Description.*
5CZ/5403	Rectifier Germanium GJ3M	F4/000-5100 (will be superseded by Patt. 037-7038 but Patt. 000-5100 to be used until stock exhausted)	Valve Electronic
5CZ/5627	Rectifier Germanium GJ5M	F4/000-5101 (will be superseded by Patt. 037-2039 but Patt. 000-5101 to be used until stock exhausted)	Valve Electronic
5CZ/5862	Rectifier Germanium GJ6M	F4/037-2041	Valve Electronic

2. Future demands for these items are to be forwarded to the Superintending Naval and Air Store Officer, Garden Island, Sydney.

3. Records are to be amended accordingly. HMA ships and services are to adjust their ledgers in accordance with Article 1812 (*b*) of ABR 4 (Naval Storekeeping Manual).

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

(DNAS 519/54/86.)

UNCLASSIFIED.

500.—Naval Stores (Air)—Transfers from RAF Vocabulary Section 33C to Section 33H and Introduction of Joint Service Reference Numbers.

(*AFO* 1112/1961.)

The following items, previously dealt with under RAF Vocabulary Section 33C, will, in future, be dealt with under the Section 33H reference numbers noted—

Old Section 33C Reference No.	*New Section 33H Reference No.*
591	185
1400	191
1522	183
1526	184
1651	200

2. The undermentioned reference numbers under Section 33H of the Vocabulary of RAF Equipment have been replaced by the Joint Service Catalogue numbers shown—

Old Stores Reference Number.	*Joint Service Catalogue Number.*
36	999-2958
49	999-5814
103	220-2125
118	220-2113

3. Stocks and records are to be adjusted accordingly. HMA ships and establishments are to adjust their records in accordance with Article 1812 (*g*) of ABR 4 (Naval Storekeeping Manual).

(DNAS 603/83/62.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

501.—Books—ABR 5036 "The United Nations Flag Code and Regulations"—Distribution.

ABR 5036 "The United Nations Flag Code and Regulations" will be distributed by SNSO, Sydney, to all HMA ships and establishments without demand.

(DNAS 465/52/525.)

UNCLASSIFIED.

502.—Books—BR 862/1960 Naval Magazine and Explosives Regulations.

Consequent upon the adoption of BR 862/1960, Naval Magazine and Explosives Regulations on 1st June, 1961 (as detailed in ACNB 096 F), BR 862A and Addendum, Naval Propellant Regulations, have been superseded.

(DW 465/252/51.)

Section 7.

CANCELLED LIST.

503.—Cancellation of Navy Orders.

The Navy Orders listed hereunder are hereby cancelled as they have been incorporated in the publications shown—

Interim Pay Instructions—

Navy Orders 276, 625, 626, 657, 705, 707, 860 and 912 of 1960.

ABR 4 *Naval Storekeeping Manual* (*Amendment No.* 6)—

Navy Orders 616, 847, 848, 976, 979, 1001 and 1028 of 1960.

(HNB 47/8/8.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

OFFICERS' COURSE PROGRAMME 1961–62.

Title of Course	Course Symbol	1961 July			August				September				October					November				December				1962 January					February				March				April					May				June				
Week Commencing	..	17	24	31	7	14	21	28	4	11	18	25	2	9	16	23	30	6	13	20	27	4	11	18	25	1	8	15	22	29	5	12	19	26	5	12	19	26	2	9	16	23	30	7	14	21	28	4	11	18	25	2
Junior ABCD	A1	●						●	●	●	●				●			●			●						●									●						●	●	●					●				
Standard DC	A2			●	●		●						●	●		●	●				●	●	●					●	●			●	●					●				●			●	●						●	
Standard ABC	A3		●		●	●						●	●			●	●			●		●	●					●	●		●		●						●	●				●	●					●		
Passive Defence	A4																																				●	●														
Advanced DC	A5					●																												●																			
Advanced ABC	A6			●																												●																					
Combined Services Medical Officers' ABC	A7																		●																											●							
RANR Communications	C2										●																											●															
RANR Lieutenants' "C"	C3											●	●																										●	●													
Basic Communications	C9																																	●																			
Indoctrination	D1																												●	●	●																						
Reserve Indoctrination	D2		●	●											●	●													●	●															●	●							
RAN Divisional	D3																			●	●																												●	●			
Short Sports	D4																					●																													●		
Basic Gunnery	G2				●																									●																●							
RANR "G"	G3				●	●																																								●	●						
RANR "g"	G4																		PART 1 ●	●	PART 2 ●	●																															
Senior Officers' ASW Study Period	J1																			●																																	
Joint Tactical	J2									●	●																																										
MHQ	J3				MHQ 1 ●																																																
Joint Unit	J4													●	●	●																																					
Introduction to ASW	J5			●																																																	
Air Support Senior Officers' Study Period	M1																				●																																
Air Support	M2													◗	●	●	◖																																				
Duties of OOW	M8							▲																									●																				
Seamanship	M9																															●																					
Combat Survival	M10				●	●	◖		●	●	◖										●	●	◖																														
Moral Leadership	..										●	●	RC ●	CofE ●	●	PD ●	●																																				
Basic ND	N2																																			●	●	●															
RANR Lieutenants' ND	N3													●	●													●	●														●	●									
RANR "n"	N4				●	●	●	●																																													
Instructor Lieutenants' ND	N7											●	●	●	●	●	●	●	●																																		
"d"	N8											●	●	●	●	●	●	●	●	●	●																																
Merchant Service Radar Observers'	..	MELBOURNE ●	●									SYDNEY ●	●			MELBOURNE ●	●																																			
SSAC	S1				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●							●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●							
"W" Education and Acquaintance	S2				●	●	●	●	●	●	●																	●	●	●	●	●	●	●																			
"S" Education and Acquaintance	S3								●	●	●	●	●	●	●	●	●	●	●	●												●	●	●	●	●	●	●	●	●	●	●	●	●								
Basic TAS	T2		●			●					●				●				●								●					●					●					●						●				
RANR Lieutenants' TAS	T3								●	●							●	●																●	●										●	●						
Tactical Course	T5			●				●				●				●				●								●						●					●					●							●	
Clearance Diving	T14	Next Course commences January, 1963.																																																			

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CNO's 504-517/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
7th July, 1961.

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

By direction of the Naval Board.

Thos J Hawkins

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

RESTRICTED.

5293/61.

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Section 2.

PERSONNEL.

UNCLASSIFIED.

504.—Films and Filmstrips—Instructional—" HM Ships and Their Functions " (Serial No. SA.1319)—Distribution.

(*AFO* 582/1961.)

Copies of the Admiralty Instructional filmstrip " HM Ships and Their Functions " (Serial No. SA.1319) are being obtained and the initial distribution will be made without demand, by SNSO Sydney, on the following scale—

Service.	*No. of Copies.*
HMAS ALBATROSS	1
HMAS CRESWELL	1
HMAS NIRIMBA	1
HMAS LEEUWIN. (For JRTE)	1
Flinders Naval Depot	1
RAN Film Library, Sydney	1

2. This filmstrip shows the ships of the Royal Navy of today. The associated Instructor's Notes give the functions and special application of each type and class.

3. The strip consists of 42 frames.

(DNAS 519/56/156.)

UNCLASSIFIED.

505.—Fleet Air Arm Ratings—Enlistment and Service in the Royal Australian Fleet Reserve.

The restrictions placed on Fleet Air Arm ratings in connexion with joining the Royal Australian Fleet Reserve have been reviewed.

2. Fleet Air Arm ratings are now eligible to join the Royal Australian Fleet Reserve under the conditions laid down in Navy Order 7 of 1960.

3. Navy Order 362 of 1960 is hereby cancelled.

(DNR 304/71/6.)

(*Navy Orders 7 and 362 of 1960.*)

UNCLASSIFIED.

506.—Hard-lying Money for Personnel in Ships Undergoing Refit or Whilst Reducing to Reserve.

Cancelled 3/2/62

With reference to IRI 80/6, the Naval Board have 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, 1961, the following ships when in commission are to be regarded as seagoing for the purposes of the preceding paragraph—

HMA Ships—

ANZAC.
BARCOO.
BASS.
DIAMANTINA.
GASCOYNE.
KIMBLA.
MELBOURNE.
PALUMA.
PARRAMATTA.
QUIBERON.
QUICKMATCH.
QUEENBOROUGH.
SWAN.
VAMPIRE.
VENDETTA.
VOYAGER.
WARREGO.
YARRA.

3. Naval personnel living and sleeping on board these HMA ships 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 these periods 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 IPI 80-80/5 and 80/7-80/9 inclusive.

5. The list of ships shown above will be amended as required.

6. Navy Order 773 of 1960 is hereby cancelled.

(HPB 252/6/4.)

(*Navy Order* 773 *of* 1960.)

UNCLASSIFIED. Cancelled under C N O 396/63

507.—Medical Documentation—Correspondence Relating to Male Personnel Serving in Navy Office, Canberra.

All correspondence concerning Medical History Documents and medical treatment relating to male personnel serving in Navy Office, Canberra, is to be directed to the Medical Officer, Joint Services Medical Centre, Administrative Building, Canberra, ACT.

2. ACNB 107 F, of May, 1961, is hereby cancelled.

(MDG 18/51/43.)

UNCLASSIFIED.

508.—Naval Motor Transport Driving Licences—Suspension and Cancellation.

When Commanding Officers of HMA ships and establishments consider that a Naval driving licence should be suspended or withdrawn, the general rule to be applied is—

(*a*) Class I licences may be suspended or cancelled.
(*b*) Class II licences should invariably be cancelled.

2. When a licence is suspended a record of the duration of suspension is to be made on the rating's form AS 264, and the suspended licence is to be retained by the Motor Transport Officer.

3. Where a licence is cancelled, a record is to be made on the rating's form AS 264 and form AS 161a (A Change of Particulars not Affecting Pay), is to be raised. The details are also to be shown on the Quarterly return of Issues and Cancellations of form NMT 5. A cancelled licence is to be destroyed.

(DAWOT 48/51/6.)

UNCLASSIFIED.

509.—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—

Sea Travel.

To Overseas Areas—	*Method of Report*—
(*a*) Embarkation reports at initial and intermediate Australian Ports	Letter to Director of Movements Division, Department of the Navy, Melbourne
(*b*) Final Australian port of departure	Deferred signal to ACNB quoting Navy Office reference only
(*c*) Report of arrival in Overseas Areas	Letter to Director of Movements Division, Department of the Navy, Melbourne
From Oversea Areas—	
(*a*) Reports of passages arranged ..	Letter to Director of Movements Division, Department of the Navy, Melbourne; copies to administrative authorities at ports of disembarkation
(*b*) Embarkation Reports	Deferred signal to ACNB quoting previous reference only
(*c*) Arrival of ship at first Australian port	Deferred signal to ACNB quoting previous reference only
(*d*) Disembarkations at intermediate and final Australian ports	Letter to Director of Movements Division, Department of the Navy, Melbourne

Air Travel.

To Overseas Areas—	*Method of Report—*
(*a*) Emplaning Reports	Letter to Director of Movements Division, Department of the Navy, Melbourne
(*b*) Disemplaning Reports ..	Letter to Director of Movements Division, Department of the Navy, Melbourne
From Overseas Areas—	
(*a*) Reports of passages arranged ..	Letter to Director of Movements Division, Department of the Navy, Melbourne; copies to administrative authorities at destination and in the case of flights routed via Darwin, copy to NOICNA
(*b*) Emplaning Report	Letter to Director of Movements Division, Department of the Navy, Melbourne; copies to administrative authorities at destination
(*c*) Disemplaning Report	Letter to Director of Movements Division, Department of the Navy, Melbourne.

3. 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 ACNB, information naval authority at destination or place of departure as applicable. Where flights are routed via Darwin, NOICNA should be included as an information addressee. Abnormal delay in departure of flights should be similarly reported.

4. Details of air passages to the United Kingdom for RN personnel are to be reported by signal to UK authorities in accordance with QR & AI Article 1776, as amended by AFO 467/1959.

5. Letters containing movement reports which are regarded as urgent should be marked " priority ".

6. Navy Order 674 of 1959 is hereby cancelled.

(DMD 187/51/58.)

(*Navy Order* 674 *of* 1959.)

UNCLASSIFIED.

510.—Test for the Rank of Lieutenant-Commander, Supply and Secretariat Specialization.

Navy Order 176 of 1961 is to be amended by deleting paragraphs 4, 7 and 9 and inserting the following in lieu—

" 4. The question papers will be set and marked by the Director-General of Supply and Secretariat Branch and will be distributed from Navy Office."

" 7. Immediately on conclusion of the test in each subject the worked question papers are to be enclosed in a sealed envelope and forwarded to the Director-General of Supply and Secretariat Branch, Navy Office, Canberra, for marking."

" 9. The names and marks obtained by candidates will be communicated by letter from the Naval Board to the Commanding Officer of the Ship in which they are serving; in the case of unsuccessful candidates this letter will state the extent of re-examination required."

(HPB 311/4/75.)

(*Navy Order* 176 *of* 1961.)

UNCLASSIFIED.

511.—Travelling Allowance—Members Using Their Own Motor Vehicles Whilst Travelling on Removal to and from Darwin.

Where approval has been given for a member to drive his own motor vehicle on removal to and from Darwin, the number of days allowable for the purpose of calculating travelling allowance, reimbursement of family accommodation, meal expenses and assessment of travelling time are as follows—

Between Darwin and Perth	6 days.
Between Darwin and Adelaide..	5 days.
Between Darwin and Melbourne	6 days.
Between Darwin and Crib Point	6 days.
Between Darwin and Sydney	7 days.
Between Darwin and Nowra	7 days.
Between Darwin and Canberra	7 days.
Between Darwin and Brisbane..	6 days.
Between Darwin and Hobart	7 days.

(HPB 252/8/9.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED. Cancelled vide C N O 404/63

~~512.—Ammunition—~~Pyrotechnics—Allowances to Naval Harbour Craft.

Naval harbour 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 631 of 1959 is hereby cancelled.

(DAS 728/51/12.)

(*Navy Order* 631 *of* 1959.)

RESTRICTED.

513.—Guns—QF, 4.5-in., Mark 5—Modification to Tool Operating Breech Mechanism.

(*AFO* 853/1961.)

Serial No. 27 of Schedule of Modification Part 1 for QF, 4.5-in., Mark 5 Gun and accessories (as promulgated in Navy Orders in 1958) is to be amended as follows—

For " When convenient ".
Read " As soon as possible ".

2. It has come to notice in the RN that fouling in the breech mechanism of a gun has resulted, due to this modification not yet having been carried out.

(DAS 706/251/21.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

514.—Band Branch Uniform.

Action is being taken to amend ABR 93 (Manual of Victualling) Part II, Section 2, to delete the item Belt, Waist Web from the kit of musician ratings.

2. This item, together with anklets, web, will be issued from, and written off charge in, the armament store account and service certificates of musician ratings concerned are to be noted that issues have been effected.

3. Worn items are to be exchanged through the Explosives Accounting Officer on a " one for one " basis.

4. After action in accordance with Navy Order 978 of 1959 has been taken, losses are to be replaced by the Accounting Officer for Naval Armament Stores. He is to write the article off charge, quoting this order as authority.

5. Any stocks of these items held on the Clothing Account at HMA ships or establishments are to be transferred to the Armament Store Account. Stocks held at Royal Edward Victualling Yard are to be transferred to the Superintending Armament Supply Officer.

(DV 930/51/57.)

(*Navy Order* 978 *of* 1959.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

515.—Books—BR 1329/1959 Handbook for Survivors.

The abovementioned handbook, copies of which have been obtained from the United Kingdom, supersedes BR 1329/1955 Liferaft Handbook, and will be issued by SNSO Sydney, without demand, to holders of the superseded edition which should be disposed of in accordance with Article 2513 of ABR 4.

2. A copy of the revised handbook, sealed in a waterproof bag, will be inserted in the appropriate pocket inside liferafts when they are returned to SNSO Sydney, for survey or repair.

(DNAS 465/52/49.)

Section 6.

ESTABLISHMENTS.

RESTRICTED.

516.—Reduction of Signal Traffic.

Concern is felt at the increasing signal traffic load.

2. The Naval communication system is designed to carry the traffic expected on the outbreak of war and not merely that expected in peacetime. Consequently, the material facilities available are more than adequate for the traffic which should be passing in peacetime.

3. However, traffic handling problems are arising because the shore facilities are seriously undermanned even on peacetime standards. They cannot cope efficiently with the volume of traffic being experienced at the present time, which is practically a wartime load. For example, in February, 1961, Canberra Naval Radio Station was handling traffic at the rate of 240,000 groups per day.

4. A signal is not to be sent unless a rapid communication means is essential. Having decided that a signal is necessary, the originator should ensure that it is sent only to essential addressees and that the text is concise.

(DSD 77/5/15.)

UNCLASSIFIED.

517.—Refrigerators for Married Quarters.

Approval has been given to the addition of standard domestic type refrigerators of approximately 8 cubic feet capacity to the authorized scales of furniture for furnished official residences.

2. Initially supply will be at the request of tenants but, once a refrigerator has been supplied to a residence, it will not normally be removed without prior Naval Board approval and only where required to meet an authorized requirement in another house.

3. Ice chests should be returned to store on replacement by refrigerators. Ice chests not required by tenants who have provided private refrigerators may also be returned to store on application by the tenant and percentage charges adjusted accordingly.

4. Refrigerators are subject to a percentage charge of 12½ per cent. per annum.

5. Funds to cover the provision of refrigerators to all residences are not yet available. It is expected, however, that limited funds will become available in 1961–62 for supply of refrigerators and priority will, initially, be given to issue in areas where ice is not readily available. Administrative authorities are requested to report the estimated number of refrigerators expected to be required in 1961–62 to give effect to the foregoing.

(DNAS 1112/54/45.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

5293/61.—2

Registrar. 21/8

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CNO 518/61.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
19th July, 1961.

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

By direction of the Naval Board.

Thos. J. Hawkins

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

RESTRICTED.

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RESTRICTED.

518.—Officers' Courses—Short Courses for Officers of the RAN and Reserves.

Appendix A to this order gives the courses available for RAN and Reserve Officers, and Appendix B the programme of Routine Courses.

2. *Courses for RAN Officers.*—It is most desirable that every opportunity is taken by officers to keep up to date with new developments and procedures and the Naval Board attach great importance to refresher courses available in the specialist schools.

3. *Courses for Reserve Officers—*

(*a*) The Reserve Officers Indoctrination Course (D2) is to be carried out by all newly appointed reserve officers as early as practicable after first appointment.

(*b*) *RANR Officers qualifying for Lieutenant—*
See Navy Order 89 of 1961.

(*c*) *RANR Officers qualified for Lieutenant—*

Course.	*Duration.*	*Code No.*
(1) Gunnery	2 weeks	G3
(2) TAS	2 weeks	T3
(3) Communications	2 weeks	C3

To be eligible for Courses G3, T3 and C3 officers must have completed courses G1 or G2, T1 or T2, C1 or C2.

(*d*) *To Qualify Reserve Officers in Specialist Appointments—*

Specialization.	*Duration.*	*Code No.*
(1) *Gunnery*	4 weeks	G4
To qualify a Reserve Officer to be Gunnery Officer in ships other than major Fleet Units.		
(2) *Communications*	6 weeks	C4
To train officers as Reserve (C) officers.		
(3) *Navigation*	4 weeks	N4
To qualify Reserve Officers for appointment as Navigating Officers of ships other than major Fleet Units.		

The specialist courses may be taken outright. If carried out in two of three parts of two weeks each, they must be taken in successive years.

(*e*) *Preparation of Reserve Officers for Small Ship Command Training*—The following are recommended refresher courses—

Course.	*Code No.*	
Navigation/Direction	N3	
Communications	C3	
Gunnery	G4 G3	Part 1.
TAS	T4	
DC	A2	
ABC	A3	

(*f*) *Other Courses available to RANR Officers*—Recommended Reserve Officers are also eligible for certain other courses as promulgated in this order, each appointment being considered on its merits.

4. Details of Moral Leadership Courses (available for both officers and ratings) are given in Navy Order 248 of 1961.

5. Navy Order 504 of 1960 is hereby cancelled.

APPENDIX A.

No.	Course.	Place.	Duration.	Officers for whom course is applicable.	NS/NB R/A (See Note).	Remarks.
ABCD Subjects.						
A1	Junior ABCD ..	ABCD Schools ..	1 week	(a) Cadet Midshipmen .. (b) Officers with no previous ABCD knowledge	R NS	Details of ABCD Courses held in HMAS PENGUIN are promulgated by Navy Order 270 of 1960 In addition, the ABCD courses listed in Navy Order 441 of 1961 are generally available
A2	Standard DC Course ..	ABCD School, PENGUIN	1 week	All officers	R NS	
A3	Standard ABC Course	ABCD School, PENGUIN	1 week	All officers	R NS	
A4	Passive Defence Officers' Course	ABCD School, PENGUIN	2 weeks	Naval and civilian officers designated as PDO's in RAN establishments	R NS	
A5	Advanced DC Course	ABCD School, PENGUIN	1 week	All officers	R NS	Should be taken immediately after course A2. Courses A2 and A5 are always run consecutively. Officers cannot be accepted for course A5 if more than twelve months has elapsed since completion of A2
A6	Advanced ABC ..	ABCD School ..	1 week	All officers	R NS	Should be taken immediately after Course A3. Courses A3 and A6 are always run consecutively. Officers cannot be accepted for course A6 if more than twelve months has elapsed since completion of A3
A7	Combined Services Medical Officers'	ABCD School, PENGUIN	1 week	Officers nominated by MDG, and officers of Defence Standards Laboratories	R NB	Deals with the medical aspects of ABC Warfare
Communications Subjects.						
C1	Subordinate Officers RANR Communications Course	Reserve Training Establishment	20 No. 2 hour periods	RANR Subordinate Seaman Specialist Officers qualifying for the rank of Lieutenant	—	Examinations set and marked by CST FND

APPENDIX A—*continued.*

No.	Course.	Place.	Duration.	Officers for whom course is applicable.	NS/NB R/A (See Note).	Remarks.
Communications Subjects—*continued.*						
C2	Subordinate Officers RANR Communications Course	Signal School, FND	1 week	As for Course C1. An alternative for those who may be available for continuous instruction (ACT)	R NS	
C3	RANR Lieutenants' Communications Course	Signal School, FND	2 weeks	(*a*) RANR Seaman Specialist officers who have qualified for rank of Lieutenant (*b*) Refresher course for Reserve Officers qualifying for command	R NS	
C4	Reserve (Ce) Officers' Course	Signal School, FND	6 weeks Parts 1, 2 and 3, each 2 weeks	Selected Reserve Seaman Specialist and Special Branch Officers	A	
C5	Commanding Officers' Course	Signal School, FND STC Sydney	3 days	Small Ships' Commanding Officers and Commanding Officers designate	A	
C6	Small Ship Signal Officers' Course	Signal School, FND STC Sydney	3 days	General List Officers carrying out these duties in small ships	A	
C7	Cryptographic Course	Signal School, FND STC Sydney	3 days	Officers of ship emergency crypto teams	A	Initial training
C8	Cryptographic Refresher Course	Signal School, FND STC Sydney	2 days	Any officers	A	
C9	Basic Communications Course	Signal School, FND	1 week	(*a*) Supplementary List officers of Seaman Specialization (*b*) Reserve Officers engaged for full time service in PNF if not already qualified	R NB	
Divisional Subjects.						
D1	Officers' Indoctrination Course	FND	3 weeks	(*a*) Officers newly promoted or entered in Australia (*b*) Newly promoted or entered RANR (S) officers	R NB	
D2	Reserve Officers' Indoctrination Course	FND	2 weeks	Newly promoted RANR and RANVR Officers	R NB	
D3	RAN Divisional Course	FND	2 weeks	(*a*) General List Sub-Lieutenants on return from training in the UK (*b*) Special duties list Officers promoted in the UK on return to Australia	R NB	Should be followed by the Short Sports Course D4 The Divisional Course is designed to— (*a*) familiarize officers with current RAN regulations pertaining to Divisional Matters (*b*) provide instruction in management

No.	*Course.*	*Place.*	*Duration.*	*Officers for whom course is applicable.*	*NS/NB R/A (See Note).*	*Remarks.*
Divisional Subjects—*continued.*						
D4	Short Sports Course ..	FND	5 days	(*a*) Officers on completion of courses D1 and D3 (*b*) Officers on application	R NB	This course is designed to fit officers for the efficient discharge of the duties of Sports Officer
Gunnery Subjects.						
G1	Preliminary Gunnery Course	Reserve Training Establishments	20 No. 2 hour periods	RANR Subordinate Officers of seaman specialization	—	Examination set and marked by CST FND
G2	Basic Gunnery Course	Gunnery School, FND	1 week	(*a*) Supplementary List Officers of Seaman specialization (*b*) Reserve Officers engaged for full time services in PNF if not already qualified	R NB	
G3	RANR Lieutenants' Gunnery Course	Gunnery School, FND	2 weeks	(*a*) RANR Officers who have completed course G1 (*b*) Refresher Course for Reserve Officers qualifying for command	R NF	
G4	Reserve Officers' (*g*) Course	Gunnery School, FND	4 weeks Part 1—2 weeks; Part 2—2 weeks	(*a*) Reserve Officers qualifying as reserve (g) officers (*b*) Part 1 may be taken as refresher course for Reserve Officers qualifying for command	R NS	Officers successfully completing full course will be entitled to the notation (g) against their names
G5	DGO's Course ..	Gunnery School, FND	4 weeks	RAN General List Officers ..	A	Examinations will be held on completion
G6	Gunnery Refresher Course	Gunnery School, FND	1 week	General List Officers ..	A	
G7	Gunnery Refresher Course	Gunnery School, FND	As arranged	Commanding Officers and Commanding Officers designate	A	
Joint Anti-Submarine Subjects.						
J1	Senior Officers' Study Period	AJASS Nowra ..	1 week	General List Captains and above	R NB	Navy Order 482 of 1960 refers
J2	Joint Tactical Course (JTC)	AJASS Nowra ..	2 weeks	RAN Officers of Seaman Specialization of the rank of Commander or Lieutenant-Commander	R NS	Navy Order 482 of 1960 refers
J3	Short Maritime Headquarters (MHQ1) Course	AJASS Nowra ..	1 week	RAN officers actively engaged in ASW or who have completed a recent AJASS Course and who are required to man MHQ in peace time exercises	R NS	These courses replace the MHQ Course listed in Navy Order 482 of 1960
	Maritime Headquarters (MHQ2) Course	AJASS Nowra ..	2 weeks	RAN officers out of touch with ASW. Reserve Officers	R NS	

APPENDIX A—*continued.*

No.	*Course.*	*Place.*	*Duration.*	*Officers for whom course is applicable.*	*NS/NB R/A (See Note).*	*Remarks.*
Joint Anti-Submarine Subjects—*continued.*						
J4	Joint Unit Course ..	AJASS Nowra ..	4 weeks	(*a*) Ships command teams (including appropriate ratings) (*b*) Maritime and A/S aircraft crews	R	Navy Order 482 of 1960 refers
J5	Introduction to Air-Sea Warfare	AJASS Nowra ..	1 week	RAN and Reserve Officers with no ASW experience	R	Replaces Junior Officers' Course listed in Navy Order 482 of 1960
Miscellaneous Subjects.						
M1	Senior Officers' Land-Air Warfare Study Period	RAAF Williamtown..	1 week	General List Officers of Commander's rank and above	R NB	
M2	Air Support	RAAF Williamtown..	3 weeks	General List Officers of Lieutenant-Commander's rank and above	R NS	
M4	Armament Maintenance	Gunnery School, FND and TAS School, HMAS WATSON	3½–5½ weeks	RAN Engineering Specialist Officers, appointed as EO's of destroyers and below	A NB	
M5	Instructional Technique	FND or HMAS WATSON	1 week	Officers nominated for instructional duties	A	
M8	Duties of OOW ..	FND	1 week	(*a*) Supplementary List Officers of Seaman Specialization (*b*) Reserve Officers engaged for full time service in PNF if not already qualified	R NB	
M9	Seamanship	FND	1 week	(*a*) Supplementary list Officers of Seaman Specialization (*b*) Reserve Officers engaged for full time service in PNF if not already qualified	R NB	
M10	Combat Survival ..	JTC Canungra ..	8 days	(*a*) Aircrew.. .. .. (*b*) Selected officers	— NB	Confidential Navy Order 2 of 1960
M11	Moral Leadership ..	Various	10 days	All officers	R	For application *see* Navy Order 248 of 1961
—	Officers' Safety Equipment and Survival Course	NAS Nowra ..	4 weeks Safety Equipment 2 weeks Survival	Aircrew Officers and those of the SD (AV) Specialization	A	
Meteorological Courses.						
—	Instructor Officers' Introductory Course	NAS Nowra ..	4 weeks	Instructor Officers selected to specialize in Meteorology	A	Short courses can be arranged as required for other officers

APPENDIX A—*continued.*

No.	*Course.*	*Place.*	*Duration.*	*Officers for whom course is applicable.*	*NS/NB R/A (See Note).*	*Remarks.*
Meteorological Courses—*continued.*						
—	Reserve Officers' Meteorological Course	NAS Nowra ..	As required	Reserve Officers required to specialize in Meteorology	A	
—	Photography ..	NAS Nowra ..	As required	(*a*) Aircrew Officers .. .. (*b*) Hydrographic Officers (*c*) Gunnery Officers	A	Courses arranged as required
ND Subjects.						
N1	Preliminary ND Course	Reserve Training Establishments	20 No. 2 hour periods	RANR Subordinate Officers of Seaman Specialization	—	Examination set and marked HMAS WATSON
N2	Basic ND Course ..	ND School, HMAS WATSON	3 weeks	(*a*) Supplementary list Officers of Seaman Specialization (*b*) Reserve Officers engaged for full time service in PNF if not already qualified	R NB	
N3	RANR Lieutenants' ND Course	ND School, HMAS WATSON	2 weeks	(*a*) RANR officers who completed course N1 (*b*) Refresher course for reserve officers qualifying for command (*c*) Refresher Course for RAN General List	R NS	Covers the Syllabus required for RANR Seaman Officers qualifying for Lieutenants
N4	Reserve (n) Course ..	ND School, HMAS WATSON	4 weeks Part 1—2 weeks Part 2—2 weeks	Reserve Officers qualifying for reserve (n) officers	R NS	Officers successfully completing full course will be entitled to notation (n) against their names
N5	Small Ship NO's Course	ND School, HMAS WATSON	1 week	Refresher Course for RAN Officers designated as NO's of destroyers and below	A	
N6	ND Refresher Course..	ND School, HMAS WATSON	As arranged	Commanding Officers and Commanding officers designate	— NB	
N7	Instructor Officers' ND Course	ND School, HMAS WATSON	8 weeks	All Instructor Officers during initial training	R NB	
N8	(d) Course	ND School, HMAS WATSON	9 weeks	Selected RAN General List Seaman Specialist Lieutenants	R NB	
Supply and Secretariat Subjects.						
S1	Supply and Secretariat Advanced (SSAC)	FND	17 weeks	General List Officers of the Supply and Secretariat specialization of four years or more seniority as Lieutenant	R NB	Navy Order 445 of 1960 refers
S2	Special Duties List Writers' Education and Acquaintance	FND	7 weeks	Special Duties list Officers of Supply and Secretariat "W" Specialization	R NB	Navy Order 445 of 1960 refers
S3	Special Duties list "S" officers' Education and Acquaintance	FND	12 weeks	Special duties list Officers of Supply and Secretariat "S" Specialization	R NB	Navy Order 445 of 1960 refers

APPENDIX A—*continued.*

No.	*Course.*	*Place.*	*Duration.*	*Officers for whom course is applicable.*	*NS/NB R/A (See Note).*	*Remarks.*
Supply and Secretariat Subjects—*continued.*						
S4	Supply and Secretariat Acquaintance	FND	2 weeks	"X", "E" or "L" Officers nominated to carry out Supply duties in small ships	A	Applications to CST FND, copy to Sec., Dept. of the Navy
S5	Supply and Secretariat Refresher Course	FND	2 weeks	General List and Supply and Secretariat Officers of Commanders and below	A NB	
TAS Subjects.						
T1	Preliminary TAS Course	Reserve Training Establishment	20 No. 2 hour periods	RANR Subordinate General List Officer	—	Examination set and marked, HMAS WATSON
T2	Basic TAS Course ..	TAS School, HMAS WATSON	1 week	(*a*) Supplementary List Officers of Seaman specialization (*b*) Reserve Officers engaged for full time in PNF if not already qualified	R NB	
T3	RANR Lieutenants' Course	TAS School, HMAS WATSON	2 weeks	(*a*) RANR Officers who have completed course T1 (*b*) Refresher course for RAN General List Officers	R NS	
T4	RANR Commanding Officers' Course	TAS School, HMAS WATSON	2 weeks	Refresher course for Reserve Officers qualifying for Command	A	
T5	Tactical Course ..	TAS School, HMAS WATSON	1 week	*RAN Officers*— (*a*) Seaman specialist appointed to HMA Fleet before taking up their appointments or as soon after as possible (*b*) Other seamen specialists as convenient (*c*) Electrical and Engineer specialists appointed to destroyers and frigates as in (*a*) *Reserve Officers*— (*d*) As part of their ACT ..	R NB NS NB NS	Navy Order 489 of 1960 May be combined with T3
T6	TASCO Course ..	TAS School, HMAS WATSON	3 weeks	Officers performing duties of TASCO in destroyers and frigates	A	
T7	Asdic Control Officers' Course	TAS School, HMAS WATSON	2 weeks	Officers performing duties of Asdic Control Officers in destroyers and frigates	A	
T8	TAS Refresher Course	TAS School, HMAS WATSON	As arranged	Commanding Officers and Commanding Officers designate	A NB	
T9	Diving Course ..	TAS School, HMAS WATSON	3 weeks	All officers who are medically fit. Medical Standard BR 1750A	A	Medical Standard BR 1750A

APPENDIX A—*continued.*

No.	*Course.*	*Place.*	*Duration.*	*Officers for whom course is applicable.*	*NS/NB R/A (See Note).*	*Remarks.*
TAS Subjects—*continued.*						
T10	Diving Supervision Course	TAS School, HMAS WATSON	1 week	All officers	A	
T11	Diving Supervision Refresher Course	TAS School, HMAS WATSON	1 week	General List TAS Officers SD List (TAS) (G) (B) (PR) officers. Shipwright and Engineers. Other officers qualified in diving supervision	A	Navy Order 483 of 1960
T12	Diving Acquaintance Course	TAS School, HMAS WATSON	1 week	Sub-Lieutenants (SD) (PR) (N) (PT) (C) Shipwright Sub-Lieutenant and (ME) Officers	A	Navy Order 483 of 1960
T13	Minesweeping Course..	TAS School, HMAS WATSON	As arranged	Captains and First Lieutenants designate of minesweepers	A	
T14	Clearance Diving Qualifying Course	TAS School, HMAS WATSON	24 weeks	As detailed in CCNO 80/60 ..	R NB	

Notes.—

R indicates Routine Course.

A indicates that the course is provided on application.

NB Nominations are made by the Naval Board.

NS *For RAN Officers.* Nominations are to be made by the ship or establishment in which the officer is serving direct to the establishment in which the course is held, at least one month prior to the commencement date, with Administrative Authority and the Naval Board as information addressees.

For Reserve Officers. Nominations are to be made by the ship or establishment direct to the Naval Board at least one month prior to the commencement date, with the establishment in which the course is held as an information addressee.

(DOA 312/3/7.)

(*Confidential Navy Orders* 2 *and* 80 *of* 1960 *and Navy Orders* 270, 445, 482, 483, 489 *and* 504 *of* 1960 *and* 89, 248 *and* 441 *of* 1961.)

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FOR OFFICIAL USE ONLY.

CNO's 519-521/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
20th July, 1961.

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

By direction of the Naval Board.

Thos. J. Hawkins

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

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5532/61.

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CNO's 519-521/61.

COMMONWEALTH NAVY ORDERS

C.N.O. 518/1961 not yet received for distribution.

Wm J Hawkins

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

RESTRICTED.

5532/61.

CONTENTS.

No. *Title.*

SECTION 3.—HULL, MACHINERY, EQUIPMENT AND STORES.

519. Defects Reporting and Rendering of Defect Lists—Revised Procedure.

520. Planning and Conduct of Refits.

521. Pre- and Post-Refit Trials and Refitting of Weapon Equipment and Systems.

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

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519.—Defects Reporting and Rendering of Defect Lists—Revised Procedure.

With the introduction of Planned Maintenance and associated defects reporting procedure (Forms AS 2061Z), it has been decided to extend the system with the following objects in view—

(*a*) To facilitate the rendition of Defect Lists in the simplest possible form.

(*b*) To obviate delays inherent in the former system while preserving administrative control.

(*c*) To facilitate pre-refit planning and permit the maximum amount of work to be undertaken prior to and early in the refit, thus ensuring that the best use is made of the ships' availability.

2. Under the revised procedure, the Defect Record (Form AS 2061Z) will—

(*a*) Inform the administrative authority, weekly of defects requiring Dockyard assistance;

(*b*) inform refitting authorities progressively of the incidence of Dockyard defects;

(*c*) be used to compile the ships simplified Defect Lists in conjunction with Planned Maintenance Schedules;

(*d*) inform the administrative authority of the completion of Dockyard defects, and the Naval Board of the completion of all defects;

(*e*) be used as the ships' permanent record of defects.

3. The revised system allows for continuous administrative control, the necessity for and wording of each item being considered on receipt of Forms AS 2061Z. Only items reported on this form or covered by the Dockyard Component of Planned Maintenance will be included in the simplified defect lists and the categories "A" to "G" listed on page 2 of existing Forms AS 340 (outside) will no longer apply. Forms AS 340/AD 275 (outside) will be amended.

4. Separate defect lists for motor boats and docking items will be abolished.

5. The revised procedure for reporting defects and rendering defect lists described in the appendixes to this order, is to be followed by all HMA ships whether on planned maintenance system or not, Forms AS 2061Z being raised by the appropriate ship's officers for all defects as they occur.

6. The approved procedures for the handling of Forms AS 2061Z within the ships organization are not affected by this order.

7. Pending reprinting, the following Navy Orders are to be amended as shown—

Navy Order 188 *of* 1960—

(*a*) **Appendix A—**

Paragraph 22 (b)—*delete* " After completion . . . Administrative Authority ".

Paragraph 23—*delete* whole paragraph and heading. (*Note* to remain.)

(*b*) **Appendix B—Part 2—**

Paragraph 8—*delete* sub-paragraph (*c*).

Paragraph 13—*delete* " after completion . . . Administrative Authority."

Paragraph 14—*delete* heading and whole paragraph. (*Note* following to remain.)

(*c*) **Appendix C—Part 2—**

Paragraph 30—*delete* sub-paragraph (*c*).

Paragraph 34—*delete* " After completion . . . Administrative Authority ".

Paragraph 35—*delete* heading and whole paragraph. (*Note* following to remain.)

Navy Order 973 of 1959—

Paragraph 2—*delete* sub-paragraph (*b*).

Paragraph 3—*delete* " Dockyard defect serial numbers . . . letters S.L.".

Paragraph 5—*delete* sub-paragraph (*b*).

Appendix A.

REPORTING DEFECTS.

Defects to be Made Good by Ships Staff.

Form AS 2061Z is to be compiled in duplicate as each defect occurs. When the defect is made good details of repair are entered on both copies and one copy is retained as the ship's record. Weekly bundles of the duplicate copies are to be forwarded, direct, without covering letter, to—

The Director of Naval Construction;
The Director of Marine Engineering;
The Director of Electrical Engineering; or
The Director of Weapons;

as appropriate.

Defects to be Made Good by Dockyard. All Ships.

2. Three copies of Form AS 2061Z are to be compiled as each defect occurs, including modifications required to be carried out on Armament, Asdic and Radio equipments, and distributed, as follows—

1 copy—to be retained.
1 copy—forwarded to the administrative authority.
1 copy—forwarded to the refitting authority.

Copies for the refitting and administrative authorities should normally be made up in " weekly bundles " and forwarded without covering letter. Forms AS 2061Z in respect of items for inclusion in a supplementary defect list should be forwarded immediately and not held for weekly bundles.

3. Ships to be refitted at contractors' yards in Australia are to forward two copies of Form AS 2061Z to the administrative authority only. The administrative authority will arrange for one copy to be made available to the contractor concerned.

4. Ships requiring Dockyard assistance when operating outside the Australia Station are to comply generally with local regulations regarding reporting of defects and rendering defects lists. One completed copy of Form AS 2061Z is, however, to be forwarded through the normal administrative authority to Navy Office for record purposes.

Appendix A—*continued.*

5. To ensure proper identification, Forms AS 2061Z covering items requiring Dockyard assistance are to be pre-stamped clearly on the top right-hand corner, " H ", " E ", " W " or " L " to denote the originating department and are to be consecutively numbered within each Department throughout the reporting period concerned. A new reporting period will commence from the date of the supplementary defect list. Thus a form stamped " L " and bearing the serial number 35, will be identifiable as the thirty-fifth item requiring Dockyard assistance raised by the Electrical Department since the last main refit preceding the date shown on the form. Whenever possible, Forms AS 2061Z for Dockyard defects should be typed for the sake of clarity.

6. Defects arising in motor boats should be included under one of the above headings—(H, E, W or L).

7. Requests for Dockyard assistance to deal with urgent defects beyond the capacity of ship's staff and affecting operational or sea-going efficiency are to be made in the following form by signal to the administrative authority, repeated for information to Naval Board and the refitting authority—

URDEF (*a*) Defects.
(*b*) Assistance required.
(*c*) Effect on sea-going ability.
(*d*) Effect on operational efficiency.
(*e*) Any other information (i.e., docking required, &c.).

8. The appropriate action using Forms AS 2061Z is also to be taken in all cases where defects are reported by signal, the DTG of which should be quoted on Forms AS 2061Z.

Appendix B.

RENDERING OF DEFECT LISTS.

General.

The Defect List (list of work required) will comprise Form AS 340 (outside) (Revised—*See* Appendix D) enclosing—

(*a*) A typescript tabulated statement in respect of defects and Dockyard Planned Maintenance items, showing—
- (i) Overall consecutive numbers in order of priority.
- (ii) Departmental identification letter and serial number of relevant Forms AS 2061Z.
- (iii) Relevant schedule and card numbers for electrical and schedule and identity numbers with frequency for all other Planned Maintenance items.
- (iv) Brief reference to equipments concerned.

(*b*) A typescript list of cancelled Forms AS 2061Z previously forwarded. (*See also* Appendix C, paragraph 11.)

(*c*) A typescript statement showing, in order of priority, class numbers and description of Alteration and Addition items approved by the Naval Board and proposed to be undertaken during the refit period.

Main Defect Lists.

2. The main defect list is to be forwarded direct to—

Administrative Authority	1 copy
Refitting Authority	2 copies

so as to reach the latter at least two weeks prior to the commencement of a refit.

Appendix B—*continued.*

3. The progressive estimating and planning carried out by refitting authorities on receipt of copies of Forms AS 2061Z will be completed on receipt of the defect list. It is therefore of the utmost importance that the defect list be as comprehensive as possible. The omission of items which should have been incorporated in the main defect list and their subsequent inclusion in the supplementary defect list is not acceptable.

4. In addition to requirements indicated in paragraph 1 above, the following should accompany the main defect list—

(*a*) A list of all major items which are being returned through SNSO for survey during the refit.

(*b*) A list showing the work which is required to be undertaken by SASO.

Supplementary Defect Lists.

5. A supplementary defect list is to be raised and forwarded, as for the main defect list, two weeks after the commencement of the refit, and is to contain reference to items discovered subsequent to rendition of the main defect list. The serial number of each item is to be related to priorities afforded in the main defect list and is to be distinguished from the latter by the addition of the suffix " a ", " b " or " c ", &c., as necessary.

6. Any defects discovered after rendition of the supplementary defect list, which by virtue of the effect on sea-going or fighting efficiency require immediate attention, are to be reported by signal. Other defects, although reported on Forms AS 2061Z, will not be taken in hand until the next main refit.

Appendix C.

COMPLETION OF REFIT.

The refitting authority will raise Forms AD 237a, " Report of Completion of Defects, Alteration and Additions ", showing the defect lists serial numbers in respect of items—

(*a*) completed;

(*b*) partly completed (indicating percentage);

(*c*) not taken in hand,

for distribution direct to—

(i) Ship.

(ii) Administrative Authority.

(iii) Deputy Chief of Naval Technical Services.

7. After agreement by the ship's officers at the post-refit conference, the refitting authority will endorse all Forms AS 2061Z in respect of (*a*) and (*b*) above and forward them direct to the Navy Office Directors concerned.

8. The refitting authority will retain all Forms AS 2061Z in respect of (*c*) above, as a record of work outstanding.

9. The administrative authority will destroy copies of Forms AS 2061Z for all defects shown on the " Report of Completion of Defects " as completed or progressed.

10. The ship will raise new Forms AS 2061Z to cover outstanding work on partly completed items.

11. The ship will include all outstanding work in the next main defect list unless such work has been undertaken meanwhile. In the latter event the refitting authority is to be informed.

Appendix D.

AS 340/AD 275. (Revised.)

LIST OF WORK {MAIN / SUPPLEMENTARY} REQUIRED.

Period—From..... To.....

To General Manager ..... HMAS.....

Dockyard

..... at.....

Copy to*..... .....19....

.....

We certify that, with the exception of those so stated, the repairs mentioned herein cannot be executed without help from the Depot Ship or Dockyard.

.....Executive Officer.	.....Engineer Officer.
.....Torpedo Anti-Submarine Officer.	.....Electrical Officer.
	.....Gunnery Officer.

2. The total number of items is.....

3. I concur, having satisfied myself that all the work proposed is necessary, and that it cannot be carried out without help from the Depot Ship or Dockyard; and further that the list contains all such repairs as are now required in the ship,† with the exception of defects which have been discovered since the.....19

.....

CAPTAIN.

* Insert Title of Administrative Authority.

† To be deleted if work is on a supplementary defect list.

(DEE 1209/51/11.)

Navy Orders 973 *of* 1959 *and* 188 *of* 1960.)

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520.—Planning and Conduct of Refits.

(*AFO* 1965/1960.)

Since a refit can include work by many different groups, including Dockyard departments, SNSO, ship's staff, SASO, and CINO, the best results can only be achieved if all work is properly phased into a comprehensive plan. Some of this planning must start well before the refit commences, while the possible actions by shore authorities are limited until the ship provides detailed information. The ship must therefore take the first steps in co-ordinating all work into a comprehensive refit programme.

2. Consolidation of the provisional plan must commence at the time the main defect list is raised, when the activities of the ship must be co-ordinated with those of all shore authorities concerned. Development into a comprehensive programme must be achieved not later than the refit conference.

3. Failure to prepare an adequate plan can only lead to difficulties and unnecessary overlapping of work. In such cases the problems that arise usually only become noticeably significant towards the end of the refit, when there is least opportunity to take efficient measures to overcome them.

4. The degree of detail in the plan is particularly important when leave due to each member of the ship's company extends throughout a large part of the refit period. On these occasions, those remaining on board must be provided with all necessary guidance information on important features of the work of other departments, whose representatives are significantly depleted by this leave.

5. When compiling the defect list consideration is therefore to be given to the timing of all tasks (including storing, painting, gunwharf work, proving completed repairs and trials, &c.), the aim being to ensure that, wherever practicable, conflicting conditions are avoided, and associated tasks are completed in an efficient and timely sequence.

6. A provisional programme showing the preferred timing for completing important or large tasks will materially assist planning by shore authorities (including Dockyard, Naval Stores, Armament Supply and Ordnance Inspection). Where appropriate, reference to defect items or other requirements that have been raised will also be helpful.

7. From this plan a comprehensive programme for the conduct of all work should be agreed to, at the refit conference. This programme should include the agreed dates by which work is to be completed on individual items of equipment, to enable them to be tested, tuned and set to work prior to Post-Refit Trials of Systems.

8. To facilitate this action opportunity should be given for representatives of SNSO, SASO and DINO to attend the refit conference.

9. Subsequently, as the refit progresses, it is most important that effective measures are taken as soon as any work shows signs of not conforming to the programme. In this respect particular attention should be paid to tasks that may affect the final phases of the refit, e.g., testing or trials.

Standard Dates to be decided at or before, the Refit Conference.

10. In order that the significance of the dates of the various stages of completion of ships refitting (as well as ships building, modernizing or converting) may be clearly understood, the terms shown in Appendix A should always be used when referring to such dates.

11. The greatest importance is attached to the terminal date by which all dockyard installation and repair work must be completed, leaving only the completion of setting to work, trials, cleaning and painting to be done.

12. Experience emphasizes the need for the insertion in the ship's programme of adequate periods, having regard to staff available, to complete the processes of setting to work each armament system before OGCT's are commenced. These periods are to be decided between ship's staff and dockyard officers at or before the refit conference; when agreement cannot be reached the matter is to be referred to the administrative authority.

13. An essential feature is that stabilized power supplies must be available from ship's generators or elsewhere at such times as are necessary, to permit testing, tuning, and setting to work to be commenced so that the date programmed for commencement of harbour OGCT's is realized. The date when this stabilized power supply will be available must be agreed to at the refit conference.

14. If, during the course of the refit, it is found that dockyard work, including any work on armament or power supplies, but excluding testing, tuning, setting to work trials, cleaning and painting, cannot be completed by the terminal date or earlier as may be programmed to allow for the agreed testing and tuning, then the terminal date, together with the completion date, must be revised after consultation with the ship's officers.

15. If revision of the completion date is not acceptable for operational or other reasons then the ship, administrative authority and the Naval Board must be informed that work will continue after the terminal date, possibly at the expense of a clean finish and also furnished with a statement of any consequential risks of armament failure on trials.

16. When a refit is prolonged for any reason other than work on the armament, the testing, tuning and setting to work should be arranged so as to avoid further delays on this account.

17. The chart reproduced as Appendix B shows an example of the intention so far as ordinary refits of Destroyers and Frigates are concerned and the example is to be applied generally to all ships.

18. The chart indicates the best estimates that can be given of the minimum periods considered necessary for a clean finish. The times required for setting to work and tuning will vary with the class of ship and equipment, general condition and the experience of the ship's staff.

1½ weeks for Type 15 Frigates.

2½ weeks for Destroyers, Type 12 Frigates and HMAS MELBOURNE.

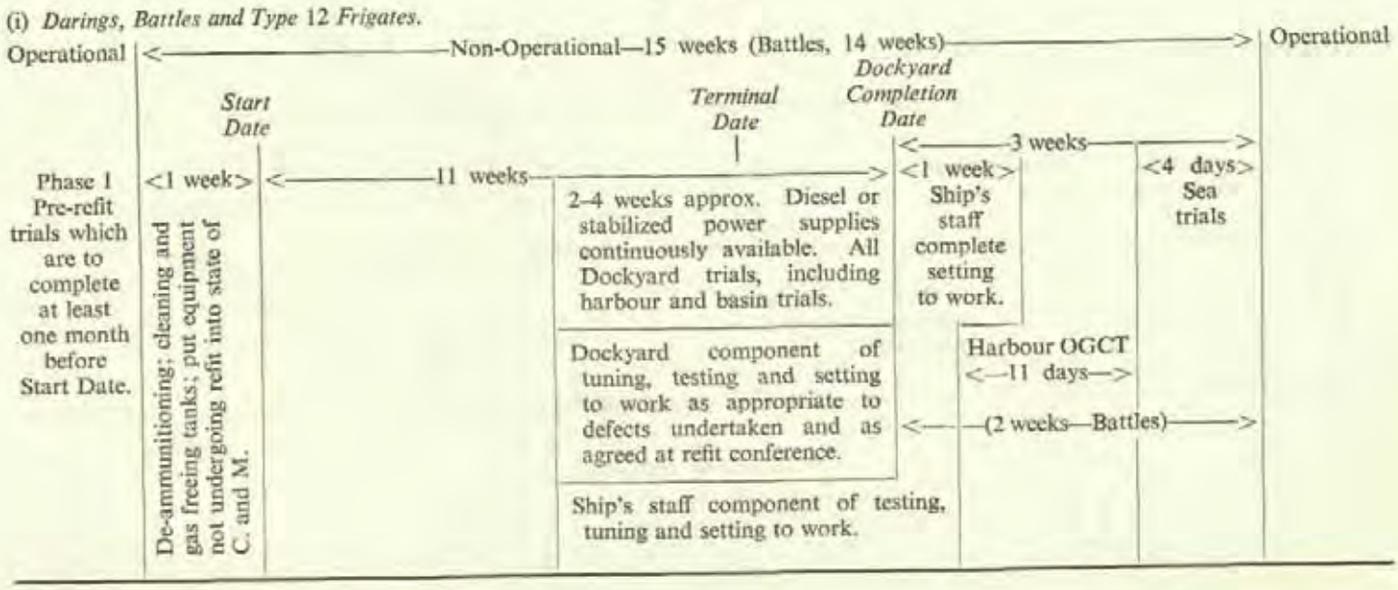
Appendix A.

—	*New Construction.*	*Modernization/Conversion.*	*Refit.*
Non-operational date	Not applicable ..	The date on which preparation for yard work begins, i.e., de-ammunitioning, tank cleaning, &c. (This work is assumed to require one week as far as refits are concerned and is followed immediately by the refit)	
Start date ..	Not applicable ..	The date on which the ship is actually taken in hand by the yard	
Terminal date ..	Not applicable ..	The date by which repair and installation work is finished but with setting to work, testing, tuning, trials and painting still outstanding	
Completion date ..	The date of the General Overseer's inspection. Ship ready for final sea trials	The date by which the refitting authority or contractor will have completed all work in the ship, including basin and harbour trials. Painting, &c., is complete and the ship is ready for full commissioning and sea trials	The date by which the refitting authority will have completed all work in the ship, including basin and harbour trials. All painting, &c., is complete. Weapon system unit tests complete. The ship is ready for full commissioning ex harbour OGCT and subsequently sea trials. Ships' staff setting to work being progressed
Operational date ..	The date by which the ship is ready to start working up, i.e., after ammunitioning, storing, ship staff trials including sea trials, &c.—to be decided by administrative authority		

Appendix B.

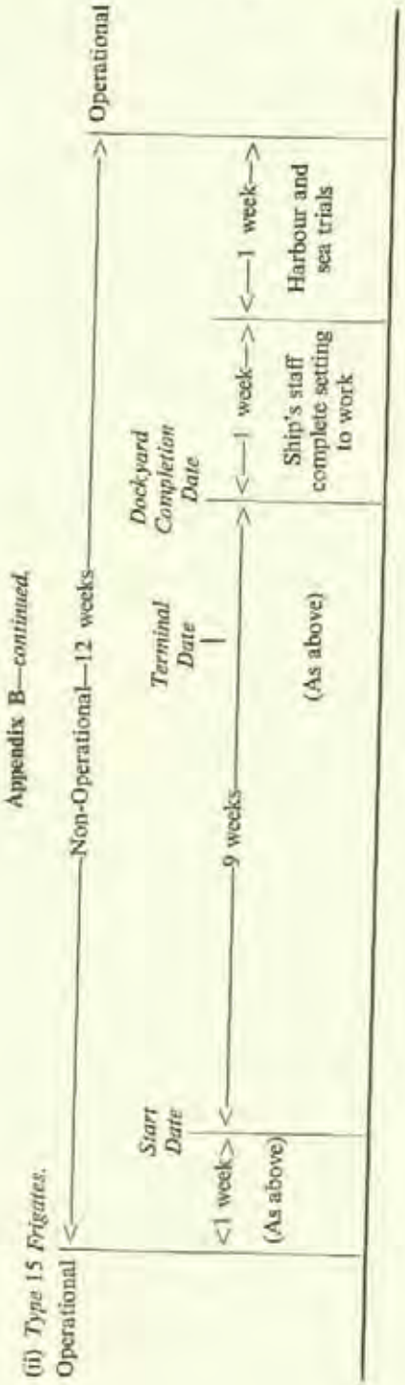
CHART.

(i) *Darings, Battles and Type* 12 *Frigates.*



Appendix B—*continued.*

(ii) *Type 15 Frigates.*



(DEE 1209/51/53.)

RESTRICTED.

521.—Pre- and Post-Refit Trials and Refitting of Weapon Equipment and Systems.

The performance and shortcomings of weapon equipment must be established by trials prior to a main refit. It must be appreciated that no single trial will produce a reliable assessment of weapons systems unless it is supported over a long period by—

(*a*) Competent periodic examinations.
(*b*) Carefully prepared records.

2. The defects which will be undertaken by the Dockyard during the refit will be those which have been reported on Form AS 2061Z. To ensure the greatest possible advantage being obtained from the Dockyard Weapons Organization it is important therefore that all defects are found and reported in sufficient time for their inclusion in the main defect list (Navy Order 519 of 1961, Appendix B, paragraph 2 refers).

Pre-Refit Trials Period and Preparation of Defect Lists.

3. The first requirement in preparing a defect list is that the results of the routine periodical tests and examinations are recorded accurately and in a clear and orderly manner. Also that all defects found during these routines, or during operational use of the gear, are recorded and reported on forms AS 2061Z as they occur. Pre-refit trials are intended to discover in detail defects and departures from specification not only in the system as a whole, but also in the individual units that go to make up a complete system. It is, in short, a "witch hunt" for defects to enable a complete and timely defect list to be prepared.

4. The majority of the tests and inspections required can be carried out without affecting the operational efficiency of the systems and are a normal part of the routine preventive maintenance procedure. They can therefore be completed before the actual pre-refit trials period which is to be devoted to undertaking the tests, examinations and detailed investigations which can only be undertaken by affecting the "notice for firing" of systems. To provide adequate opportunity for a comprehensive review of systems, and at the same time to enable the main defect list to include the majority of defects, pre-refit trials may be carried out in two phases. The responsibility for the organization and conduct of both phases rests with ship's staff although outside assistance, from Trials Teams, may be requested if required. Ships with the appropriate specialist officers are normally capable of carrying out pre-refit trials without external assistance. The first phase is to be the major effort at proving the defect work required. These trials are mandatory and are to include at least the following:—

(*a*) *OGCT.*—To be carried out completely to determine the overall operational condition of the systems, except where known defects prevent the obtaining of reasonably comparative records.

(*b*) GET 1 (Form AS 1136), GET 2 and shop trials schedules, of each director, mounting and unit of the fire control system. To be worked through in detail.

(*c*) Comprehensive trials of all TAS equipment to be carried out on the lines indicated in the relevant handbooks (CB's and BR's). ASH publications for Asdic sets and HMS VERNON pamphlet No. 102 for MCS 10. Test pamphlets for all TAS equipment are in course of preparation but meanwhile the condition of the equipment prior to refit is to be established as far as possible by carrying out periodic performance checks, as laid down in the relevant Planned Maintenance Schedules, handbooks and publications referred to above. Whenever possible a sea check firing is also to be carried out, as a check on the functioning of the system.

5. If for any reason the trials during Phase 1 must be selective, action at that time is to be directed to uncovering defects in those parts of installations which are most likely to require extensive work, and which may therefore significantly affect Dockyard planning of the refit. Phase 1 trials are to be completed one month before the refit, in time to consider the results, raise forms AS 2061Z, enter them in the main defect list and prepare a copy of the trials results for forwarding with the report referred to in paragraph 13. If it now becomes evident that the Dockyard will be required to test, tune and set to work any component or system on completion of the refit, a separate AS 2061Z is to be raised for this commitment and is to be included as a separate item in the main defect list. To assist Dockyard planning these items are to contain an estimate of the work required, quoting the assembly or system in question.

6. Phase 2 trials need only be carried out if any deterioration in the performance of the systems is experienced or if a full series of trials has not been completed during Phase 1. Phase 2 trials are to commence in sufficient time for defects so discovered to be included in the supplementary defect list. Assistance required in testing, tuning and setting to work is to be assessed and relevant forms AS 2061Z are to be included in the supplementary defect list.

7. When outside assistance is required for pre-refit trials application by signal is to be made as follows—

(*a*) For EETU—FOICEA copy to ACNB and administrative authority.

(*b*) For Gunnery Trials Team—CST FND, FOICEA copy to ACNB, administrative authority.

(*c*) For TAS and ND Trials—WATSON copy to ACNB, administrative authority.

(*d*) For Communications Trials—CST FND, FOICEA, copy to ACNB, administrative authority.

8. If it is intended to carry out pre-refit trials in a main dockyard port the opportunity is to be taken to discuss the proposed trials with Dockyard Officers and obtain the benefit of their experience.

9. While overall Positional Accuracy Tests are useful in giving an indication of the condition of a system as a whole, they are not essential for pre-refit trials. Priority is, however, to be given to individual PAT's of mountings and directors, and to the Static Accuracy Tests of the several units of the fire control systems, as these tests readily reveal wear and back-lash in these units.

10. The results of all tests are to be compared with the results obtained at shop, installation or official acceptance tests, and any discrepancies investigated. It is possible that some units of a system may have been deliberately de-tuned to achieve the optimum overall performance of the system. It may be necessary therefore in the investigation of discrepancies to re-tune units to their individual optimum performance in order to obtain a true comparison with previous performances.

Magazines and Ammunition Supply Arrangements.

11. In addition it is important that the whole of the Weapons Departments be carefully inspected to check the serviceability of all equipment associated with ammunition embarkation and supply facilities, magazine and ready use stowages, communication, ventilation, lighting and magazine safety arrangements and structural items and fittings generally. Forms AS 1136 are available as a GET 1 schedule of this equipment.

12. Forms AS 2061Z are to be raised for all defects discovered and those requiring Dockyard assistance are to be included in the appropriate defect lists. All data and results obtained in pre-refit trials are to be held in the ship for future reference during setting to work and post-refit trials.

Pre-refit Trials Reports.

13. A trials report is to be forwarded, at the same time as the main defect list, to the administrative authority with copies to the General Manager of the refitting dockyard and the OIC EE & TU. This report is to consist of—

(*a*) A certification that all Gunnery Equipment has been thoroughly checked against GET 1 and 2, and OGCT schedules, and that all TAS equipment has been similarly checked against the references in 4 (*c*) above, in the preceding months. Uncompleted and outstanding trials and the reasons for not carrying them out are also to be shown.

(*b*) A list of the tests in which the results are outside tolerance or differ appreciably from shop or acceptance tests results, together with cross references to the defect item covering the remedial action required. Amplifier and other settings or adjustments which have been materially changed from the original settings, or are approaching the limit of adjustment, are to be noted.

(*c*) A list of dynamic pen recordings taken during the OGCT and GET 2. (The actual traces of SHM, constant speed and overshoot or run in, with and without ACU's connected are to be of sufficient length to ensure that they can be properly analysed, particularly for cyclic errors and are to be retained in the ship for reference during subsequent trials. They are also to be annotated with the amplifier, feedback and other relevant settings in use when the recording was taken). Remarks on peculiarities in the traces and co-related visual evidence, if any, are to be included.

(*d*) Those tests and trials which will be carried out during Phase 2 of the pre-refit trials period.

14. The results of the trials carried out during Phase 2 are to be forwarded, as an addendum to the pre-refit trials report to the same addressees. If this second report cannot be forwarded in time for the refit conference, and for any reason all tests and trials will not be completed before the refit commences, this is to be reported by signal to the administrative authority, copy to FOICEA for GMGID, or, for ship's refitting at Williamstown, to GMWD indicating those trials which will not be completed. The implications of these outstanding trials is to be considered at the conference. Since these unfinished trials may lead to difficulties during the refit or subsequent testing, tuning and setting-to-work, the conference is to give special consideration to the matter, with a view to any necessary tests being carried out by dockyard staff or raising other appropriate proposals before the refit commences. In either case the conclusions are to be reported as an addendum to the pre-refit trials report to the same addressees.

Refit Conference.

15. It is imperative that Fleet staff, dockyard and ship's officers realize the importance of the pre-refit conference, as the success of the refit will depend to a large extent on the agreement of areas of responsibility reached at the conference. For instance, the Dockyard is responsible for testing, tuning and setting to work items on which major Dockyard work has been carried out while the ships staff are responsible for system testing and setting to work. It is most important that the responsibilities and timing for each testing, tuning and setting-to-work task be clearly determined

and understood at the refit conference. These tasks are to be phased relative to each other, full consideration being given to any possible further requirements for Dockyard assistance and the effects of other activities. It is to be clearly understood by all concerned what their responsibilities are and that co-operation between the various departments of the Dockyard and the Departments of the Ship is the keynote to the success of a refit.

The Refit.

16. Attention is drawn to Navy Order 520 of 1961—" Planning and Conduct of the Refit ". Defects discovered during the course of a refit are to be reported in accordance with Navy Order 519 of 1961, Appendix B. These defects are not to be allowed to accumulate but are to be reported immediately they are found.

17. Internal ship organization is to make provision for adequate preventive maintenance to be carried out during the refit period on those units which are not defective. When equipment has been repaired and set to work every opportunity is to be taken to operate it. This will ensure that subsequent defects are discovered before the end of the refit and avoiding deterioration through standing idle. Where it is known that there will be insufficient ships staff effort to carry out all the necessary planned maintenance during the refit period, an item is to be included in the defect list for Dockyard assistance. When items of serviceable equipment have to be lifted or removed by the Dockyard to provide access to defective assemblies or components, the Dockyard is responsible for maintaining and re-installing the equipment in a fully serviceable condition.

18. If new items of equipment are installed during a refit as the result of A and A action or Naval Board direction the new unit(s) and system are to be subjected to those tests and trials which would normally be carried out for New Construction or modernization. A proposed programme is to be prepared by the refitting yard for discussion at the Refit Conference. If amendments are found to be necessary they are to be determined at the Refit Conference and an agreed programme forwarded to the administrative authority with proposals for the trials distributed in accordance with paragraph 7,.

19. Ships officers are responsible for certifying that all work carried out has been satisfactorily completed and are to ensure that a responsible officer or rating is available to inspect the work when requested by the Dockyard. All exceptions are to be properly specified.

20. All work is to be completed before post-refit trials commence. Where this proves impossible, administrative authorities and trials teams concerned are to be informed.

Post-Refit Trials.

21. Post-refit trials are designed to show that the equipment as a system is in a satisfactory operational state and fit for service at sea. Attention is drawn to Navy Order 520 of 1961 " Planning and Conduct of the Refit " and to the importance of determining the date for commencement of post-refit trials at the refit conference. These dates are to be reported by signal on completion of the pre-refit conference, to the administrative authority and repeated to ACNB, FOICEA, CST FND and HMAS WATSON. If any amendment subsequently becomes necessary, this is to be determined as early as possible and a further signal made. On no account is any time to be lost in waiting for any other possible changes in the programme. Responsibilities for carrying out post-refit trials on Weapon Systems rests with the ships officers but the assistance of trials teams may be sought whenever possible.

Requests for assistance are to be made in sufficient time for the various trials teams to arrange their programmes to meet these new commitments. Applications are to be made by signal.

22. Trials to be carried out on completion of a refit are contained in The Ordnance Engineering Manual (BR 292/59). Trials of Gunnery Equipment—Chapter 11, paragraph 76, and trials of TAS equipment—Chapter 21. Ships officers are to determine, in conjunction with Trials Officers and Dockyard Officers, those tests and trials which are necessary to ensure " that the equipment as a system is in a satisfactory operational state and fit for service at sea ".

23. Post-refit trials reports are to be forwarded by the ship to the administrative authority. Where trials teams have assisted during post-refit trials their reports are to be submitted to the ship.

(DEE 4276/4/552.)
1208/51/2.)

(*Navy Orders* 519 *and* 520 *of* 1961.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

5532/61.—2

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
21st July, 1961.

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

By direction of the Naval Board.

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

UNCLASSIFIED.

522.—Books—Distribution of Non-accountable Publications during May, 1961.

The non-accountable publications; amendments to AP's, miscellaneous publications, &c., and AFO " SC " Series, contained in the appendix to this Order, have been distributed to ships and services during May, 1961.

2. Article 2518 of ABR 4 is relevant.

3. Copies of AFO " P " Series amendments and AP 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 Article 2518 (7) of ABR 4.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date.*
Aeroplane	17 February, 1961.
Aeroplane	24th February, 1961.
Aeroplane	3rd March, 1961.
Aeroplane	10th March, 1961.
Aeroplane	16th March, 1961.
Aeroplane	23rd March, 1961.
Aeroplane	30th March, 1961.
Aeroplane	6th April, 1961.
Aircraft	Volume 40, No. 8, May, 1961.
C.I.S. Cards Index System	11th Series, 1961.
C.I.S. Cards Index System	12th Series, 1961.
Educational Information	No. 108.
Flight	3rd March, 1961.
Flight	10th March, 1961.
Flight	16th March, 1961.
Flight	23rd March, 1961.
Flight	30th March, 1961.
A Guide to Optimum Frequencies	May, June, July, 1961.
Joint Services Recognition Journal	Volume 16, No. 1, January, 1961.
Manual of the Audit Act and Treasury Regulations	Issue No. 43, Section 31, dated 17th February, 1961—Pages 1 and 2.
Manual of the Audit Act and Treasury Regulations	Issue No. 44, Section 7, dated 24th February, 1961—Pages 1 and 2.
Manual of the Audit Act and Treasury Regulations	Issue No. 45, Section 15, dated 17th February, 1961—Pages 1–23.
Manual of the Audit Act and Treasury Regulations	Issue No. 46, Minor Amendment Sheet No. 4, dated 1st March, 1961—Page 1.
United States Naval Institute Proceedings	Volume 87, No. 3, March, 1961.

AMENDMENTS TO B.R.'s, ETC.

B.R. No.	*Amendment No.*
A.B.R. 10	8.
B.R. 31	Q.R. 2/60.
B.R. 70/1960	Cumulative Supplement, dated 31st January, 1961.
A.B.R. 91	Amendment No. 1.
B.R. 91C—Part II	3.
B.R. 125/61	Supplement No. 9, March, 1961.
B.R. 125/61	New Entries, No. 9, March, 1961.
B.R. 155C (2)	Amendments 9 and 10.
B.R. 226B (22)	Amendment No. 2.
B.R. 226B (29)	3.
B.R. 226C (4)	2.
B.R. 226C (7)	6.
B.R. 226C (8)	1.
B.R. 226C (17)	1.
B.R. 227 (4)	3.
B.R. 333 (1)	13.
B.R. 664/55	46.
B.R. 763—6th Edition dated 31st March, 1959	Supplement No. 6 to the Preface.
B.R. 763—Volume 1, 6th Edition, dated 31st March, 1959	Supplement No. 6.
B.R. 763—Volume 3, 6th Edition, dated 31st March, 1959	Supplement No. 6.
B.R. 933 (7)	Amendment No. 2.
B.R. 1299 (59)	1.
B.R. 1332 (12)	8.
B.R. 1653 (Parts 1 and 2)	Australian Amendment A.N. 1.
B.R. 1792/59	Amendment No. 2.
B.R. 1837 (7), Division J, Intro.	20.
B.R. 1837 (7), Division J, Section J.D.	14.
B.R. 1837 (7), Division J, Section J.H.	10.
B.R. 1837 (7), Division K, Intro.	23.
B.R. 1837 (7), Division L, Intro.	27.
B.R. 1837 (8), Division M, Intro.	22.
B.R. 1837 (8), Division M, Sec. MG.	16.
B.R. 1856 (13)	8.
B.R. 1870 (1)	6.
B.R. 1870 (2)	6.
B.R. 1917 (1)	47.
B.R. 1917 (2)	48.
B.R. 1917 (2A)	36.
B.R. 1982—Volume 1	3.
B.R. 1982A—G.C.	1.
B.R. 2034/59—Australian Addendum	Errata to Australian Addendum.
B.R. 2050 (651)	Amendment No. 3.
B.R. 2050 (681)	2.
B.R. 2101 (1)	Amendments 13 and 14.
B.R. 2101 (3)	Amendment No. 11.
B.R. 2101 (5)	14.
B.R. 2125 (7)	6.
B.R. 2194/60	2.

AMENDMENTS TO B.R.'S, ETC.—*continued.*

B.R. No.	*Amendment No.*
B.R. 3001	Amendments 1 and 2.
A.C.P. 127	Commonwealth Supplement No. 2, dated July, 1960.
A.C.P. 127	Correction No. 1 to Commonwealth Supplement No. 2.
The Admiralty Standard Books of Cocks and Valves. "Devonport Drawings"	Amendment dated 15th May, 1961.
List of Propellant Lots Accepted for Naval Service, 1958	Amendment No. 14.
N.A.M.A.N.	Volume 16, N.2193–N.2203, dated 31st March, 1961.
N.A.M.A.N.	Volume 16, N.2204–N2213, dated 29th April, 1961.
N.C.C.P.8	Change No. 3.

SERVICES LIST OF PREFERRED VALVES.

B.R. No.	*Amendment No.*
Amdt. No. 2 to Issue 1 dated 14.9.56 (CV.4064)	C.V. Amendments dated 20.3.61.
Amdt. No. 2 to Issue 1 dated 6.3.57 (CV.4071)	
Amdt. No. 1 to Issue No. 2 dated 24.8.60 (CV.4504)	
Amdt. No. 2 to Issue No. 1 dated 18.9.59 (CV.7044)	
Amdt. No. 1 to Issue No. 1 dated 18.12.59 (CV.7054)	
Amdt. No. 2 to Issue No. 1 dated 1.10.59 (CV.7056–58)	
Amdt. No. 2 to Issue No. 1 dated 1.10.59 (CV.7059–60)	
Amdt. No. 2 to Issue No. 1 dated 11.2.60 (CV.7083–86)	
Amdt. No. 1 to Issue No. 1 dated 10.5.60 (CV.7090–98)	
Issue No. 1A dated 23.1.61 (CV.7099–7106)	
Issue 1 dated 20.9.60 (CV.7124–7126)	
Issue 1 dated 12.1.61 (CV.7127)	

DISTRIBUTION OF AFO "S.C." SERIES.

Publication.	*"S.C." No.*
B.R. 1978 (Revised 1958)	S.C. 4/61, Correction No. 13.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
957C, Vol. 1 (2nd Edition)	A.L. 26.
957C, Vol. 2	(A.L. 12)–B.7. (A.L. 13)–B.8.
1086, Book 2 (2nd Edition)	A.L. 102 and Eratum, and 103.
1086, Book 4, Part 1 (2nd Edition)	A.L. 119, 120, 121, 123 and 124.
1086, Book 6 (2nd Edition)	A.L. 106 and 107.
1086, Book 7 (2nd Edition)	A.L. 127.
1086, Book 9 (2nd Edition)	A.L. 142 (Eratum), 145 and 146.
1086, Book 10 (2nd Edition)	A.L. 105, 106, 107, 108 and 109.
1086, Book 11 (2nd Edition)	A.L. 159.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1086, Book 12, Part 1 (2nd Edition)	A.L. 194, 195 and 196.
1086, Book 15 (2nd Edition)	A.L. 173, 178, 179, 180, 181, 182 and 183.
1181, Vol. 2	(A.L. 123)–B.101 (A.L. 126)–B.104 (A.L. 127)–B.105 (A.L. 128)–B.106 (A.L. 129)–B.107 (A.L. 130)–B.108.
1182 (N), Vol. 1	A.L. 27.
1182 (N), Vol. 2	(A.L. 98)–E.25 (A.L. 96)–G.22 (A.L. 100)–G.24.
1182A (N), Vol. 1	A.L. 23.
1182A, Vol. 2, Part 1	C.41 (A.L. 1 inc.) C. 50 E. 17 (A.L. 3 inc.) G. 16 G. 18 G. 49 (A.L. 1) J. 13.
1182C, Vol. 1	A.I.L. 1/61 A.I.L. 2/61 A.L. 149.
1182C, Vol. 2	(A.L. 89)–F. 23.
1182C, Vol. 4, Parts 2 and 6	A.L. 27.
1182E (N), Vol. 1	A.L. 17 and 18.
1275A, Vol. 1, Section 13	A.I.L. 1/60 A.L. 38 and 39.
1275A, Vol. 1, Section 16	A.L. 48, 49, 50 and 51.
1275A, Vol. 1, Section 17	A.L. 40.
1275A, Vol. 1, Section 20	A.L. 62, 63, 64 and 65.
1275A, Vol. 1, Section 21	A.L. 36.
1275A, Vol. 1, Section 24	A.L. 57, 58, 59 and 60.
1275A, Vol. 1, Section 26	A.L. 31 and 32.
1275A, Vol. 1, Section 27	A.L. 29 and 31.
1275A, Vol. 2	(A.L. 106)–C. 19 (A.L. 107)–C. 20 (A.L. 105)–H.2 (A.L. 113)–H.3 (A.L. 102)–K.18 (A.L. 103)–K.19 (A.L. 112)–K.20 (A.L. 108)–M.5 (A.L. 109)–M.6 (A.L. 101)–Y.7 (Alt. 1 inc.) (A.L. 104)–Y.9 (A.L. 111)–Y.10.
1275A, Vol. 6, Section 20	A.L. 13 and 14.
1275B, Vol. 1, Section 11	A.L. 28 and 29.
1275B, Vol. 1, Section 16	A.L. 28, 29 and 30.
1275B, Vol. 2	(A.L. 53)–Y.1 (Canc.).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1275E, Vol. 2, Part 1	(A.L. 211)–D.46
	(A.L. 212)–Z.7 (Alt. 1 inc.)
	(A.L. 214)–Z.21 (Alt. 1 inc.)
	(A.L. 213)–Z.24 (Alt. 2 inc.).
1275G, Vol. 1	A.L. 72.
1275G, Vol. 2, Part 1	(A.L. 151)–I.3 (Canc.)
	(A.L. 159)–K.16
	(A.L. 152)–Z.8 (Alt. 2)
	(A.L. 153)–Z.9 (Alt.2)
	(A.L. 154)–Z.10
	(A.L. 155)–Z.21
	(A.L. 156)–Z.31 (Alt. 1 incl)
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1355, Vol. 2, Part 1	(A.L. 137)–F.105.
1355C, Vol. 1	A.L. 66.
1374B, Vol. 2, Part 1	(A.L. 74)–Z.20.
A.V.P. 1455	(A.L. 278)–P.4 (Issue 2)
	(A.L. 279)–S.15 (Issue 5).
1464C, Vol. 2, Part 1	15 (A.L. 3).
1464D, Vol. 1	A.L. 213.
1464G, Vol. 2, Part 1	No. 106.
1492A, Vol. 1	A.L. 95, 96 and 97.
1538P, Vol. 3, Part 1	A.L. 4.
1641F, Vol. 1, Part 2, and Vol. 5 (2nd Edition)	A.I.L. 1/60.
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R.A.A.F. Special Technical Instructions ..	Armament—Miscellaneous/17 Dakota/15 Double Row Wasp/9 Fuels and Lubricants/17 Fuels and Lubricants/18 Fuels and Lubricants/22 Fuels and Lubricants/23 General/13 Goblin/27 Goblin/28 Goblin/29 Goblin/30 Gunnery Equipment/21 Helicopter Transmission Equipment/1 Helicopter Transmission Equipment/2 Instrument/41 Instrument/42 Instrument/43 Instrument/44 Lycoming Reciprocating Engine/2 Pistam Engine Fuel Equipment/9 Propeller/23 Pump, Fuel, Air and Hydraulic/12

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A.P. No.	*A.L. or Leaflet.*
R.A.A.F Special Technical Instructions—*continued.*	Rotol Accessory Drive Equipment/14
	Rotol Accessory Drive Equipment/15
	Safety Equipment/39
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	Twin Row Wasp/9
	Twin Row Wasp Power Plant/12
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	Wasp Junior/11.
Air Diagrams	A.D. 6624Q/N.B.
	O.N. 1364/N.B.
	O.N. 1372/N.B.
	S.R. 463/N.B. Issue 2
	S.R. 1423/N.B.
	S.R. 1424/N.B.
	S.R. 1442/N.B.
	S.R. 1490/N.B. Sheet 1
	S.R. 1490/N.B. Sheet 2
	S.R. 1491/N.B.
	S.R. 1495/N.B.
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	S.R. 1502/N.B.
	S.R. 1503/N.B.
	S.R. 1508/N.B.
	S.R. 1511/N.B.
	S.R. 1512/N.B.
	S.R. 1513/N.B.
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	S.R. 1534/N.B.
	S.R. 1537/N.B.
	S.R. 1538/N.B.
	S.R. 1539/N.B.
	S.R. 1542/N.B.
	S.R. 1545/N.B.
	S.R. 1561/N.B.

LLOYD'S SHIPPING INDEX.

Lloyd's Shipping Index	1st May, 1961.
Lloyd's Shipping Index	8th May, 1961.
Lloyd's Shipping Index	15th May, 1961.
Lloyd's Shipping Index	23rd May, 1961.
Lloyd's Shipping Index	29th May, 1961.

(DNAS 465/57/215.)

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CNO's 523-537/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
24th July, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

5495/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED. Cancelled vide ONO 172/63

523.—Armament and Gunnery Equipment Depot, Maribyrnong.

The title of the Naval Armament Supply Officer, Maribyrnong, has been changed to the following—

The Officer-in-Charge,
RAN Armament and Gunnery Equipment Depot,
Maribyrnong, Victoria.

2. All correspondence, &c., should be addressed accordingly.
3. Navy Order 910 of 1960 is relevant.

(DAS 700/255/66.)

(*Navy Order* 910 *of* 1960.)

RESTRICTED.

524.—Operation, Administration and Role of Ships of the RAN.

Navy Order 275 of 1961 is to be amended as follows—

Appendix—

Against MELBOURNE in column 4 *delete* " 1. Operational flying training " and *insert* in lieu—
" 1. Fleet Unit ".

(DOD 2/204/24.)

(*Navy Order* 275 *of* 1961.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

525.—Films and Filmstrips—Educational—" Rockets: How They Work " (Admiralty Serial No. E.1380), " Earth Satellites " (Admiralty Serial No. E.1382).

(*AFO* 581/1961.)

One copy of each of the two educational films detailed below (produced by Encyclopaedia Britannica) is being obtained, and supply will be made to the RAN Film Library, Sydney, without demand, by SNSO Sydney—

Admiralty Serial No.		*Title.*
E.1380	..	Rockets: How They Work.
E.1382	..	Earth Satellites.

2. Details of the films are as follows—

(*a*) *Rockets: How They Work* (*Serial No. E.*1380).—The film deals simply with the theory of rocket flight and with basic problems of fuel and guidance. It is in colour, has a running time of 16 minutes and is issued on one spool.

(*b*) *Earth Satellites* (*Serial No. E.*1382).—The film deals in a simple manner with the basic aspects of satellite flight. It is in colour, has a running time of 17 minutes, and is issued on one spool.

(DNAS 519/56/157.)

UNCLASSIFIED.

526.—Films and Filmstrips—Instructional—"The Two Range Decca System" (Serial No. A.1163)—Distribution.

(AFO 524/1961.)

Copies of the Admiralty Instructional film "The Two Range Decca System" (Serial No. A.1163) are being obtained and the initial distribution will be made, without demand, by SNSO Sydney, on the following scale—

Service.	*No. of Copies.*
HMAS WARREGO	1
HMAS BARCOO	1
Flinders Naval Depot	1
RAN Film Library, Sydney	1

2. The film explains the purpose and advantages of the Two Range Decca System and shows, in detail, the erection of a typical "slave" station ashore.

3. It is considered important that all naval personnel concerned with survey should be adequately instructed in this subject—particularly in the erection of the shore-based "slave" stations, for which practical instruction is seldom feasible.

4. The film has a running time of 21 minutes and is issued on one spool.

(DNAS 519/56/154.)

UNCLASSIFIED. Cancelled. Incorporated into AR (RAN 8016) Enc 474/63 Appendix 4A

527.—Junior Officers of the General List—New Scheme of Training.

The Naval Board have had under review the scheme of entry and training of Junior Officers of the General List of the Royal Australian Navy. The recommendations of the Dartmouth Review Committee set up by the Admiralty in 1958 have been considered in the light of Australian conditions and it has been decided to introduce a new scheme of training effective from 1st January, 1961, as outlined in succeeding paragraphs.

2. The new scheme, which has been designed to dovetail with the scheme of training being adopted in the Royal Navy *vide* AFO 1844/1960, varies from the present scheme in two principal features—

(*a*) The introduction of twelve months sea time, as midshipmen in the Fleet, after passing-out from the Royal Australian Naval College and before proceeding for advanced training at BRNC Dartmouth and RNEC Manadon.

(*b*) An extension of the college course by eight months, to permit a higher degree of academic training essential as a basis for subsequent advanced courses and also to provide sufficient professional training to ensure that the young officers will derive full benefit from their time at sea as midshipmen in the Fleet.

Entry.

3. There will continue to be an annual entry in January each year for "Normal Entry" and "Matriculation Entry" cadets. For the present there will be no variation to the conditions of entry.

Training.

4. *At RANC.*—Cadets will undergo a course of three years and eight months (normal entry) or one year and eight months (matricualtion entry) at the naval college to introduce them to the ways of the Navy and to prepare them for further professional and academic training. This course will be common to all specializations and will include short periods at sea in the training ship.

5. *In the Fleet.*—On passing-out from the Royal Australian Naval College, cadets will be appointed as midshipmen in HMA Fleet for twelve months where they will live in the wardroom. They will be expected to play their full part in the life of the ship. At the end of this year there will be Fleet Boards for examinations in seamanship and for certificates of competence which officers of all specializations must take.

6. *In the United Kingdom*—

(*a*) Seamen and Supply Officers—On leaving the Fleet, seamen and supply officers will go to Dartmouth and begin a year of academic study with special attention to mathematics and physics. In the following year, seamen officers will be given professional courses and will then return to Australia for appointment to the Fleet to gain their watchkeeping certificates, while supply officers, after a short course on naval equipment and a course in supply duties, will return to Australia for appointment to the Fleet in complement billets.

(*b*) Engineer and Electrical Officers—On leaving the Fleet, engineer and electrical officers will go to Manadon, where, if qualified, they will start a three year degree course in engineering. If not qualified for a degree course they will start a three year course leading to graduate membership of one of the professional institutions. These three year courses will probably be followed by a year's application courses in naval equipment after which officers will return to Australia for appointment to the Fleet.

7. The practicability of selected seamen and supply officers completing a degree at an Australian university at a later date is under investigation by the Naval Board.

8. *Ranks During Training*—

At RANC	Cadet Midshipman.
In the Fleet	Midshipman.
Courses in UK (1st two years)	Acting Sub-Lieutenant.

9. Seniority as Lieutenant will depend on the result of the Fleet Boards at the end of midshipmen's sea time and of academic and professional examinations.

Transitional Arrangements.

10. Seamen and Supply Officers who passed out in December, 1960, completed their training under the old rules. They commenced phase III at Dartmouth in May, 1961.

11. Engineer and Electrical Officers who passed out in December, 1960, completed phase II in HMAS SWAN and have been appointed to the Fleet as midshipmen. After twelve months in the Fleet they will proceed to the United Kingdom to commence the three year degree course at Manadon in September, 1962. There will be no passing out in 1961. Graduates of August, 1962, will conform to the new scheme of training.

(DOA 310/201/5.)

UNCLASSIFIED.

528.—Small Arms Training—Shooting Proficiency Prizes Fund.

It is desired to bring to the attention of all Commanding Officers the need to foster greater interest throughout the Service in the use of small arms. It is important that officers and ratings of all branches of the Navy should be capable, both individually and collectively, of using small arms weapons.

2. The many commitments which have to be undertaken by ships and establishments are fully realized. Nevertheless, small arms proficiency can only be ensured if officers and ratings of all branches carry out firing practice at least once annually.

3. If the full Annual Range Courses laid down in BR 1920 B (10) are not practicable, every opportunity should be taken to carry out shortened courses or at least some form of practice that will enable officers and ratings to become accustomed to the weapons they may be required to handle in an emergency.

4. It is emphasized that it is not intended that the Annual Range Course or general practice firing with small arms be confined only to personnel who are liable to be included in a ship's landing party. Volunteers from any branch of the Service may participate and should be encouraged to do so. Those wishing to make themselves more proficient have ample opportunity to take part in rifle shooting as a sport.

5. *Marksman's Badge.*—The Marksman's Badge (*see* BR 1920 B (10)) consists of "crossed rifles" and is worn on the right forearm above the cuff. All ratings of all branches, who obtain a score of 75 per cent. or over in the Standard Rifle or Light Machine-Gun Course at the nominated shoot during the current year, qualify for this badge. It may be worn from the date of receipt until failure to re-qualify at a subsequent firing. Re-qualifying practice should be carried out on one occasion at least in each subsequent year. For the purpose of awards generally in respect of proficiency with small arms, a year covers the period 1st July to 30th June.

6. Ratings borne for range duties are eligible to wear the badge if they have earned it, but they are to fire with the first party with which they go to the range in any one year.

7. *Small Arms Shooting Proficiency Prizes Fund.*—With effect from 1st July, 1961, money for the Small Arms Shooting Proficiency Prizes Fund will be derived from an allowance of 1s. 6d. per male rating on strength and within establishment in the Permanent Naval Forces as at 1st July each year. Any balance remaining in the Fund at 30th June each year in excess of commitments entered into, lapses.

8. All personnel, including officers and those borne for range duties, may qualify for a prize. Subject to paragraph 9, prize money, in accordance with the scale in the Appendix, may be earned for proficiency on completion of standard shooting practices laid down as follows—

BR 1920 B (10), Table D—Rifle.
BR 1920 B (10), Table F—Light Machine-Gun.
BR 1920 B (10), Table H—Pistol.

9. Prize money in respect of one or all of the standard shooting practices listed above may be earned on one occasion only during any one year, i.e., 1st July to 30th June. With the exception of ratings borne for range duties, the shooter has the right to nominate the occasion on which he chooses to compete for prize money and accordingly has the following alternatives—

(*a*) on the occasion of the Annual Range Course; or
(*b*) on any one other occasion he may choose within the year.

10. No prize money is to be paid unless the practice is carried out under the supervision of an officer who is to be present at the range throughout the practice and who is responsible for carrying out the regulations. No prize money is to be paid unless a leading rating or petty officer has been in the butts during the firings.

11. Shooting proficiency prizes are to be credited in the member's pay account cards, Forms AS 9A being raised and the authorities for payment, Forms AS 290, 293, 300, &c., as the case may be, forwarded to Navy Office as enclosures.

12. Each ship and establishment is to render a final statement in respect of Shooting Proficiency Prizes awarded during the year ending 30th June, 1961, as required under the provisions in force previously.

13. Results of rifle, light machine-gun and pistol practices conducted in accordance with BR 1920 B (10), including the amount of any prize money awarded, are to be recorded on ratings' History Sheets immediately after completion of the practice. The appropriate qualification standards are contained in BR 1920 B (10), paragraphs 47, 54 and 58.

14. For ratings having no History Sheet or whose History Sheets do not provide for such a record, an appropriate record is to be enclosed with the Certificate of Service. This record may be destroyed at the 30th June each year. In future reprints of the History Sheets for all branches, provision will be made for a record of small arms training and prizes.

15. Prize money awarded to officers is to be recorded on Form AS 224Z (Personnel Card).

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

17. An Australian amendment to BR 1920 B (10) will be issued in due course.

18. ACNB 123F dated 28th June, 1961 is hereby cancelled.

APPENDIX.

Scale of Prize Money for Proficiency in Rifle Shooting.

1. The scale of prize money payable for the standard practices laid down in BR 1920 B (10), Table D, is as follows—

Points Obtained.	*Prize Money Payable.* £	*s.*	*d.*
60–64	0	2	0
65–69	0	4	0
70–74	0	10	0
75–79	1	0	0
80–84	1	10	0
85–89	2	0	0
90–94	3	0	0
95–99	3	10	0
100	5	0	0

Appendix—*continued.*

Scale of Prize Money for Proficiency in Light Machine-Gun Shooting.

2. The scale of prize money payable for the standard practices laid down in BR 1920 B (10), Table F, is as follows—

Points Obtained.	*Prize Money Payable.* £	*s.*	*d.*
96–103	0	2	0
104–111	0	3	0
112–119	0	4	0
120–127	0	15	0
128–135	1	0	0
136–143	1	10	0
144–151	2	0	0
152–159	2	10	0
160 ..	3	0	0

Scale of Prize Money for Proficiency in Pistol Shooting.

3. The scale of prize money payable for the standard practices laid down in BR 1920 B (10), Table H, is as follows—

Points Obtained.	*Prize Money Payable.* £	*s.*	*d.*
112–121	0	2	0
122–131	0	4	0
132–141	0	6	0
142–151	0	8	0
152–161	0	10	0
162–171	0	12	0
172–181	0	14	0
182–191	0	16	0
192 ..	1	0	0

(HPB 211/1/2.)

UNCLASSIFIED.

529.—The Commanding Officer's Fund.

A review of the Ship's Improvement Fund and the Ship's Fighting Proficiency Prizes Fund has shown that neither fund is operating effectively in its present form. It has been decided to discontinue both funds with effect from 30th June, 1961, when final statements of account are to be rendered in accordance with present instructions.

2. To replace these funds, with effect from 1st July, 1961, the Commanding Officer of a HMA ship or of a shore establishment will have at his disposal a fund of public money, to be known as the Commanding Officer's Fund. Within broad limits, the Commanding Officer may spend money from this fund without reference to higher authority in any way and on any object calculated to increase the efficiency of his command.

3. *Conditions relating to Expenditure from the Fund.*—

(*a*) Money from the Fund is not to be used to increase by payment in cash or in kind the emoluments or personal entitlement of any person. However, the Fund may be used to provide prizes in cash or in kind for male or Wran ratings who contribute in a marked way to the efficiency of their ship or establishment during the performance of their duties.

(*b*) Money from the Fund is not to be used to supplement the Ship's Fund.

(*c*) Money from the Fund is not to be used to provide services or articles which have been expressly vetoed as a matter of policy or which may eventually create a continuing liability to public funds.

4. *Rate of Entitlement.*—The rates of entitlement for the Commanding Officer's Fund are—

HMA Ships—six shillings for each officer and rating.

HMA Establishments—four shillings for each officer and rating (male and female).

allowed by complement at 1st July each year. Where a ship or establishment commissions after 1st July, the initial entitlement is to be assessed on the numbers allowed on commissioning; but the entitlement is to be reduced by one-twelfth for each month between 1st July and the date of commissioning.

5. The Commanding Officer of each Front Line Air Squadron is to conduct his own fund at the six shillings sea-going rate separate from that of the ship or establishment in which borne.

6. Generally, ships or establishments whose accounts are kept by another ship or establishment will, for the purpose of the Fund, form part of the ship or establishment maintaining the accounts. However, a Commanding Officer of such ship or establishment may make application to the Naval Board through his administrative authority for permission to form his own fund.

7. The Commanding Officer's Fund is a yearly fund and any money not spent by 30th June each year will lapse. Action is to be taken to ensure that all commitments for the year are met by 30th June of each year.

Method of Purchase, Record, Maintenance and Disposal of Articles Purchased from the Fund.

8. The normal procedure for procurement of items/equipment are to be fully observed.

9. All articles of a permanent nature purchased from the fund (except those in the nature of prizes) are to be recorded in the Presentation, Relics and Trophies Account (*see* ABR 4, Chapter 22). The portion of forms AS 146 for recording particulars of donor, &c., is to be appropriately endorsed to indicate, that purchase is from the Commanding Officer's Fund.

10. The cost of maintaining or of replacing articles purchased with money from the Fund is to be borne by the Fund so long as the ship is in commission.

11. At the end of a commission or on the disbandment of an establishment, articles shown in the Presentation, Relics and Trophies Account as having been purchased from the Commanding Officer's Fund are to be disposed of in one of the following ways at the discretion of the Commanding Officer—

(*a*) By issue to another ship or establishment. The Commanding Officer of the ship or establishment receiving the article is to cause it to be entered in the Presentation, Relics and Trophies Account and is to maintain it at the expense of his own Fund.

(*b*) By return to the (Suptg.) Naval Store Officer of the storing yard who is to arrange for the articles to be sold as surplus to requirements. The proceeds will be credited to public funds.

Accounting Procedure.

12. On 1st July each year or on commissioning, the Commanding Officer is to open the Fund by signing a statement of entitlement for the year, calculated as in paragraph 5. Bills counter-signed by the Commanding Officer are to be paid from public funds, the receipted bills being attached to the cash account voucher.

13. Prize money awarded to ratings contributing to the efficiency of their ship or establishment is to be credited in their pay account by means of Forms AS 9a.

14. An account of all expenditure is to be maintained in each ship and a statement (*see* the Appendix) rendered to the Director of Navy Accounts, Department of the Navy, Melbourne on 30th June each year.

15. In February of each year Commanding Officers are to render a report to the Naval Board through their administrative authority giving a brief account of the ways in which money from the Fund is being spent.

16. Relevant instructions will be amended.

17. ACNB 121F dated 27th June, 1961, is hereby cancelled.

APPENDIX.

THE COMMANDING OFFICER'S FUND—STATEMENT OF ACCOUNTS FOR THE YEAR ENDED 30TH JUNE, 19 .

1. Numbers allowed by Ships Provisional Peace Complement as at 1st July, 19 .

(*a*) Male Officers	.. ..		
WRAN Officers	.. ..		
(*b*) Male Ratings	.. ..		
WRAN Ratings	.. ..		
TOTAL	.. ..	at /- Per Head	£ : :

2. Total amount of Prize Money credited in ratings pay accounts .. .. £ : :

3. Total amount spent as per vouchers included in Cash Account .. .. £ : : £ : :

4. Total Expenditure .. .. .. £ : : £ : :

5. Unexpended balance .. .. £ : :

Certified Correct

HMAS.....

.....
Commanding Officer.

Date / / 19 .

(HPB 211/1/3.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

530.—Furnace Fuel Oil—Commercial Quality for Emergency Use.

(*AFO* 2780/1959.)

Contracts have been arranged for emergency supplies of a commercial grade of Furnace Fuel Oil to be available to HMA ships at Australian ports at which RAN stocks are not maintained and also at other ports in the event of supplies from RAN stocks being unavailable for any reason. The commercial fuel will comply with Class F of BS Specification No. 2869–1957 having a maximum viscosity of 125 centistokes, i.e., approximately 510 seconds Redwood No. 1 at 122° F.

2. Depending upon the quality of the fuel actually supplied it may be possible to handle it in unheated tanks but the possibility of requiring to heat the tanks should be borne in mind when embarking supplies.

3. Normal RAN supplies of Furnace Fuel Oil are tested to ensure that they will be compatible with other supplies. The compatibility of commercial fuels is not, however, ensured and poor performance may result. Commercial fuel oils may give trouble in the following ways which may affect the ability to achieve full power—

(*a*) Precipitation of sludge in the fuel tanks. For this reason the number of tanks fuelled with commercial grades should be kept to a minimum, by transferring the remaining fuel beforehand. The fuel should be used before other fuel remaining on board. The tanks should be inspected soon after the fuel has been used to determine whether early cleaning is necessary.

(*b*) Fouling of the fuel oil heaters.

(*c*) Formation of deposits on the sprayer caps necessitating more frequent cleaning.

(*d*) Increased deposits in the boiler due to the fuels higher ash content. These deposits may also tend to be more corrosive than those formed from Naval Furnace Fuel Oil.

(*e*) Possible higher water content affecting the furnace brickwork.

4. When embarking commercial boiler fuel oil the viscosity of the fuel should be determined from the supplier. The fuel can then be burnt at the correct temperature The following figures are given for guidance—

Viscosity of fuel	*Approximate burning temperature.*
1,400 seconds Redwood 1 at 100° F. (equivalent to 650 seconds at 122° F.)	220° F.
650 seconds Redwood 1 at 100° F. (equivalent to 300 seconds at 122° F.)	200° F.
360 seconds Redwood 1 at 100° F. (equivalent to 200 seconds at 122° F.)	180° F.
60 seconds Redwood 1 at 100° F. and below, e.g., Gas Oil, Marine Diesel fuel	No heating required

5. Ships receiving fuel from commercial sources should forward reports if any difficulty is experienced in handling or burning the fuel.

(DME 523/51/166.)

RESTRICTED. Cancelled under R N O 404/63

531.—Navigation Direction—The Use of Radar in Restricted Visibility.

(*AFO* 1135/1961.)

Arising from the 1960 International Conference on Safety of Life at Sea, the UK Ministry of Transport has recently published a Notice giving advice upon the proper use of radar in reduced visibility. Although this will have no statutory authority until the new Collision Regulations as a whole are ratified, the advice given in it may nevertheless be accepted in the courts as the ordinary practice of seamen. Consequently the full text of the Notice is reproduced below and this is followed by some general and amplifying comments, which are intended to assist the Fleet in interpreting Part II of the Notice. Admiralty has advised that QR and AI and the Admiralty Navigation Manual Volume I will be amended in due course.

"The International Conference on Safety of Life at Sea, 1960, agreed upon a number of changes to the existing International Collision Regulations, the most important of which were:—

(1) Additions to the Rules to take account of the use of radar by vessels navigating in restricted visibility; and

(2) Adoption of an Annex to the revised Rules giving guidance on the proper use of radar and of the information it gives, in order to prevent collisions at sea.

It may be some years before the new Collision Regulations supersede those at present in force and it should be clearly understood that until such time the existing Collision Regulations define a mariner's statutory obligations with regard to the prevention of collision. On the other hand, a mariner obeying the provisions concerned with radar and navigating in accordance with the guidance offered in the Annex to the new Rules would not thereby in any way contravene the present Regulations; rather, he would comply with them both in letter and in spirit in a commendable and seamanlike manner. For this reason, the United Kingdom announced to the International Conference its intention of bringing these new provisions to the notice of its mariners without waiting for the new Rules to come into force and expressed the hope that other Administrations would take a similar course.

The relevant extracts from the new Rules are set forth below; Part I represents amendments or additions to the body of the Rules and Part II is a reproduction of the Annex to the new Rules. The precepts contained in these extracts represent the unanimous opinions of the representatives of Administrations attending the Safety Conference as to the proper means of using radar to avoid collision in reduced visibility. It is recommended that mariners navigating in such conditions should at all times have regard to the advice they offer, but in so doing should bear in mind the possibility that, until such time as they become a part of the International Rules or are annexed to them, the percepts in question may not be observed strictly by every other vessel encountered in reduced visibility.

Part I.

Rule 1 (*b*)—

This Rule will contain a new definition in the following terms:—

'Vessels shall be deemed to be in sight of one another only when one can be observed visually from the other'.

Rules 15 *and* 16—

These Rules will together form a new 'Part C—Sound Signals and Conduct in Restricted Visibility', which will commence with the following:—

Preliminary.

(1) The possession of information obtained from radar does not relieve any vessel of the obligation of conforming strictly with the Rules and, in particular, the obligations contained in Rules 15 and 16.

(2) The Annex to the Rules contains recommendations intended to assist in the use of radar as an aid to avoiding collision in restricted visibility.

Rule 15 will contain no new provisions related specifically to the use of radar.

Rule 16 will contain the existing sections (*a*) and (*b*), whose text will be unaltered, and in addition a new section (*c*) as follows:—

'(*c*) A power-driven vessel which detects the presence of another vessel forward of her beam before hearing her fog signal or sighting her visually may take early and substantial action to avoid a close quarters situation but, if this cannot be avoided, she shall, so far as the circumstances of the case admit, stop her engines in proper time to avoid collision and then navigate with caution until danger of collision is over.'

The Steering and Sailing Rules.

A new paragraph will be added to the preliminary matter as follows:—

'4. Rules 17 to 24 apply only to vessels in sight of one another'.

Part II.

ANNEX TO THE RULES.

RECOMMENDATIONS ON THE USE OF RADAR INFORMATION AS AN AID TO AVOIDING COLLISIONS AT SEA.

(1) Assumptions made on scanty information may be dangerous and should be avoided.

(2) A vessel navigating with the aid of radar in restricted visibility must, in compliance with Rule 16 (*a*), go at a moderate speed. Information obtained from the use of radar is one of the circumstances to be taken into account when determining moderate speed. In this regard it must be recognized that small vessels, small icebergs and similar floating objects may not be detected by radar.

Radar indications of one or more vessels in the vicinity may mean that 'moderate speed' should be slower than a mariner without radar might consider moderate in the circumstances.

(3.) When navigating in restricted visibility the radar range and bearing alone do not constitute ascertainment of the position of the other vessel under Rule 16 (*b*) sufficiently to relieve a vessel of the duty to stop her engines and navigate with caution when a fog signal is heard forward of the beam.

(4) When action has been taken under Rule 16 (*c*) to avoid a close quarters situation, it is essential to make sure that such action is having the desired effect. Alterations of course or speed or both are matters as to which the mariner must be guided by the circumstances of the case.

(5) Alteration of course alone may be the most effective action to avoid close quarters provided that:—

(*a*) There is sufficient sea room.

(*b*) It is made in good time.

(*c*) It is substantial. A succession of small alterations of course should be avoided.

(*d*) It does not result in a close quarters situation with other vessels.

(6) The direction of an alteration of course is a matter in which the mariner must be guided by the circumstances of the case. An alteration to starboard, particularly when vessels are approaching apparently on opposite or nearly opposite courses, is generally preferable to an alteration to port.

(7) An alteration of speed, either alone or in conjunction with an alteration of course, should be substantial. A number of small alterations of speed should be avoided.

(8) If a close quarters situation is imminent, the most prudent action may be to take all way off the vessel."

GENERAL COMMENTS UPON PART II OF THE NOTICE.

Part I of the Notice is self explanatory; the following comments are intended to assist in interpreting Part II.

2. The first half of paragraph (2) stresses the fact that, although radar information often allows a ship to go faster in restricted visibility, even a clear, albeit well tuned, radar screen should not induce a sense of false security, or be regarded as a licence to proceed at any speed. It should not lead to a neglect of other basic seamanlike precautions such as making the appropriate sound signals and keeping a sharp visual and aural look-out. Radar is always liable to miss potential hazards, especially in fog and rain, which, apart from frequently obscuring large areas of the screen, tend to reduce the range at which other objects are detected or may even obliterate them.

3. The second half of paragraph (2) says in so many words that radar information sometimes enables a ship to appreciate that the situation is more complex than she would have realized without radar—and therefore that she should go still slower.

4. Paragraph (3) means that radar-fitted ships are not absolved, when they hear a siren forward of either beam, from acting strictly in accordance with rule 16 (*b*) because—

(*a*) A radar range and bearing of another vessel does not necessarily positively identify that vessel as the one which sounded the siren.

(*b*) In any case, as the other vessel cannot be seen, there is no immediate means of telling what she is about to do.

5. In paragraphs (4) and (5) (*d*) the Close Quarters situation is not precisely defined, and it would be dangerous to attempt to do so. It suffices to say that if he is in any doubt, the prudent mariner will assume that a close quarters situation has arisen and act accordingly. In determining risk of collision the range is his prime consideration, but he should also take into account the possibility that the other vessel may not have radar, may not be as manoeuvrable as his own ship, and may be in charge of someone who is not alert or as conversant with the rules as himself.

6. In paragraphs (5) (*c*) and (7) the meaning of " substantial " alterations of course and speed cannot be laid down exactly. The main point here is that any alteration should be sufficiently bold to make it readily apparent to the other vessel, if she has radar. It should be remembered that few merchant ships are at present fitted with automatic plotting tables, and without them other ships' alterations may take longer to appreciate, especially at the greater ranges. Thus as a general rule, alterations of course to avoid the close quarters situation should not normally be less than 20 degrees (and preferably greater), and alterations in speed should similarly be in steps of at least 5 knots.

7. Paragraph (6) advises that an alteration to starboard is generally preferable. This could be further emphasized. Indeed, alterations of course should normally nearly always be to starboard—so as to put the other vessel on the port bow. The only exception to this good seamanlike rule of thumb is if such an alteration would result in entanglement with other vessels or with some navigational hazard.

(DTSR 161/201/26.)

RESTRICTED.

532.—A/S Mortar Mark 10—Depth Setting Control Panels, Mark 2—Periodic Replacements of " Jack In " Units.

Electrical Planned Maintenance Schedule No. 837 for the Depth Setting Control Panels, Mark 2, has been amended. The schedule now provides for the return of " Jack In " units held on board and their replacement by overhauled units from store.

2. Their replacement is to be effected at six-monthly intervals by the normal return and demand procedure using Forms AS 331 and AS 134 respectively.

3. Ships attached to the Strategic Reserve for periods of over six months are to carry an additional spare " Jack In " unit which is to be drawn prior to departure. This additional spare is to be returned on completion of duty with the Strategic Reserve.

4. GESO is to maintain an arrangement with Dockyards for overhaul of spare units so that all issues will be from serviceable stocks which have been overhauled in respect to relay adjustment and functional test within the previous three months.

5. Navy Order 47 of 1961 is hereby cancelled.

(DEE 737/266/10.)

(*Navy Order* 47 *of* 1961.)

UNCLASSIFIED.

533.—Naval Stores (General)—Demands—Forms AS 134S—Shopping List.

A review of demands for Naval and Air Stores over the period since the " Banda " duplicator for reproduction of ship's demands was installed in Sydney indicates that many demands are being prepared on forms AS 134 which could have been dealt with in forms AS 134S—Shopping Lists.

2. As stated in ABR 4, Article 0601 (6), forms AS 134S should normally be used when demanding six or more items at the one time from SNSO, Sydney, and unless there are special reasons, such an urgency of supply, &c., arrangements should be made to ensure that forms AS 134S are used to the extent practicable, in future.

(DNAS 464/54/295.)

UNCLASSIFIED.

534.—Buckets with Wringer Attachment for Cleaning Purposes (Class B, Group 10, Part D)—HMA Ships—Introduction.

The issue of buckets with wringer attachment, previously restricted to RAN hospitals and sick bays in RAN ships, has been extended for general cleaning purposes. These items accounted for under Class B, Group 10, Part D are to be regarded as consumable and maximum first outfit quantities are as follows—

Aircraft Carriers	12 No.
Daring and Battle Class Destroyers	6 No.
Tribal Class Destroyers	5 No.
Frigates Type 12	
Frigates Type 15	
HMAS WARREGO	4 No.
HMAS SWAN	
Other ships	2 No.

2. Demands should be lodged with the SNSO, Sydney, as appropriate.

(DNAS 506/61/144.)

UNCLASSIFIED.

535.—Naval Stores (General) (Class F, Group 1C, Part 5)—Ventilation Fan, Portable—General Purpose Vessels—Allowances.

It has been brought to notice that during warm weather insufficient air is available to ratings while working in compartments and holds of General Purpose Vessels and it has been decided to make available to these vessels (if required) a portable ventilation fan.

2. Full description and allowances of this item are set out hereunder—

Class/ Group.	*Part. No.*	*Description.*	*Allowances per GPV.*
FIC/5	33002	Ventilation fan, portable, 6-in., 110 V., DC—complete with suction and discharge hoses	1 No.

3. Demands to complete to the above allowances should be lodged with SNSO, Sydney, but supply should not be hastened as some time may elapse before stocks are available.

(DNAS 1114/51/23.)

UNCLASSIFIED.

536.—Naval Stores (General) (Class F, Group 2A)—V/S Equipment, Signalling Projectors and Signalling Lanterns—Revised Allowances—HMA Ships.

The Appendix to Navy Order 438 of 1960 is to be amended as follows—

Battle Class Destroyers—

Column 10—

Amend allowance *to read* " 2F ".

Add note F as follows—

" F = Not to be fitted without prior Naval Board approval."

(DNAS 517/251/6.)

(*Navy Order* 438 *of* 1960.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

537.—Victualling—Polythene Envelopes for Packaging Food.

Supplies of polythene envelopes, size approximately 12-in. x 9-in. x 1½-in. for the packaging of cut lunches and small quantities of food requiring refrigeration before use, are available from the Suptg. Victualling Store Officer, Royal Edward Victualling Yard, Pyrmont, NSW.

2. Envelopes used for issues are to be written off charge monthly by manuscript certificate, a copy being forwarded to the Director of Victualling.

(DV 912/52/110.)

With reference to Navy Order 1094 of 1959, Navy Orders 459 to 513 of 1959 are now over two years old and may be disposed of.

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

5495/61.—2

RESTRICTED
FOR OFFICIAL USE ONLY.

CNO's 538-552/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
2nd August, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

5742/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

RESTRICTED.

538.—ACNB—General Messages.

In accordance with Navy Order 335 of 1961, the state of ACNB general messages as at 1st July, 1961, is shown in the appendix to this order.

APPENDIX.

The following F messages may now be withdrawn—

1960—	1961—
070 *see* IPI (AS 33).	011 *see* IPI (AS 33).
094 *see* IPI (AS 33).	025 *see* IPI (AS 34).
104 *see* IPI (AS 33).	059 *see* CNO 261/61.
145 *see* IPI (AS 33).	063 *see* IPI (AS 34).
148 *see* IPI (AS 33).	064 *see* CNO 389/61.
160 *see* IPI (AS 33).	065 *see* CNO 355/61.
200 *see* IPI (AS 34).	068 *see* CNO 438/61.
219 *see* IPI (AS 33).	088 *see* CNO 457/61.
224 *see* CNO 394/61.	090 *see* CNO 475/61.
	107 *see* CNO 507/61.
	121 *see* CNO 529/61.
	123 *see* CNO 528/61.

Note.—254F of 1960 was replaced by CNO 527/61 and not as stated in Navy Order 335 of 1961 which should be amended accordingly.

2. As at 0001Z, 1st July, 1961, the following F messages are still in force—

1960—
178 217 218 228 262 268 280.

1961—
002 012 022 029 032 035 053 061 069 070
073 075 087 089 092 096 097 098 100 106
109 111 115 118 119 120 122 126 127 128
129.

3. The following RF message may now be withdrawn—

1960—
033.

4. As at 0001Z, 1st July, 1961, the following RF messages are still in force—

1961—
001 004.

(HNB 77/5/8.)

UNCLASSIFIED.

539.—Overseeing and Inspection Authorities—Integration.

The organization of the General Overseer and Superintendent of Inspection, East Australia Area was brought into force in accordance with Navy Order 711 of 1959 on 5th April, 1961.

2. The title of General Overseer, East Australia Area lapsed as from that date.
3. Navy Order 952 of 1959 is hereby cancelled.

(DCNTS 2/4/50.)

(*Navy Order* 711 *and* 952 *of* 1959.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

540.—Income Tax and Social Services Contributions—Members of the Naval Forces.

Members of the Royal Australian Navy including Royal Navy personnel serving on loan are liable (subject to paragraphs 14 and 15 hereof) for payment of Australian Income Tax. Members of the Royal Navy serving in Exchange appointments are not so liable but remain subject to British Income Tax. Returns of income for the year ended 30th June should be forwarded to the Deputy Commissioner of Taxation for the State in which the member resides. Returns may be lodged without penalty up to 30th November, in each year.

Taxable Emoluments.

2. The following emoluments are taxable and will be shown in the relevant columns provided on the group certificate issued after the close of the financial year or on discharge—

Column 1—Active Pay.
Higher Duties Allowances.
Specialist Pay of all types.
Hard Lying Allowance.
Command Money.
Pilotage.
District Allowances.
Badge Pay.
Long Service and Good Conduct Medal Gratuity.
Savings Bank Commission.

Column 2—Subsistence at £1 per week.

Column 3—Deferred Pay credited subsequent to 30th June, 1947. (*see also* para. 15).
Pay Code Gratuities. (*See also* para. 15).
Pay in lieu of furlough or extended leave.

Note.—The full amount paid in respect of above items included in column 3 of group certificates will be shown in each instance but where the member has been paid on final discharge 5 per cent. only of the amount will be taxable.

Emoluments Exempt from Taxation.

3. The following are emoluments which are not taxable and will be omitted from earnings shown on group certificates and accordingly cannot be claimed as deductions in Income Tax Returns—

Marriage Allowance.
Separation Allowance.
Local Overseas Allowance.
Accommodation Compensatory Allowance.
Uniform Allowance (*see also* para. 7).
Ration Allowance.
Entertaining Allowance.
*Living Out Allowance.
*Provision Allowance.
Overseas Living Allowances.
Travelling Allowance.

* Exempt as such, their value for taxation purposes at a flat rate of 20/- per week, being included under the heading "value of subsistence" in column 2 of group certificates.

4. Defence Forces Retirement Benefit Fund contributions are shown in column 4 of the group certificate and may be claimed as a deduction when calculating the taxable income subject to maximum of £400 *vide* Para. 3 of Appendix—Tax Free Element of Pensions Payable under the DFRB Act.

Rebate Claims for Dependants.

5. (*a*) Each member claiming rebates for dependants is required to complete the prescribed form of declaration at the commencement of each taxation year or on entry, and lodge it with the Supply Officer. Forms are available at post offices or the Taxation Department.

(*b*) Royal Navy loan personnel whose wives and families do not come to Australia may claim rebates for them as though they were resident in Australia. Similarly the wife and family of a member appointed or enlisted in the United Kingdom can be regarded as residents of Australia for income tax purposes. If, however, the dependants have not arrived within two years, the taxpayer would be required to establish their residential status by furnishing particulars of the steps taken towards securing transport and accommodation.

Deduction Allowable for Mess Subscriptions.

6. A deduction may be claimed for compulsory basic mess subscriptions payable to the respective mess committees in respect of charges which are levied on members who are obliged to belong to a service mess to defray the purely administrative expenses of the mess. This allowance does not extend to any private expenditure or charges incurred even publicly in respect of a mess food or wine account.

Uniform Maintenance.

7. (*a*) Senior officers on consolidated rates of pay may claim a deduction in their Income Tax Returns of £46 per annum to cover cost of Uniform Maintenance.

(*b*) Royal Navy Officers on loan are not credited specifically with uniform allowance but the overall pay rates of Royal Navy Officers contain an element for the maintenance of uniform. Under United Kingdom taxation, a Royal Navy Officer is allowed a deduction for maintenance of unifi rm as under—

	Year.	*£ Australian.*
		£
Flag Officers	1960–61	65
	1961–62 to 1963–64	70
Other Commissioned	1960–61	55
Officers	1961–62 to 1963–64	60

This allowance is not included in the gross earnings shown in column 1 of the group certificate and therefore should not be claimed as a deduction in the Australian taxation return.

8. United Kingdom National Insurance Contributions by Royal Navy loan personnel may be claimed as a deduction. The amount of the contribution is not shown in column 4 of the group certificate.

Deductions in respect of Service in a Zonal Area or a prescribed Overseas Locality.

9. Members of the RAN and RN Loan Personnel who serve in specified areas classified as Zone A or Zone B for 6 months or more either continuously or in broken periods are entitled to claim the appropriate full deduction. Those who serve in "Overseas Localities" as defined by the Act are entitled to claim a proportionate deduction when the period of service is less than 6 months. The locality and period of service will be shown on the group certificate.

10. The deduction allowable for Zone A and " Overseas Localities " is an amount equal to the sum of—

(*a*) Two hundred and seventy pounds; and

(*b*) One half of the deductions, if any, to which the member is entitled in respect of his dependants.

11. The deduction allowable for Zone B is an amount equal to the sum of—

(*a*) Forty-five pounds and

(*b*) One twelfth of the deductions, if any, to which the member is entitled in respect of his dependants.

12. Zonal concessions are additional to the normal concessional deductions in respect of dependants. The specified areas are—

Zone A—Darwin, The Australian Antarctic Territory, Cocos Is.

Zone B—Woomera, Maralinga, Cairns, Townsville.

Overseas Localities—

Japan
Morotai—Dutch East Indies.
Clarkefield—Philippines.
Naha—Okinawa.
Solomon Islands.
Singapore—Malaya (Shore based).
Malayan Waters—Strategic Reserve (HMA ships allotted for service with the Strategic Reserve).
Labuan Island.
Hong Kong (including Kowloon).
Korea

13. Service in HMA ships in waters contiguous to a zonal, exempt, or prescribed area does not make a member eligible for the zone allowance, total exemption or special deduction.

Income from Service in Papua-New Guinea.

14. The pay and allowances of personnel serving in Papua, New Guinea and Manus (HMAS TARANGAU) are exempt from Commonwealth Income Tax for the period of service in that area, but are liable for income tax under the Income Tax Ordinance 1959 of Territory of Papua and New Guinea. Separate group certificates will be forwarded for income earned in this area. The return of income should be forwarded to the Chief Collector of Taxes, Box 50, P.O. Konedobu, Papua. A member whose taxable income from other Australian sources is below that on which tax is payable should, nevertheless, complete a taxation return and forward it with the group certificate to the Deputy Commissioner of Taxation for the State in which he resides.

15. Where on completion of a period of service a member who is re-appointed or who re-engages for a further period of service received, 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 Commonwealth Income Tax. 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. The exemption does not apply, however, to any such payment to a member not serving in the Territory at the date of receipt.

Royal Navy Loan Officer—Exchange Supplement.

16. The accounts of these officers are kept at " face value " and the amount of earnings, value of subsistence, and instalment deductions, are shown on group certificates at " face value ". Exchange supplement which is non-taxable is not included in the total earnings.

Education and Malaya Allowances (including Strategic Reserve Allowance).

17. Although these are not subjected to tax instalment deductions the total of these allowances is, for the following reasons, recorded in the relevant group certificates for the appropriate year of income.

(*a*) *Education Allowance.*—Where the Commonwealth subsidizes a member of the Navy in respect of education expenses which may be claimable by him as deductions from assessable income, the view is taken by the Commissioner of Taxation that only the excess, if any, of his actual expenses over the amount of Education Allowance received during the relevant year of income qualifies for deduction as being necessarily incurred under Section 82J of the Income Tax and Social Service Contributions Assessment Act. Notice of payment of Education Allowance is also required by the Taxation Department for proper consideration of claims for allowance of the standard deduction of £91 in respect of a student child over 16 years of age.

(*b*) *Malaya Allowance* (including Strategic Reserve Allowance).—Exemption of Malaya living allowance is effective only by reason of a special Treasury remission—The law requires, however, that assessments be prepared upon the basis of Malaya Allowance being, legally, fully subject to tax. This requires the inclusion in group certificates of details of the allowance to enable also the amount of remission to be ascertained and other necessary accounting requirements to be fulfilled in accordance with usual remission procedure.

18. The amount of these allowances will be shown on the group certificate in column 3 and is to be extended to the Gross Income column of the income tax return but members need not complete the calculation of tax on page 1 as this will be affected by remission of tax on the Malaya or Strategic Reserve allowance.

Reserve Forces.

19. Members of the RANR or RANVR undergoing periods of continuous training for periods of 3 months or more are treated for taxation purposes in the same manner as members of the PNF and group certificates will be issued by the Director of Navy Accounts. For lesser periods of training such members are borne for pay in Drill Pay registers kept in the Reserve Training Establishments and group certificates will be issued by the local Certifying Officer.

20. Members of the RANR(S) are borne for pay in the pay system for all periods in excess of 14 days and group certificates will be issued by the Director of Navy Accounts.

Instalment Deductions.

21. Fortnightly instalment deductions are to be made in accordance with the scale published periodically by the Taxation Department. In calculating the fortnightly taxable amount, allowance is to be made for subsistence and for Zonal deductions (1/26th of deductions prescribed in paragraphs 10 and 11 as appropriate). Other items, such as Benefit Fund contributions, are not to be taken into account. In cases where the fortnightly taxable pay is varied by small miscellaneous credits or debits of taxable items, variation of the tax deduction is not necessary

22. Tax deductions are not to be made from payments through the Cash Account.

Distribution of Group Certificates.

23. Group certificates for issue to serving members will be forwarded to ships and establishments annually during the month of July under cover of a schedule in duplicate. Certificates should be distributed as soon as practicable and a copy of the schedule returned to the Director of Navy Accounts with a certificate that distribution has been effected. In cases where a member appearing on a schedule has been appointed or drafted elsewhere or discharged, the group certificate should be forwarded to the ship in which the rating is serving or his home address under cover of Form AS 1332 (Advice and Receipt Note), the schedule being noted accordingly.

24. Certificates for discharged members will be forwarded to their home address as recorded in Navy Office.

25. Should a member lose his group certificate an application should be made to the Director of Navy Accounts for a statement of the details which appeared on the certificate. This statement is to be attached to the return of income in lieu of the group certificate.

Taxation Clearance—Personnel travelling on duty.

26. Personnel authorized to travel overseas on duty from Australia or New Guinea 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. This arrangement also applies to personnel travelling from Australia to New Guinea. However, personnel travelling from New Guinea to Australia require neither certificate nor taxation clearance.

27. The officers delegated by the Minister for Defence to issue such certificates to naval personnel are—

FOC, Her Majesty's Australian Fleet.
FOIC, East Australia Area.
NOIC, West Australia Area.
NOIC, North Australia Area.
NOIC, Victoria.
NOIC, New Guinea.
Deputy Director of Manning, Navy Office.
Director of Movements Division, Department of the Navy.

These certificates are only to be issued to Royal Australian Navy personnel.

Note.—These delegations may not be further delegated.

28. Royal Navy, Royal New Zealand Navy, and other Commonwealth 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 Division, 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 HMA ships and establishments where a member is borne, may issue a certificate indicating that the member is returning to areas outside Australia after service with the Royal Australian Navy or Fourth Submarine Division.

29. 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 (CO). In all other cases the certificate should state that, as his pay and allowances are the liability of the Admiralty or New Zealand Government (the appropriate authority being named), the member is not liable to Commonwealth Taxation.

30. Navy Orders 543 and 576 of 1960 and 132 of 1961 are hereby cancelled.

Appendix.

Tax Free Element of Pensions Payable under the DFRB Act.

The following information regarding the method of application of section 26AA of the Income Tax and Social Services Contributions Assessment Act is for the guidance of contributors to the Defence Forces Retirement Benefits Fund.

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 section 82H (2) 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 the DFRB Scheme to 30th June, 1949; £150 for year ended 30th June, 1950, £200 for subsequent years of income to 30th June, 1956; £300 for years ended 30th June, 1957, 1958 and 1959, and £400 from 1st July, 1959, 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 stated that the amount of deferred pay paid into the Defence Forces Retirement Benefits Fund by members of the RAN who are contributors for full benefits also represents portion of the "undeducted purchase price" of their pensions.

Appendix—*continued.*

8. Accordingly, on retirement, personnel who become eligible for pension under the DFRB 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 information from the Director of Navy Accounts of the amounts of their yearly contributions, and if applicable, deferred pay paid to the DFRB 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.

(DNA 271/52/11.)

(*Navy Orders* 543 *and* 576 *of* 1960 *and* 132 *of* 1961.)

UNCLASSIFIED.

541.—Private Arrangements for Removal.

A review has been made of a number of cases in which the member concerned has carried out his removal by his private motor vehicle. It is evident that the conditions governing this type of removal are not fully understood and this order is intended to clarify the matter.

2. The rules under which a member may elect to make his own arrangements for removal are contained in instruction 231/27 of IPI and under these circumstances, in accordance with paragraph (6.) of that instruction, he may be reimbursed proved costs up to the cost that would have been incurred by the Department had the removal been carried out through the Department of Supply.

3. In several of the cases reviewed the member has effected the removal of his goods by his private car and claimed reimbursement of the cost that would have otherwise been incurred by the Department.

4. In each of these cases the member had been paid Mileage Allowance in respect of the removal journey. In some instances one journey only was involved while in other cases one or more special trips had been undertaken.

5. While these removals result in a saving to the Department, the criterion for reimbursement to the individual, i.e. " proved costs " is not satisfied. Where only one journey is involved, there is no cost to the individual as Mileage Allowance has been paid for the journey. Where special journeys are made the individual cannot satisfy the provision of Section 46 of the Audit Act which requires the production of receipts for all expenditure. An admitted saving to the Department cannot be regarded as a " proved cost " to the individual.

6. Where a member carries out the removal of his effects by his own motor vehicle, reimbursement additional to Mileage Allowance will not be approved. If a member carries out a removal by his private vehicle in circumstances where he is not entitled to Mileage Allowance, no reimbursement will be made from departmental funds.

7. A member may still elect to carry out his own removal by other means if he so desires and the provisions of instruction 231/27 of IPI were designed to cover such a case. However this should be discouraged wherever possible. It is not in a member's own interest to make his own arrangements for removal as he cannot be reimbursed in respect of insurance cover for the effects while in transit nor is the Department liable in respect of any damage to the effects.

8. The official system of removals is a very efficient one. By using it the member and his family are relieved of the worry and work associated with a private removal and the Department in effect insures the goods during removal. (IPI 231/30 refers).

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

(HPB 252/8/38.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

542.—Marine Radar Performance—Effect of Sand and Dust Storms—Reports.

(*AFO* 1108/1961.)

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 HMA 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.

(DTSR 518/51/466.)

RESTRICTED.

543.—Gun Mountings—4.5 inch RP40 and RP41 Mark 6 Series Mountings. Fitting of Dashpot Damping Plate Assembly to Oil Servo Units. Modification No. 26 to Mark 6* Mod. 1 Mountings. Modification No. 83 to Mark 6 and Mark 6* Mountings.

Navy Order 1066 of 1960 is to be amended as follows—

Line (g), By whom to be done

delete: " Ships staff and authorities holding mountings."

insert: " Dockyards and authorities holding mountings."

(DW 736/59/54.)

(*Navy Order* 1066 *of* 1960.)

UNCLASSIFIED.

544.—A/S Mortar Mark 10—Loading Equipments—Tail Stop.

Reports have been received that projectiles being conveyed along the loading rack, are liable to foul and depress the tail stop if the " Filling Pieces " are incorrectly adjusted, and in bad weather slide through the splash scuttle opening to the deck.

2. Correct fitting of the steel plate or angle iron " Filling Pieces " between the vertical frames of the scuttle bulkhead in the path of the centreline of the projectile, as shown on the revelant drawings, should prevent a recurrence of this fault.

3. Ships fitted with A/S Mortar Mark 10 equipments are to check the clearances between the projectile tail and tailstop, with the projectile bearing against the " Filling Piece." Clearances should be in accordance with the following drawings—

Type 15 Frigates ..	.. UCW 20446/18;
Type 12 Frigates ..	.. UCW 19816/1 and UCW 19816/2;
Daring Class Destroyers	.. UCW 22701.

4. Where necessary a defect item is to be raised to have the " Filling Pieces " adjusted by Dockyard at the next refit.

(DW 736/285/14.)

RESTRICTED.

545.—Weapons—Metadyne Generator Sets—Tally Plate Details.

(*A.F.O.* 1106/1961.)

(*a*) *Ships, Establishments and Authorities concerned*	Ships, establishments and Gunnery Equipment Depots holding the equipments quoted in Appendix.
(*b*) *Equipment Affected* ..	As in Appendix.
(*c*) *Modification Number* ..	None.
(*d*) *Purpose of Modification* ..	Confusion has been caused by apparently conflicting information on metadyne driving motor and generator tally plates. This has arisen because earlier DC driven metadyne generators were run at 2750 rpm and this speed has since been increased to 3300 or 3400 rpm in some cases. In addition the metadyne generators originally designed with DC drive have been modified in AC ships by changing the drive motor (now 3500 rpm).
(*e*) *Nature of Modification* ..	The metadyne generator tally plates are to be amended to show the rpm as 2750/3500. This will cover variations in driving speed and cause the minimum amendment to drawings, handbooks and setting up instructions.
(*f*) *Supply of Modification parts*	None.
(*g*) *Drawings*	Relevant Ships Officers drawings should be amended as above.
(*h*) *By whom to be carried out* ..	By ships staff and authorities concerned.
(*j*) *When to be carried out* ..	As convenient.
(*k*) *How to be treated* ..	As a defect.

APPENDIX.

Equipment.	*Metadyne Set.*		*Motor Type No.*	*Speed RPM.*
	Mark.	*Generator Type No.*		
Fuzesetter Mk. 7 ..	Mk. 9	MD73/73/FT	AY116A	2750
Fuzesetter Mk. 7 ..	Mk. 20A	MD73/73/FT	AY126	3500
40-mm. Bofors Mk. 5 ..	Mk. 10	MD75/74A	AY115A	2750
40-mm. Bofors Mk. 5* ..	Mk. 19	MD75/74A	ASE28/19	3500
A/S Mortar Mk. 4 ..	Mk. 9A	MD73/73CT	AY116A	2750
A/S Mortar Mk. 4 ..	Mk. 20	MD73/73CT	AY126	3500
A/S Mortar Mk. 10 ..	Mk. 10A	MD75/74A	AY115A	2750
A/S Mortar Mk. 10 ..	Mk. 19B	MD75/74A	ASE28/19	3500
AA/SU Director				
Mk. 6	Mk. 10	MD75/74A	AY115A	3300
Mk. 6* (AC)	Mk. 19A	MD75/74A	ASE28/19	3500

(DW 1108/251/18.)

UNCLASSIFIED.

546.—Consumable Naval Stores.

Under the Naval Storekeeping system in operation in the Royal Australian Navy prior to 1926, each department of the ship was required to maintain separate stocks of stores, and demand requirements separately from the Naval Store Depot. In addition Consumable Naval Stores were provided for each department on a fixed quantity basis for a particular period. This system was found to be uneconomical.

2. Commencing in 1926 and progressively until the early war years the " centralized " system of storekeeping was introduced whereby one officer was made responsible for all stocks of Naval Stores in the ship or establishment and for processing the necessary transactions with the Naval Store Depots.

3. Concurrently with the " centralized " system of storekeeping a valuation allowance system for control of expenditure of Consumable Naval Stores was introduced. Under this system a periodical valuation allowance was laid down for each department and issues of Consumable Naval Stores from the central store were

charged against this allowance. Explanations were required to be furnished if the Department's allowance for a particular period was exceeded. With the advent of World War II the valuation allowance system was discontinued principally because of manpower requirements and the responsibility for ensuring correct and economic use of Consumable Naval Stores was placed on Heads of Departments.

4. In recent years the cost of maintaining the Fleet with stores has risen considerably and the Naval Board has been considering ways and means of reducing this charge to the Naval vote. A step in this direction was the current economy campaign introduced in Navy Order 795 of 1960.

5. It has now been decided to introduce the following revisions of procedure in order to exercise control over the more common types of Consumable Naval Stores in heavy demand, and at the same time reduce the work of recording and accounting for certain other Consumable Stores—

(*a*) A limited form of valuation control over certain Consumable Naval Stores.

(*b*) A revised form of recording Consumable Naval Stores of a type which can be classified as non-accountable.

6. Separate instructions have been issued in regard to sub para. 5 (*a*). The procedure to be followed in regard to sub para. 5 (*b*) is set out in the appendixes to this order.

7. It is emphasized that the normal vouchering, accounting, stocktaking, &c., procedures are to be continued for consumable stores not mentioned in the appendixes to this order.

8. It is also essential that Heads of Departments realize and exercise fully their responsibilities in regard to correct and economic usage of all Consumable Naval Stores including items which are not subject to valuation allowance control.

9. A further matter which tends towards uneconomical usage of stores, manpower and storage facilities and which could also affect topweight in ships has been the trend in recent years for more than ready use stocks of stores to be maintained by Departmental Officers. The following extracts from ABR 4 are relevant.

> " Naval Board policy in regard to the storing of HMA Ships has been formed with the object of enabling each ship to obtain the stores necessary for her upkeep and to maintain a proper standard of smartness and efficiency. The system of storing permits the maintenance of adequate stocks, whilst at the same time preventing unnecessary demands on the space and weight which can be allowed within the design of a ship and on the funds available for the upkeep of the Navy as a whole . . . .
>
> User Departments must draw minimum requirements from store and avoid building up " private " stocks, thereby obscuring true expenditure, and causing unnecessary demands on material resources."

Appendix A.

The Consumable Naval Stores referred to in Appendix B to this order are in future to be dealt with as non-accountable items in HMA ships and establishments. The following procedure is to apply—

(*a*) A " Replenishment Record " is to be maintained on Forms AS 151Y in loose leaf form, arranged in normal pattern or alphabetical order and interleaved with the existing consumable ledger pages for accountable items. Whilst the form provides for 4 items per page, with a heading for each item, it is intended that only one item should be inserted on each page. Forms AS 151Y are distinctively coloured for ease of identification.

Appendix A—*continued.*

(*b*) The date and quantity of receipts (not voucher number) of non-accountable items is to be posted in this record from the relevant receipt vouchers, and the remains column completed.

(*c*) On each issue, the " remains " column of the record is to be reduced by the quantity issued. The date column is not required to be completed for every transaction, as it will suffice if the month and year (e.g. 5/60) is shown for the first transaction in each month. The voucher number or quantity issued should not be shown.

(*d*) On the occasion of storing ship, normal replenishment action is to be taken, i.e. deduct present stock from the total of stock at beginning of 12 months' period, plus receipts during period, to ascertain the previous 12 months' expenditure, then calculate the quantity required to be demanded to complete to requirements for the authorized storing period.

(*e*) Regular checks of stocks are to be carried out to guard against errors in issuing, posting, &c. Discrepancies are to be adjusted, in red, in the " replenishment record " but do not require to be reported on Form AS 148.

(*f*) A specimen Replenishment Record Form AS 151Y with typical entries is shown in Appendix C.

2. In existing ships and establishments Forms AS 151 are to remain in use for non-accountable items but should be stamped—

REPLENISHMENT RECORD

NON-ACCOUNTABLE

after the last transaction (rubber stamps will be supplied for this purpose). If the last transaction has occurred on the front of the page the rubber stamp is also to be placed on the back of the page. The stock at present on board should be inserted in the remains column on the first line after the rubber stamp impression on the existing Forms AS 151 and subsequent transactions are to be recorded as indicated in para. 1 (*b*) and (*c*) above, *see* specimen entries and Appendix D to this order. If the page is nearing completion it may be ruled off and a Replenishment Record Form AS 151Y brought into use in lieu.

3. An initial supply of Forms AS 151Y is being made to each ship or establishment for the above purpose. Forms AS 151Y will not be serially controlled and further supplies should be demanded on Forms AS 134 from SNSO Sydney as required.

Appendix B.

NON-ACCOUNTABLE CONSUMABLE NAVAL STORES.

A.	Shores, Wedges.
B2A.	Plates and Sheets, Steel (all items).
B2B.	Bars, Iron and Steel, and Sections Steel (all items).
B2C.	Rivets (all items).
B2D.	Bolts, Nuts, Studs, Washers, Screws, Cotters (all items).
B2F.	Tubes, Steel for Boilers, &c. (all items).
B4.	Pins for shackles; Studs, spare, for chain cable.
B5A.	Bulldog grips; Rope, steel wire; Wedges, steel, for carpenter's stoppers; Wire, Bowden.
B5B.	All consumable items of Minesweeping, Danbuoy and Unifoxer equipments.

Appendix B—*continued.*

B7. Fluxes, Solder (other than silver), Welding materials.

B8A. Nuts; Packing, gland.

B8C. Charges and Refills for fire extinguishers.

B9. Bolts; Buttons; Clips; Eyelets; Ferrules; Gromets; Hooks; Lubricators; Nuts; Rings; Rivets; Scales for Dobbie McInnes indicators; Spare parts for Lamps and Lanterns; Studs; Wire, steel.

B10A. Pins for blocks.

B10B. Eyes, Split pins, Staples, Washers.

B10E. Hinges, Key blanks, Nails, Rings, Rivets, Tacks, Washers.

B10F. Bolts, Clips, Fasteners, Hooks, Nuts, Pins, Rings, Screws, Terminals, Tube stoppers, Washers.

B11A Drills, parallel shank, carbon and high speed up to ½ inch.

B11C. Awls; Cleaners, contact and file.

B11D. Needles.

B11E. Palms.

B11F. Saw blades, fret; Saw blades, hack (hand only).

D3. Threads, Twines.

E2C. Bands, Bushes, Patches, Rings, Sheet I.R., Strip I.R., Tubing, Washers.

E2D. Gaskets, Joints, Packing, Rings, Sleeves, Washers.

E2E. Glass plates, Glass tubes and tubing, Gromets.

E8. Candles, Compounds, Glue, Graphite, Greases, Plumbago, Tapers, Vaseline, Whiting.

E10. Cotton, sewing; Tape.

E11. Glass bottles, discs, domes and test tubes; Glasses (for specific purposes); Leather washers and cups; Thread, sewing.

E12. Abrasives (emery and glass paper, &c.); Beeswax; Chalk; Cotton wool; Ink; Insecticides and Deodorants; Labels; Napthaline; Packing; Pins: Pumice; Soldering solution; String; Tape, white; Targets, paper; Patches, paper; Wicks.

E13. Powder, insecticide; DC Plugs and Wedges.

F1A. (F10, F11, F12, F13). Bolts; Brushes; Brush-holders; Bushes; Cable eyes; Carbon discs; Cards; Clips; Die castings; Fuses; Fuse clips; Fuse holders; Fuse links; Gaskets; Gland nuts; Glasses; Grid caps; Grid, connectors; Gromets; Inserts; Insulating bushes, strips and washers; Knobs; Labels; Lamp caps; Lamp holders; Locking rings; Mouldings, synthetic resin; Nuts; Rings; Screws; Seals; Springs; Wafers; Washers; Windows.

F2A. (F21, F24, F25, F27). Brushes, Bushes, Carbons, Insulating beads, Lamps (other than 200/250 volt).

F2B. (F21, F25, F28, F30, F31, F32). Adaptors for lampholders; Fuse carriers and accessories; Fuse clips; Fuse links and accessories; Fuses; Glasses; Lampholders and components; Shades, glass.

F15. Capacitors.

F16. Resistors and Potentiometers.

F21. Sockets, valve; Spacers; Valve holders.

Appendix C.

Class & Group B.11 | Catalogue No. 2047

Description DRILL, PARALLEL, CARBON, H.3. W.G.

Denom. No | Stock not to fall below 5 | Emergency Stock

Date	Re-ceived	Re-marks	Date	Re-ceived	Re-marks	Date	Re-ceived	Re-marks
3/60	12	12						
		10						
4/60		9						
		8						
		7						
28/4/60	9	14						
3/60		13						
		12						
		11						
		9						
		7						

Catalogue No. 2048

Description DRILL, PARALLEL, CARBON, H.H. W.G.

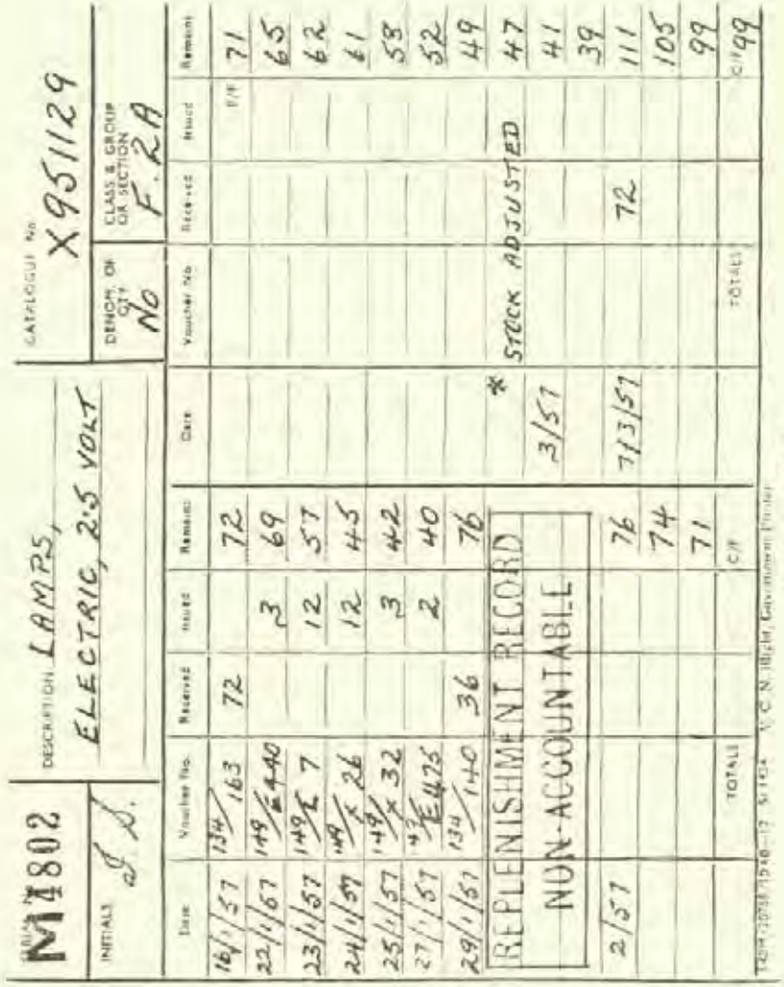
Denom. No | Stock not to fall below 5 | Emergency Stock

Date	Re-ceived	Re-marks	Date	Re-ceived	Re-marks	Date	Re-ceived	Re-marks
3/60	12	12						
		11						
		10						
4/60		9						
		7						
28/4/60	9	14						
3/60		13						
		12						
		10						
		9						
		8						
		6						
S.A.*								

* Stock adjustment. To be entered in red.

A.S. 151 Y. (Dec. 1961) REPLENISHMENT RECORD

Appendix D.



M 1802																			
INITIALS		DESCRIPTION LAMPS, ELECTRIC, 2·5 VOLT																	
Date	Voucher No.	Received	Issued	Balance	Date	Voucher No.	Received	Issued	Balance	Date	Voucher No.	Received	Issued	Balance	Date	Voucher No.	Received	Issued	Balance
16/1/57	134/163	72		72					71										
22/1/57	149/440		3	69					65										
23/1/57	149/7		12	57					62										
24/1/57	149/26		12	45					61										
25/1/57	149/32		3	42					58										
27/1/57	43/E425		2	40					52										
29/1/57	134/140	36		76					49										
		REPLENISHMENT RECORD			*	STOCK ADJUSTED			47										
		NON-ACCOUNTABLE			3/57				41										
									39										
2/57		76			7/3/57		72		111										
		74							105										
		71							99										
	TOTALS	C/F				TOTALS			C/F 99										

CATALOGUE No. X951129

DENOM. OR CT. No

CLASS & GROUP OR SECTION F.2A

TOPS 2038/1960—17 5/1104 V. C. N. (Light Engineering Printing)

* To be entered in red.

(DNAS 400/51/9.)

(*Navy Order* 795 *of* 1960.)

UNCLASSIFIED.

547.—Naval Stores (General) (Class E, Group 5)—Knife, Diving—Non-Magnetic, Pattern 6260 and Sheath, Pattern 6261—Introduction for Clearance Diving Teams, Units and Diving Schools.

The following items have been introduced under Class E, Group 5 for use by Clearance Divers.

Pattern No.	*Description.*	*Ships Accounting Classification.*
6260	Knife, non-magnetic	Permanent.
6261	Sheath for knife, Pattern 6260	Permanent.

2. These items, which may be worn with the existing Belt, Leather, Pattern 111, will replace Knife, Pattern 110 and Case, Pattern 112 which are hereby rendered obsolete.

3. Services concerned should lodge demands on SNSO Sydney and, on receipt, arrangements are to be made for an equivalent quantity of Pattern 110 Knives and Pattern 112 Cases to be returned to store.

(DNAS 512/74/7.)

UNCLASSIFIED.

548.—Materials—Prohibition of the use of HT Brass in HMA Ships and Establishments.

(*AFO* 2968/1960.)

Experience has shown that HT brasses (sometimes referred to as manganese bronze) can be unreliable when used in marine environments due to stress corrosion cracking and/or dezincification. The use of HT brass is therefore to be prohibited in all HMA ships and establishments except for the undermentioned applications for which experience has shown it to be satisfactory.

2. The applications for which HT brass may continue to be used are—
   (*a*) HT brass propellers approved to be made to Engineer-in-Chief Specification for Materials for Marine Engineering 2C100.
   (*b*) Surface weapon components where the alloys in 6(d) below are specified.

To avoid possible misuse of this material all stocks are to be clearly marked.

3. The wrought material to be used instead of HT brass is notch ductile aluminium-bronze to specification DNC/C3 (which is shortly to be re-issued as specification DGS/8496) and DGS/8541 (formerly DNC/C6). Bars, nuts and bolts to these specifications were inserted in the Rate Book by Navy Order 980 of 1959 when the existing HT brass items to BS 250 and notch sensitive aluminium-bronze bars to BS 2033 were deleted.

4. Existing stocks of aluminium-bronze material to BS 2033 may be used in lieu of material to specifications DGS/8541 (DNC/C6) where notch sensitivity is not a primary consideration. The possible continuing need for BS 2033 material for certain special purposes for which its high strength and good corrosion resistance in salt water are required is being examined.

5. Admiralty has advised that additional Rate Books amendments consequent on the above decisions will be promulgated separately.

6. The following materials are to be used in future—

	Wrought.	*Cast.*
(*a*) Aluminium-Bronze	DGS/8451 (formerly DNC/C6) Rods, Sections and Forgings	DGS/8511 (formerly DNC/C1) or DGS/8512 (formerly DNC/C4).
(*b*) Aluminium-Bronze (Aluminium-Copper)	DNC/C3 or E in C/2 FA50 Bolts, Studs, Nuts and Washers (to be reissued shortly as DGS/8496)	—
(*c*) Gunmetal ..	—	BS.1400 LG3C or GIC.
(*d*) HT Brass for use in Surface Weapons only	BS.STA–7 CM4, A, B or C for marine purposes	BS.STA–7 CM6, A or B for marine purposes.

7. The above instructions are to be implemented forthwith in new construction and in existing ships when replacements are necessary or as opportunity occurs.

(DNAS 505/84/29.)

(*Navy Order* 980 *of* 1959.)

UNCLASSIFIED.

549.—Package Efficiency Report—Procedure in the RAN.

In the event of receipt by any ship or establishment of the Royal Australian Navy of a package of stores in which is enclosed an Admiralty Packaging Efficiency Report Form D357 the report is to be completed in accordance with the printed instructions and forwarded to Navy Office, through the appropriate authority, for onward transmission to the Admiralty.

(DNAS 400/61/11.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

550.—Containers, Food Handling—Availability.

Aluminium alloy self stacking containers of various capacities have been introduced for use in galleys, pantries, controlled temperature storages, &c., to facilitate the hygienic handling, preparation, serving and stowage of fresh and cold foodstuffs such as meats, salads, vegetables and certain sweets.

2. Initial distribution will be made without demand in accordance with the appendix to this order. Further quantities may be demanded for specific situations in the light of experience. It is considered that, after introduction of these containers, it may be possible to withdraw certain out-moded items of galley gear from the scales and Commanding Officers are to forward their recommendations in this regard through administrative authorities by 1st January, 1962.

3. The containers are classified as permanent items of Mess Gear and are to be accounted for as—

Vocabulary No.	*Nomenclature.*
54058	Container, food handling 23½-in. x 14½-in. x 3½-in.
54059	Container, food handling 23½-in. x 14½-in. x 5½-in.
54060	Container, food handling 23½-in. x 14½-in. x 7¾-in.
54063	Container, food handling 23½-in. x 14½-in. x 9½-in.
54061	Container, food handling—Lid for

4. Demands for lids should be restricted to a minimum as, due to the construction and self stacking characteristics of these containers, only the top container in any stack requires a lid.

5. ABR 93 (RAN Manual of Victualling Stores) will be amended by inclusion of this item in the scales of Mess Gear on an " as required " basis.

APPENDIX.

INITIAL DISTRIBUTION OF CONTAINERS, FOOD HANDLING.

HMA Ship.	*Depth.*			
	3½-*in.*	5½-*in.*	7¾-*in.*	9½-*in.*
	Vocab. No. 54058.	*Vocab. No.* 54059.	*Vocab. No.* 54060.	*Vocab. No.* 54063.
Aircraft Carrier	—	—	—	24
Daring Class Destroyers ..	—	—	—	6
Battle Class Destroyers	—	—	—	6
Q Class Frigates	—	—	—	6
Type 12 Frigates	—	—	—	6
Training Ships—				
SWAN	—	1	—	—
DIAMANTINA	—	—	—	3
GASCOYNE	—	—	—	2
Survey Ships—				
PALUMA	—	1	—	—
BARCOO	—	—	—	4
WARREGO	—	—	—	2
BASS	—	1	—	—
BANKS	—	1	—	—
HMA Establishments—				
TARANGAU	—	—	—	2
KUTTABUL	3	3	—	—
PENGUIN	—	—	—	9
WATSON	—	—	—	6
NIRIMBA	—	—	—	12
ALBATROSS	—	14	—	—
CRESWELL	—	—	—	16
CERBERUS	—	—	40	28
LONSDALE	—	—	—	2
LEEUWIN	3	3	—	6
HARMAN	—	—	—	6

Lids will be supplied for 66 per cent. of containers issued.

(DV 914/52/42.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

551.—Postage to and from HMA Ships Outside Australian Waters.

The necessary action is in hand to amend paragraph 2 of RI Article 5253 to agree with paragraph 3 of Navy Order 346 of 1961.

(HNB 68/201/6.)

(*Navy Order* 346 *of* 1961.)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED.

552.—HMA Establishments—Allowances of Electric Laundering Irons and Electric Steam Irons.

The authorized scales of allowances of electric laundering irons for establishments are as follows—

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 HMAS 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.
HMAS TARANGAU—	
Commanding Officer	1 No.
Officers	1 No. for each 4 officers borne.
Chief and Petty Officers and Ratings	1 No. for 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. Following satisfactory trials of electric steam laundering irons, these may, if desired, be demanded in lieu of the conventional electric irons at present held, as the latter become unserviceable, up to a limit of 50 per cent. of the total entitlement in accordance with the above scale.

(DNAS 518/65/2.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar. Mr 9/8

RESTRICTED

FOR OFFICIAL USE ONLY.

CNO 553/61.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
2nd August, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

5741/61.

RESTRICTED.

553.—Examination for Command of Destroyers.

The attention of all officers is drawn to the importance attached by the Naval Board to the Destroyer Command Examination.

2. Although small ship commands for Lieutenant-Commanders and Lieutenants in the Royal Australian Navy are few, the passing of the Destroyer Command Examination continues to be an important consideration in the selection of officers for these few commands. Furthermore, the Naval Board look upon the passing of the Destroyer Command Examination as a necessary demonstration of an officer's professional knowledge, and hold this qualification in high regard. The passing of the Destroyer Command Examination, in ensuring the maintenance of a high professional standard will inevitably reflect in the confidential reports on officers and their eventual prospects of promotion.

3. The regulations and syllabus covering the Examination for Command of Destroyers are set out in this order.

4. Each of the seven subjects in the examination must be taken in its entirety. If an officer fails in any part the whole subject must be taken again except in the ND Examination, in which, provided an officer fails in only one part, he need only take that part again.

Exemptions.

5. An officer who has sub-specialized is exempt from examination in his sub-specialist subject, except that a (D) sub-specialist must take the ND examination, Parts 1 and 2.

6. The examination should be arranged by the following authorities when convenient and as required—

Flag Officer Commanding Her Majesty's Australian Fleet.
Flag Officer-in-Charge, East Australia Area.
Commodore Superintendent of Training, Flinders Naval Depot.

Special arrangements for the Navigation and Direction examinations are given in paragraph 11.

7. The syllabus of the examination, which is promulgated in the appendix to this order, is a comprehensive one designed to assist candidates in self-preparation and to facilitate reference to the various technical publications on each subject.

8. The aim of the examining board must be to ensure that candidates have sufficient knowledge of the various subjects to exercise efficient command. Questions both oral and written, should be designed to this end and not with a view to testing detailed technical and specialist knowledge.

9. The examinations should be oral except the Navigation Examination which will include a written paper and a practical chart work paper. Separate oral examinations will be held in each subject and officers may elect to be examined in one or more subjects on the same occasion. In view of the greater complexity of modern accounting procedure, the services of a Supply Officer should whenever possible be utilized to assist in the conduct of the examination in Part F.

10. There are no set courses of instruction but officers preparing for the examination may make use of whatever facilities are available at the specialist schools.

11. (*a*) The Naval Board attaches great importance to the maintenance of a high standard in the Navigation examinations in view of the great responsibility which rests with the Commanding Officers of small ships for their safe navigation. Therefore an officer's name is not to be forwarded to take the Navigation parts of the examination until he can be furnished with a certificate stating his Commanding Officer's opinion that he has a good chance of passing.

(*b*) The following arrangements for setting and correcting the written papers are to be adhered to in order to ensure a uniform standard throughout the service—

The papers for the Navigation written examination will be set by the Commanding Officer, HMAS WATSON, and forwarded by him as required to the authorities arranging the examinations. Candidates' worked papers are to be forwarded to the Commanding Officer, HMAS WATSON, for correction.

(*c*) The oral sections of the Navigation and Direction examinations will continue to be the responsibility of local examination boards.

12. The examination will be applicable to officers of five years seniority as Lieutenant up to but not including rank of Commander.

13. RANR(S), RANR and RANVR officers who hold QO status may take Destroyer Command examinations under the same conditions as RAN officers. The prior approval of the Director of Naval Reserves is to be obtained before a non-serving Reserve Officer sits for any examination.

14. Commanders who have not passed a Command Examination will be given the opportunity of doing a round of courses before assuming command but will not be required to pass the examination as a condition of eligibility for command.

15. Success in the examination will be necessary to qualify Lieutenants and Lieutenant-Commanders for the command of destroyers and frigates, and ocean minesweepers except that a continuous period of three months in command of ships of these categories will be regarded as exempting an officer from the examination. This period will not normally include time in dockyard hands, refitting, &c.

16. The names of the officers and the subjects in which they qualify are to be reported to the Naval Board.

17. RAN officers on exchange in the RN and officers serving in HMA ships on other stations, may if eligible, apply to be examined in accordance with AFO 3093/1960.

APPENDIX.

The subjects in which examinations for command are to be held, together with the syllabuses to be covered, are given in the following paragraphs. As the majority of the examinations are oral it is not the policy of the Naval Board to lay down passing marks; the standard to be achieved is that which, in the opinion of the examining board, is required by an officer to command one of Her Majesty's Australian Ships.

Subjects—

A—Gunnery
B—Signal Communications
C—Navigation Direction
D—Torpedo Anti-Submarine
E—ABCD
F—Supply Duties
G—Administration—Discipline and Advancement.

A—Gunnery.

2. The destroyer Commanding Officer must have a thorough knowledge of the capabilities and tactical handling of his weapons in battle and of the responsibilities of his officers in gunnery matters.

3. He must also have a good knowledge of the duties carried out by his officers and men in connection with the operation and maintenance of the gunnery equipment so that he can appreciate the problems of his Gunnery Officer and be an intelligent critic.

4. For this examination the degree of knowledge required by paragraph 3 of the operation and maintenance of equipment is to be confined to the main armament of a daring class destroyer or type 12 frigate. The choice of main armament is to be made by the officer to be examined.

5. A thorough knowledge is required of—

(*a*) Gunnery Command and Tactical Control Orders.

(*b*) The responsibilities of the following officers in gunnery matters—

(i) The Executive Officer.
(ii) The Gunnery Officer.
(iii) The Officer of Quarters.
(iv) The Sub-Lieutenant (SD) (G) (*g*).
(v) The Engineer Officer borne for Ordnance duties.
(vi) The Electrical Officer.

(*c*) The layout and purpose of the gun direction and control equipment and communications fitted for surface fire, naval gunfire support and AA fire in the selected main armament.

6. A general knowledge is required of—

(*a*) The duties of the officers and men who operate the equipment detailed in paragraph 5 (*c*) above.

(*b*) The aim of the air defence organization of a force at sea.

(*c*) Force AA gunfire co-ordination procedure.

(*d*) The navy's responsibilities in aid of the civil power.

7. A thorough knowledge is required of the following as applied to the selected main armament—

(*a*) Expected performance and limitations of the associated gun direction system and control radars.

(*b*) Capabilities and limitations of the associated fire control equipment.

(*c*) Expected performance of the associated mountings, guns and ammunition together with the factors which affect this performance.

(*d*) From (*a*), (*b*) and (*c*), the performance to be expected from the selected main armament in action.

8. An outline knowledge is required of the capabilities of other guns fitted in destroyers and frigates.

Gun Tactics.

9. A general knowledge is required of—

(*a*) The characteristics of probable enemy aircraft and ships and expected types of attack.

(*b*) The effect of ship handling on gun accuracy.

(*c*) The effect avoiding action has on the chances of being hit by enemy missiles.

(*d*) Screening dispositions and their relation to air defence.

(*e*) The type of shell fuzes most suited to various targets.

(*f*) When and how to use star shell and other illuminants.

(*g*) Factors which affect the position and movements of a ship during bombardment.

Ship Training.

10. A general knowledge is required of—

(*a*) The objects of the various types of firing, non-firing and gun direction practices and exercises, and their limitations.

(*b*) Safety restrictions in firing practices.

(*c*) Working-up programmes and maintenance of efficiency after working-up.

(*d*) The importance and general interpretation of records and analyses.

Maintenance and Armament Stores.

11. A general knowledge is required of—

(*a*) Which dockyard and other authorities are responsible for the inspection and repair of gunnery equipment and the supply of armament stores.

(*b*) The work entailed in maintaining the selected main armament.

(*c*) The purpose and employment of Seamen ratings qualified in gunnery.

(*d*) The type of records kept by the Explosives Accountant Officer.

(*e*) The regulations concerning the safety of explosives.

12.

13.

References.

The following list is not exhaustive but is intended as a guide—

QR & AI, Chapter 30, Section I.
Chapter 31, Section IV.
Chapter 32, Section I.
Chapter 33, Sections I. and II.
Chapter 40, Section IV.
Chapter 41, Section II.
Chapter 54, Section II.
CB 03189.
CB 04487.
CB 4112 (1)
ATP 1, Chapter 16.
ATP 4, Allied Spotting Procedure for Naval Gunfire Support.
BR 292—The Ordnance Engineering Manual, Chapters 1, 2, 3 and 4 only.
BR 632 (1) 1954—Gunnery Training Manual, Volume I.
BR 862—Naval Magazine and Explosives Regulations.
BR 974—Handbook of Gunnery Organization.
BR 975—Standard Gunnery Command Orders and Reports.
BR 1043—Gunnery Training at Sea.
ABR 10—RAN Advancement Instructions.
BR 911—Handbook of Gun Direction System Mk 2*.
BR 2009—Instructions for Gunnery, Torpedo and Tactical Exercises.
BR 2032 (1)—Standard Instructions for Sea/Air Exercises Vol. 1.
CB 4823.
AXP 2—Allied Tactical Exercise Manual.

ABR 15—Drill for Flyplane Systems.
CB 3183.
CB 4838.
CB 3189/59.
CCNO 63/1961—Force AA Gunfire co-ordination.
CCNO 60/1960—Courses—Pre-commissioning.
BR 935 (1)—Handbook for Gun Direction Mk 5.
ACB 273
BR 1987—Handbook for Flyplane Predictor System.

B—Signal Communication.

A good knowledge of current tactical radio communication doctrine as it affects a small ship. An elementary knowledge of the station and world wide communication organization needed to communicate with other ships and authorities.

References—Fighting Instructions ACP 176 and SEATO and RN Supplements RANCOS.

2. An acquaint knowledge of the capabilities and limitations of the radio communication equipment fitted in small ships (no technical knowledge required). A good knowledge of radio hazards.

(*Reference*—BR 222).

3. A good knowledge of electronic warfare tactics and doctrine fleet electronic warfare organization and the capabilities of electronic warfare equipment generally fitted in the fleet.

(*References*—AFCO's, Fighting Instructions, CCNO's). ACP 176 and RN Supplement.

4. An elementary knowledge of the propagation of electro-magnetic waves with particular reference to their interception.

(*References*—ATP 1 British Addendum, ACP 176).

5. A good knowledge of the factors involved in the choice of electronic emission policy and the considerations involved in breaking electronic silence.

(*Reference*—ACP 176).

6. An elementary knowledge of the capabilities and limitations of the communication security systems available in a small ship and rules governing employment on cryptographic duties and access to cryptomaterial. Insecurity on tactical circuits.

(*References*—BRN series ACB's CCNO's, ACP 122).

7. A thorough knowledge of the instructions for the care and custody of classified material.

(*Reference*—BR 150, ACP 122, BRN series).

8. An elementary knowledge of the methods of recognition, with ability to work out recognition and identification signals from keylists.

(*References*—ACP 150 series).

9. A thorough knowledge of fleetwork and an acquaint knowledge of the Signal Book.

(*References*—ATP 1, Chapter 1 to 8, ACP 175).

10. A thorough knowledge of initiating and drafting signals including responsibilities of the originator, security classification, precedence, special instructions, expressing address and text, references to classified documents and signals.

(*References*—AFO S9, BRN series, CNO's).

11. An acquaint knowledge of the types of radio telegrams available to naval personnel in ships, private radio telephone calls and press broadcasts to the fleet.

(*References*—AFCO's, AFO's " s " series, CNO's).

12. Ability to use a tactical voice radio circuit.

13. Ability to read and send a standard flashing exercise (*vide* Form AS 1321) at a rate of 8 words per minute.

14. An acquaint knowledge of the system for the training and advancement of communication ratings. Candidates should be allowed to refer to ABR 10 and ABR 5009 during the exam.

15. An acquaint knowledge of merchant ship communications in time of war with particular reference to convoy communications and manoeuvring.

(*References*—ACP 148, ACP 149).

16.

17.

18.

19.

C—Navigation and Direction.

20. The object of this examination is to ensure that officers are capable of carrying out navigation and pilotage duties in destroyers, frigates and ocean minesweepers and that they are fully conversant with AIO and warning radar matters. Small ships are often dependent on the superior AIO and warning radar equipment of larger vessels; it is necessary, therefore, that officers taking this examination should possess a wide practical knowledge of these subjects.

Note.—All references to the Admiralty Manual of Seamanship are to the 1951 edition. All references to the Admiralty Manual of Navigation are to the 1954 edition.

Astronomical Navigation and Chronometer.

21. From the Admiralty Manual of Navigation, Volume III, page 96, Weir's Azimuth Diagram, Tables of Computed Altitudes and Azimuths (HD 486), page vi, Inman's Tables, pages 138 and 143.

(*a*) To obtain the compass error by time azimuth of any heavenly body;
(i) at any time, using Weir's Azimuth Diagram or HD 486.
(ii) at rising or setting, using amplitude tables.

From the Admiralty Manual of Navigation, Volume II.

(*b*) To fix the ship's position by sights of all heavenly bodies including latitude by Polaris, using the " standard " chosen position method (HD 486).
(*c*) To find the times of rising and setting of sun and moon, and of Civil, Nautical and Astronomical Twilight.

From the Admiralty Manual of Navigation, Volume III, page 180.

(*d*) Effect of using wrong DWT in sights.

From the Admiralty Manual of Navigation, Volume I, Chapter XI, and the Hydrographic Supplies Handbook (H51).

(*e*) Care, use, rating and determination of unfitness for service of chronometer watches and deck watches.

(*f*) Zone system of time keeping.

Tides.

22. From Admiralty Tide Tables (Atlantic and Indian Oceans; Pacific and adjacent seas).

(*a*) To find the height and time of HW and LW at any port. (Examples on page 299 and 407 respectively).

(*b*) To find the height of the tide at any time for any place. (Example on page x).

(*c*) Knowledge of use of Table of Tidal Levels (Table V).

General Navigation and Pilotage.

23. From the Admiralty Manual of Navigation, Volume I, Chapter II.

(*a*) Supply, upkeep and use of charts and publications, carried in a destroyer.

From the Admiralty Manual of Navigation, Volume I, Chapter V.

(*b*) Pilotage in narrow waters; anchoring in a predetermined position. Navigation in fog.

From the Admiralty Manual of Navigation, Volume I, Chapters VI and VII, Admiralty List of Radio Signals, Volumes II and V.

(*c*) Practical use, limitations and operation of MFDF, Loran, and radar for fixing the position of a ship.

From the Admiralty Manual of Navigation, Volume I, Chapter VIII.

(*d*) Logs—Pitometer (Type D), Chernikeeff, Walker's.

(*e*) Echo-sounding equipment.

(*f*) Ranging and station-keeping instruments—small base R/F, Waymouth-Ross Sextant R/F, Stuart's and Husun Distance Meters.

From " Handling Ships " (BR 2092).

(*g*) Shiphandling—A fair knowledge of Chapters 1 to 7 and 9 to 13.

From QR & AI, Chapter 35, Admiralty Manual of Navigation, Volume I, Chapter XV.

(*h*) Thorough knowledge of Regulations for Preventing Collisions at Sea.

From Admiralty Manual of Seamanship, Volume II, Chapter X and " Handling Ships " (BR 2092), Chapter IX.

(*i*) Handling a ship whilst engaged in towing.

From " Handling Ships " (BR 2092), Chapter X, " Replenishment at Sea " (ATP 16).

(*j*) Water interaction between hulls of ships close aboard each other.

(*k*) Methods of approach and maintenance of station whilst replenishing.

(*l*) Fair knowledge of all methods of transfer used by the RAN i.e.,

Fuelling: Crane or small derrick
Large derrick
Jackstay
Astern

Transfer of solids: Light jackstay
Heavy jackstay.

Compass.

24. From the Admiralty Manual of Navigation, Volume I, Chapter X.

(*a*) Deviation, causes and changes.

(*b*) Heeling error, causes and changes; practical correction of HE at sea.

(*c*) Swinging ship; preparations, methods—knowledge of paper work involved.

From the Handbook of the Admiralty Transmitting Magnetic Compass (BR 1795) and Admiralty Gyro Magnetic Compass, Type 5 (BR 1788).

(*d*) ATMC and AGMC—principles and operation. (No details of circuits).

From the Manual of Degaussing (BR 825/1) and " DRYAD " pamphlet on Degaussing. (Pamphlet No. BIPS 31).

(*e*) Principles of DG.

(*f*) DG coils and compass corrector coils, settings and methods of use.

From the Admiralty Manual of Navigation, Volume I, Chapter X and Manual of the Admiralty Gyro Compass (BR 9/53).

(*g*) Capabilities and limitations of the Admiralty Gyro Compass (Sperry Type) Pattern 1005 (contactor), Pattern 2005 (Valve Follow-up) and Pattern 5005 (Improved Follow-up. Log fed speed corrector).

(*h*) Settings required for the mercury boxes, latitude rider, Admiralty speed corrector.

(*i*) The alarm system.

(*j*) Time required to start compass; appreciation of occasions when speed error and ballistic tilt error may occur; normal accuracy to be expected. (No details of other parts of the compass or of circuits).

Meteorology.

25. From the Admiralty Manual of Navigation, Volume II, Chapters XIX, XX, XXI.

(*a*) Pressure, temperature and humidity; variations of temperature with height, stability and inversions.

(*b*) Principles, care and use of instruments (barometers and thermometers).

(*c*) Wind; Buys Ballot's Law; permanent wind and pressure systems.

(*d*) Air masses; associated weather and visibility; effect of turbulence.

(*e*) Clouds; classification and significance.

(*f*) Fronts and depressions.

(*g*) Fog.

(*h*) Tropical meteorology, including periodic and seasonal winds and revolving storms.

(*i*) Single observer forecasting.

From the Admiralty List of Radio Signals, Volume III, Admiralty Fleet Order S.1 and Naval Weather Service Handbook (W.11).

(*j*) Fleet meteorological organization and weather reporting from HMA ships.

Fleetwork.

26. From " Allied Naval Manoeuvring Instructions " (ATP 1), Chapter V.

(*a*) Station-keeping by day, at night and in fog.

From the Admiralty Manual of Navigation, Volume I, Chapter XIV.

(*b*) Solution of changing station and smoke-laying problems.

(*c*) The use of the Battenberg.

Warning Radar.

27. From the Radar Manual (BR 1853) (1953) and Admiralty Manual of Navigation, Volume I, Chapter VII.

(*a*) Knowledge of common radar terms.
(*b*) General description of radar, including beacons.
(*c*) Capabilities and limitations—maximum and minimum range; discrimination; shadow areas; effect of sub and super refraction; range and bearing accuracy; use of swept gain and differentiation; use of long/short pulse length and wide/narrow bandwidths; index error; false echoes; effect of weather on radar.

From the ND Drill Book, Volume I (BR 1982).

(*d*) Thorough knowledge of the operation of a PPI.
(*e*) States of readiness of personnel and radar sets.
(*f*) General appreciation of reporting and operating procedures.

From "Radar Anti Jamming Technique" (BR 1719).

(*g*) General appreciation of jamming and its countermeasures.

From Queen's Regulations and Admiralty Instructions.

(*h*) Responsibilities of the officer detailed for ND duties towards warning radar.

From "Naval Magazine Explosive Regulations" (BR 862 (45)) and current Navy Order.

(*i*) Radio Hazards.

From the ND Drill Book, Volume 1 (BR 1982) and CB 4509, Chapter 2.

(*j*) General knowledge of the following radar sets, including their uses and performances:
Types 960, 277, 293, 974, 978, LW02.
Significance of suffixes. (PQ &c.).
Use of the sensitivity control unit.

From current Navy Orders and CB 04814 Volume 2, Chapter 1.

(*k*) Principles and use of radar recognition—IFF, Mark X.

Action Information Organization.

28. From Navigation Direction Drill Book, Volume II (BR 1982A (1)), Chapter I.

(*a*) Sources of information and functions of AIO.

From Navigation Direction Drill Book, Volume II (BR 1982A (1)), Chapter II, paragraphs 19–26, Chapter III, paragraphs 18–19.

(*b*) General arrangements and layout in destroyers and escorts.

From Navigation Direction Drill Book, Volume II (BR 1928A (1)), Chapter IV.

(*c*) Internal and external communications.

From Navigation Direction Drill Book, Volume II (BR 1982A (1)), Chapter V, ATP 1, Chapter IX.

(*d*) Enemy reporting.

From Navigation Direction Drill Book, Volume II (BR 1982A (2)), Chapters I and II, and Admiralty Manual of Navigation, Volume I, Chapter VIII, Section IV.

(*e*) The surface and underwater picture. The ARL table.

From Navigation Direction Drill Book, Volume II (BR 1982A (2)), Chapter VII.

(*f*) AIO in torpedo attack and defence.

From Navigation Direction Drill Book, Volume II (BR 1982A (2)), Chapter VI.

(*g*) AIO in A/S warfare.

From Navigation Direction Drill Book, Volume II (BR 1982A (3)), Chapter I, paragraph 10, Chapter II, paragraphs 31–35, Chapter III, paragraphs 9–10 and 12–27.

(*h*) The air picture.

From Navigation Direction Drill Book, Volume II (BR 1982A (1)), Chapter II, paragraphs 34–39.

(*i*) Gun direction.

From ND Training Manual BR 1933 Part 4 and Manual of A10 and Direction (1949) Chapter XVI.

(*j*) AIO training.

29.

30.

Examination.

31. (*a*) Part 1—Written paper on Astronomical Navigation, Chronometer and Tides (2½ hours).
(*b*) Part 2—Practical Chartwork paper (including preparation of an anchorage) (1 hour).
(*c*) Part 3—Oral on general navigation and pilotage, compass, meteorology and fleetwork.
(*d*) Part 4—Oral on warning radar and action information organization.

D—Torpedo Anti-Submarine.

General TAS.

32. (*a*) The responsibilities of the officer nominated to carry out TAS duties.
(*b*) the responsibilities of the Engineer Officer borne for OE duties, and the Electrical Officer, in respect of maintenance of TAS equipment.
(*c*) Duties of Lieutenant (SD) TAS in respect of torpedo, A/S and armament stores.
(*d*) Ship recognition in its application to the torpedo attack problem.
(*e*) Operation Awkward—Entry into defended ports.
(*f*) Diving—Equipment, training and safety precautions.

33. (*a*) General types of mines and assemblies and how used.
(*b*) Limitations of mining.
(*c*) Knowledge of organization and equipment of demolition parties.
(*d*) Types of sweepers and their capabilities.
(*e*) Tactical and passive countermeasures in ships other than sweepers.

(*f*) The safe distance to pass a sweeper.
(*g*) Signals displayed by sweepers with sweeps streamed.
(*h*) Types of sweeps.
(*i*) Use of degaussing and DG ranges.

Torpedo and Torpedo Control.

34. (*a*) Capabilities of British torpedoes.
(*b*) Knowledge of TFM.
Part 1
Part 3.
Part 4.
(*c*) Torpedo routines. Time and men required.
(*d*) Practice heads types in use, performance and limitations.
(*e*) Torpedo recovery.
(*f*) The basic principles of torpedo control. TC equipment in destroyers. Good knowledge of any one destroyer system.
(*g*) Good knowledge of torpedo control procedure.
(*h*) Good knowledge of torpedo tactics.
(*i*) Analysis and returns.
(*j*) Torpedo countermeasures.

Anti-Submarine Warfare.

35. (*a*) Performance and capabilities of submarines.
(*b*) Types and capabilities of A/S equipment in A/S vessels.
(*c*) Knowledge of control procedure.
(*d*) Thorough knowledge of the conduct of an A/S action embracing the use of sector axis lock on and follow and circle systems for multiple ship A/S action. A good knowledge of air and surface A/S searches.
(*e*) Good knowledge of conduct of task force screening and convoy escort work
(*f*) Co-operation with both fixed wing aircraft and helicopters.
(*h*) Good knowledge of AXP 1.
(*i*) Analysis, reports and returns.
(*k*) Calibration of weapons and sea check firings.
(*l*) Knowledge of latest order on SUBSMASH-SUBSUNK.

A general knowledge of the above items is required except where otherwise indicated.

Maintenance.

36. A general knowledge is required of—
(*a*) Which dockyard and other authorities are responsible for the inspection and repair of TAS equipment and the supply of the related armament stores.
(*b*) The basic principles of maintenance as applied to the TAS equipment fitted in destroyers and frigates in service in the Fleet.
(*c*) The purpose and employment of seaman ratings qualified in TAS.

37. Relevant TAS publications.
(*a*) Mine Warfare—
CB 4044 (48).
BR 1836—Demolition Drill Book.
BR 1822—Minesweeping Manual.

(*b*) Torpedo and Torpedo Control—
Fighting Instructions—Section IV.
CB 4536 (3) and (2), Chapter 1.
BR 1699 (1) TFM, Part 1. Instructions for Torpedo Practices and Torpedo Fire.
BR 1946 (1) and (4)—Drill Book for TC in Surface Ships.
BR 1703—Handbook of TC Instrument.
(*c*) Anti-Submarine Warfare—
CB 4097.
CB 4000 (2) (7) 1953.
ATP 1, Chapters 8–14.
AXP 1.
CB 4544.
BR 1678—Drill Book and Operating Procedure for Asdic Sets.
Relevant Fleet Orders.
Junior TAS Manual.
Diving Manual.

38. Examinations.
(*a*) Part I—General TAS, Mine Warfare, Maintenance.
(*b*) Part II—A/S Warfare, Torpedo and Torpedo Control.

E—ABCD.

Stability.

39. Fundamental principles. Centre of gravity and of buoyancy. Metacentre. Righting moment curves. Reserve of buoyancy. Dangers of free surface and top-weight. Difference between list and loll and countermeasures for each, e.g., preparing jettisoning bill.

Strength.

40. Strength of small ships. Arrangements of countermeasures (e.g. flooding for ballast) to reduce tendency to break ship's back after heavy damage and flooding.

WT Integrity.

41. Marking and control of openings. Care, maintenance and testing of water-tight compartments, doors, hatches, scuttles and valves. Principles of leak-stopping and shoring. Reduction of speed to prevent spread of damage.

Flood-fighting.

42. Flood-fighting arrangements, pumps, ejectors and systems as fitted in small ships. Portable pumps. Counter-flooding arrangements for correcting trim.

Fire-fighting.

43. Types of first-aid fire-fighting equipment supplied to ships, their duty and stowage. Typical layout of fire main and methods of supplying it in a small ship. Magazine and inflammable store-flooding and spraying. Methods of introducing foam into and releasing steam in main machinery spaces and steps which must be taken to prevent re-ignition. Types and use of breathing apparatus. Precautions when sending men into a compartment which may contain poisonous or explosive gases or lack of oxygen. Types of gas to be expected after an explosion.

Machinery.

44. Requirements in four stages of readiness, sub-division. Damage countermeasures to include effect on running machinery of damaged furnace fuel oil tanks or feed tanks, of heel and trim and of flooded engine rooms and boiler rooms. Effect of trailing turbines. Emergency valves and fittings and where operable. Alternative steering arrangements. Communications between command and engine room.

Electricity.

45. High power. Supply and distribution in a small ship. Low power. Why fitted. Motor-generated and battery supplies. Alternative and emergency arrangements for essential light and power, running emergency leads. Requirements of electrical machinery in four states of readiness. The internal communication system of a small ship. Maintenance and use of portable first aid lighting equipment.

ABC Aspects.

46. (*a*) Atomic Warfare—characteristics of nuclear explosions and the hazards arising from them. The effects of blast, heat, underwater shock and light on men and material. The dangers of nuclear radiation from the flash of the explosion and from fall-out. The protection of men from these dangers and their cleansing. The pre-wetting of a ship and its decontamination.
(*b*) Chemical Warfare—the effects and characteristics of war gases, the protection and cleansing of men and the decontamination of material.
(*c*) Biological Warfare—broad principles of its nature and the measures by which protection can be gained.

Organization.

47. (*a*) The four states of readiness and when used—responsibilities of the Commanding Officer and senior officer of squadron or group in ordering states to be set. Principles of dispersal of personnel.
(*b*) Duties of ABCD Officer, Damage Control Engineer Officer and Monitoring Officer.
(*c*) Collective protection—policy, methods and organization. Closing down trials.

References.

48. BR 2170—Ship ABCD Manuel.
BR 2171—ABC Handbook.
BR 1257—Ship Fire-fighting Manual.
BR 16 (50)—Engineering Manual.
BR 2052 (54)—" Handling Ships " (Chapter 13).

Current Navy Orders on ABCD matters, as appropriate.

F—Supply Duties. (ABR 93).

Victualling.

(*a*) Period to which ship should be stored.
(*b*) Sources of supply and preparation of demands for both service and non-service provisions.
(*c*) Stowage of dry provisions and refrigerated stocks
(*d*) Victualling and check sheets, daily numbers victualled.

(*e*) Repayment and issues and accounts.
(*f*) Stocktaking rules.
(*g*) General Messing and outline of system of accounting.
(*h*) Payment for supplies from contractor (AS 22, AS 92, NA 5).

Cash and Loan Clothing.

As cap ribbons are normally the only cash clothing items carried, knowledge is required of the procedure for obtaining other slop issues, i.e. from depots or affiliated ships.

Mess Traps and Utensils.

(*a*) Where the scale allowances are specified.
(*b*) Distinction between permanent and consumable items.
(*c*) System of accounting for mess traps, &c.
(*d*) Principles of replacement of various categories of mess traps and utensils from Victualling Yards and reserve stocks.

Naval Stores (ABR 4).

(*a*) Responsibilities of Commanding Officer and Naval Storekeeping Officer.
(*b*) What constitutes ship's outfit of Naval Stores.
(*c*) Period for which ship is stocked with consumable stores.
(*d*) How supplies are obtained.
(*e*) How stores are returned to the yard.
(*f*) Procedure for internal issues and returns.
(*g*) Permanent and temporary loan procedure.
(*h*) Naval Store Account.
(*i*) Stocktaking rules.
(*j*) Losses by accident, neglect or suspected theft.
(*k*) Stowage and preservation of stores—general principles and where to find detail.
(*l*) Presentations, relics and trophies; accounting.
(*m*) Inventory accounts.

Cash Duties.

(*a*) Cash, custody, obtaining supplies, counting of.
(*b*) Contingent accounts.
(*c*) Tenders payments.
(*d*) Foreign currencies.
(*e*) Non-public funds.
(*f*) Audits.
(*g*) RI, Chapter 15 and Appendix 15A, IPI's, NFR & I's and NAR & I's.

General.

(*a*) Frequency and methods of mustering all types of stores.
(*b*) Boards of survey and casual condemnations; when required and on what items.
(*c*) Procedure for dealing with losses.
(*d*) Compensation for losses of clothing.
(*e*) Key routines; security of valuable and attractive stores.
(*f*) Service System Canteens; obtaining supplies, accounting.

G—Administration, Discipline, Advancements.

(*a*) General knowledge of Chapters 29 and 30 of RI and Chapter 10 of QR & AI.
(*b*) Summary punishments.
(*c*) Framing charges.
(*d*) Punishment warrant.
(*e*) Service Certificates.
(*f*) Recommendation for Advancement and Conduct Record Sheets and History Sheets.
(*g*) Divisional Officers records.
(*h*) Recommendations for Advancement.
(*i*) Training and advancement of Junior rates.
(*j*) Training recommendations and advancement of specialist ratings.
(*k*) Welfare—organization—rules for granting compassionate leave at sea and on shore.

Note.—With reference to Supply Duties and Administration no attempt should be made to memorize the regulations. A good working knowledge of the regulations and where to find the details are what is required.

(DOA 311/4/49.)

(*Confidential Navy Orders* 60 *of* 1960 *and* 63 *of* 1961.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

845/61

Navy Office, Canberra,
3rd August, 1961.

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

Cancelled

By direction of the Naval Board.

Thos. J. Hawkins

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

UNCLASSIFIED.

554.—Drafting, Compassionate Leave and Discharge Procedure.

The principles governing drafting in the RAN take into account current manpower shortages for the tasks in the Service and the need to stabilize drafting for the operational efficiency of the Fleet. They 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 drafting plan is based on the stabilization of ships' companies of HMA ships as far as is practicable. However, owing to the requirements for training and the need to employ at sea ratings who are nearing the end of their engagements, there will always be a proportion of ships with unstabilized complements.

3. The stabilized period of commission for a ship's company coincides with the ship's operational period, recommissioning occurring during main refit periods. At each recommissioning only a proportion of the ship's company will change, as the normal period of sea service varies in different branches.

4. The following ships are stabilized for drafting—

(*a*) HMAS MELBOURNE.
(*b*) Daring Class Destroyers.
(*c*) Type 12 Frigates.
(*d*) Cadet Training Ship.

5. The period of service for the following establishments is one year for personnel unaccompanied by their families, and two years for those accompanied. However, drafting takes place continuously.

(*a*) HMAS TARANGAU.
(*b*) HMAS MELVILLE.
(*c*) Range Support Units at Woomera and Maralinga.

6. Dates of re-commissioning, starting and finishing certain advancement courses or technical training, are co-ordinated so that the stabilizing of a ship's company may be possible.

7. Losses due to sickness, compassionate circumstances, disciplinary action, 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 are to submit applications for the replacement of key ratings to the Naval Board through their administrative authority, 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 normally have to be borne by the unit concerned. Ratings whose engagements expire earlier than in the last six months of a commission will not normally 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 ". Generally ratings whose appropriations have been forecast will be given six weeks warning by Draft Note of their confirmed appropriation. Ratings on " Stand-by " will be given as much notice of draft as is possible in the circumstances.

9. The forecasting of appropriations is 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 at departmental expense under Section 5 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 with the early forecasting of appropriations the necessity should seldom arise. In the past an exchange of drafts which was to the mutual satisfaction of two ratings usually 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 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 HMAS TARANGAU, HMAS MELVILLE, the Range Support Units at Maralinga, Woomera, and Singapore. Lists of these volunteers are kept in the Manning Department and are consulted before making appropriations. When ratings are required for special service such as recruiting duties, a call for volunteers is made.

PART 4.—PREFERENCE LOCALITIES.

12. The opportunity for shore service in many 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 Fremantle, Brisbane, Hobart or Adelaide 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 Captains direct to the Director of Manning and Training, Navy Office.

14. This order in no way replaces the 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 qualification, are maintained in the Drafting Office. All ratings are placed on the roster on the date of first appropriation to sea.

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 four years.

17. Service at HMAS TARANGAU, HMAS MELVILLE, Woomera or Maralinga will normally be limited to twelve months for personnel unaccompanied by families, but extensions of this period may be granted in special cases 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. Ratings of the Seaman and Air branches are rostered according to their specialist qualification and their rating. Notwithstanding the shortages existing in certain specialist categories, an endeavour is made to give these ratings an equal amount of sea and shore service, but 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 appropriations.

20. Sea service for drafting purposes comprises—
- (*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*) The period whilst undergoing a course of less than 6 months in length when appropriated for the course from a seagoing ship and when the rating will continue sea service on completion of the course.
- (*e*) Service in HMAS MELVILLE, HMAS TARANGAU and the Range Support Units at Maralinga and Woomera for unmarried ratings and married unaccompanied ratings.

21. Shore service comprises—
- (*a*) Service in HMAS MELVILLE and HMAS TARANGAU for married accompanied ratings (only the actual period of accompanied time will count as shore service).
- (*b*) Service in establishments and harbour service ships.
- (*c*) Service in second line air squadrons.
- (*d*) Service in ships in reserve.
- (*e*) Overseas service ashore.
- (*f*) Service whilst standing by ships building.
- (*g*) Service in SAR craft.

22. The above definitions in no way affect the grant of remote locality leave for service in HMAS MELVILLE, HMAS TARANGAU and the Range Support Unit at Maralinga, and Woomera.

23. Ratings advanced to a higher rating will assume a position on their new Sea/Shore roster in accordance with the date held on the roster in their former rating.

24. Recruits and re-entered men are normally appropriated to sea on completion of initial training at Flinders Naval Depot or HMAS WATSON, and recovered deserters are also appropriated to sea on completion of disciplinary action.

25. 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 the remaining period of their shore service.

26. 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. A further medical and dental examination is to be carried out on receipt of the Draft Note.

PART 6.—COMPASSIONATE CASES.

27. There are occasions when Naval personnel are not able to fulfil the requirements of the Service due to happenings of a private or domestic nature. It is essential that uniformity in dealing with these cases should be preserved to avoid invidious comparisons.

28. This order applies to ratings, and to officers generally for the grant of compassionate leave and leave without pay.

29. 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.
- (*c*) Free Discharge—in exceptional cases only (*see* para. 61).

30. The provisions of this order allow a man compassionate leave to visit relatives in Australia only. In exceptional circumstances the Naval Board may give consideration to allowing accrued leave or leave in advance to be taken abroad so long as no cost to the Crown is involved, e.g. a man wishing to visit a dying parent in the United Kingdom might be permitted to use his leave to do so, but he must pay his own fare unless a Service passage can be arranged through official sources.

31. Experience has shown that action to alleviate a man's domestic circumstances by compassionate drafting, or exchange of drafts, has far-reaching effects on many other ratings in the service and must inevitably upset Drafting Forecasts and Sea/Shore rosters. Compassionate drafts are an expedient which cannot be justified in an efficient Fighting Service.

Personnel Serving on the Australia Station.

General.

32. The circumstances in which compassionate leave may be granted are—

(*a*) Death, imminent death or dangerous illness of wife or child.

(*b*) The imminent death of a parent or near dependent relative so that the man can see his parent or the person concerned before death takes place.

(*c*) The dangerous illness or death of a parent or near dependent relative—provided the presence of the man in the home is essential and there is no other son or daughter at home or readily available to give the necessary assistance.

(*d*) The infidelity of the man's wife.

(*e*) Serious domestic hardship where the presence of the man is essential.

(*f*) On removal, where it is necessary because of the wife's health or because the ages of the children are such that it would not be reasonable to expect her to bear the sole responsibility for the movement of the family.

33. 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 32 (*e*).

34. Pregnancy or confinement are not normally to be regarded as adequate grounds for compassionate leave.

35. Compassionate leave should not be granted in respect of a fiancee as the relationship has no legal permanence.

36. 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.

37. A man who, while on normal leave, desires compassionate leave should—

(*a*) If in the State in which his ship or establishment is located apply to his Commanding Officer; or

(*b*) If in a State other than that in which his ship or establishment is located, 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. Leave passes are being revised accordingly.

38. Where a man 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 man's Commanding Officer with an appropriate recommendation; if time does not permit, however, he may grant leave as in paragraph 51 of this order, the man's Commanding Officer being informed by signal.

39. Where a man on compassionate leave desires to apply for further leave, the procedure in paragraph 38 of this order is to be followed.

Travel.

40. 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 twelve hours by the approved means and route of travel.

41. Travel may be granted to the locality in which the person being visited is currently located, irrespective of whether this is the home port of the man or his destination for normal leave travel. Authority for the grant of free travel to a man granted compassionate leave is contained in Interim Pay Instructions 217/12, which should be consulted before free travel is granted. Generally free travel should only be granted when there is no normal entitlement to a Leave Concession Warrant (e.g., a Leave Concession Warrant has been issued within the previous three months, or a man has already been issued with two Leave Concession Warrants in the current leave year) and the case falls within one of the categories in paragraph 30. The forward journey may be undertaken by the fastest available means, bearing in mind the urgency of the situation, and the return journey by the normal means for the particular route. Chargeable warrants may be issued when there is no entitlement to a Leave Concession Warrant and the conditions of paragraph 32 are not satisfied.

Personnel Serving Off the Australia Station.

General.

42. In the case of personnel serving outside the Australia Station, compassionate leave may be granted, but only with the prior approval of the Naval Board.

43. The circumstances in which compassionate leave may be considered by the Naval Board in such cases are as shown in paragraph 32. However, compassionate leave will only be granted in exceptional circumstances.

44. Where a man who is serving off the Australia Station has stated his intention to marry a women 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 a passage by Service aircraft, where this can be arranged officially within the limits of the leave granted. Naval Board approval is to be sought in these cases before leave is granted.

Travel.

45. Authority for free travel is contained in Interim Pay Instruction 217/13. Free travel may be granted with the approval of the Naval Board only, and will be by whatever means the Naval Board approves. The application to the Naval Board is to include the proposed route by which the man will travel. Full use is to be made of any available service transport.

Procedure for Investigation and Report.

46. All compassionate cases are to be investigated at the first available opportunity, and when a man states his case before the Investigating Officer, only those officers directly concerned should be present.

47. Commanding Officers are personally to acquaint themselves with all facts in welfare cases. In submitting the matter for consideration by higher authority, they are to give their own considered recommendation and are not merely to forward the report of a chaplain or other officer.

48. 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.

49. 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.

50. Documentary evidence, or confirmation by a Naval Authority or Welfare Organization is generally desirable before granting compassionate leave, but where immediate action appears essential, leave may be granted contingent on documentary evidence being produced on the man's return. The assistance of the nearest Naval Officer-in-Charge is, where applicable, to be requested by signal or letter to provide supporting evidence. Signals and letters should contain the following details—

(*a*) Nature of the request.

(*b*) Reason for the request.

(*c*) Religious denomination.

(*d*) Any other relevant details *viz.*—

(i) Full Christian names if medical report on patient required.

(ii) Domestic state in which a man left his dependents.

(iii) Detailed information on location of homes in new suburbs.

(iv) Times when dependents are known to be away from home.

51. 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 41 of this order) without deduction from recreation leave. Where an application for compassionate leave is made under sub-para. 32 (*f*) of this order by a man serving in HMAS MELVILLE or HMAS TARANGAU, the circumstances of the case together with the recommendation of the Commanding Officer are to be reported to the Naval Board for decision.

52. Should it be necessary to grant leave in excess of 7 days, the excess over 7 days 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).

53. The fact that the taking of leave in advance may preclude the man 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 being obtained from the Naval Board.

54. When a Naval Officer-in-Charge is requested to carry out an investigation by the Commanding Officer of one of HMA ships or other establishment, the same principle as given in paragraph 47 of this order is to apply when making a reply The recommendation should in all cases state whether it is considered the man's presence is essential, and, if applicable, which of the methods in sub-paragraphs 29 (*b*) or (*c*) would best meet the requirement.

55. Ships and establishments which have requested welfare reports are to inform the reporting authority by signal of action taken in cases of compassionate leave and advanced seasonal leave. The Naval Board will include reporting authorities as an information addressee in correspondence giving decisions on requests for leave without pay or free discharge. Reports are to be forwarded in triplicate to avoid unnecessary re-typing.

56. Signals are to carry the security classification appropriate to their contents and are not to be automatically classified or made "Exclusive". Unless these signals contain details of a personal and private nature they should be unclassified. Although initial signals may require classification, where reference to the DTG of a classified message is the only reason for classifying a reply, it is sometimes possible to avoid such reference and thereby make the reply unclassified. It should be noted that where urgent action is required an unclassified message will not suffer the delays of cryptography. Where a message contains details of a personal and private nature it should be classified and made "Exclusive". (Restricted and Confidential exclusive messages are handled by a named senior rating and Secret Exclusive messages by a named officer).

57. Where, in the opinion of the Commanding Officer, the case is likely to involve leave without pay or free discharge the Naval Board is to be included as an addressee.

58. Signals should be made in the following form—

"Request investigation domestic circumstances AB V. Black, R12345, N.O.K. wife, Lot 353 Smith Road, Blanktown.

(*a*) Compassionate leave.

(*b*) Wife's nervous condition.

(*c*) C. of E.

(*d*) Wife works 1000–1500 daily Mon. to Wed. Dr. Green, Blanktown. No relatives. No mail for 6 weeks, and wife threatened to leave home when ship sailed from Sydney. Easiest access to house from Blogg Street".

59. To preserve the confidential nature of welfare reports from whatever source, Commanding Officers are to ensure that they are handled by officers only and strictly on a "need to know" basis. The only exception to this rule is where the Captain's Secretary is not an officer. Under no circumstances are reports to be shown or read to the man concerned, except that the Commanding Officer may, where considered necessary, inform the man of the contents in general terms only. All correspondence concerning welfare cases is to be forwarded air mail at the first available opportunity.

Leave Without Pay and Free Discharge.

60. 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. 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. All applications for leave without pay whether recommended or not are to be forwarded to the Naval Board.

61. Free discharge may be granted by the Naval Board in exceptional circumstances only. If the provisions of sub-paragraph 29 (*b*) and paragraph 60 cannot meet the situation, application for free discharge may be made in accordance with paragraph 62. The requirements of the Service, as well as the man's domestic circumstances will be taken into account and, in presenting his case for free discharge, a man must show that he has fully explored all possible alternatives to remedy his affairs.

62. All applications for free discharge are to be made on Form AS 222 and forwarded to the Naval Board whether recommended or not recommended. They should be accompanied by—

(*a*) a statement of reasons for discharge signed by the applicant and countersigned by his Divisional Officer, who should certify that he has inquired carefully into the case and believes the statement to be correct;

(*b*) a medical certificate, if sickness of a relative is given as the reason for applying for discharge; and

(*c*) if the applicant states that employment ashore is assured him, documentary evidence to that effect, and where possible a statement of the wages he is to receive.

63. If the applicant claims that next-of-kin is dependent on him details of allotments in force should be given.

64. Before an application for discharge is forwarded, the Commanding Officer should ascertain whether the situation could be met by grant of leave.

65. When forwarding the application, the Commanding Officer is to state whether, after making full enquiries, he is satisfied that the case is genuine and whether or not the discharge is recommended. Should he have reached the conclusion that the rating should be discharged from the Service for another reason such as " Unsuitable " or " SNLR" the Commanding Officer is not to recommend this on the application but is to forward a separate letter to Navy Office.

PART 7.—DISCHARGE PROCEDURE.

66. All men being discharged from the Service 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.

67. Ratings due to complete engagements before the next seasonal leave period may be permitted to defer leave so that they will have up to 21 days leave due immediately before discharge.

68. 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 a shore establishment 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.

69. The following is a summary of action required when authority is received for a member to be discharged to shore.

Medical.

70. (*a*) On receipt of authority for discharge the member is to complete his statement on form RAN Demob. 2.

(*b*) An X-ray examination of the chest (large film) is to made, and he is to be provisionally medically and dentally examined.

(*c*) Any disability claimed or discovered is to be investigated and treated.

(*d*) If it appears that he will not be fit for discharge on the due date, and if he so desires, application may be made for his discharge to be deferred. The signal is to contain the following information—

(i) authority for discharge;

(ii) nature of disability;

(iii) where treatment is to be carried out;

(iv) anticipated duration of treatment;

(v) reasons why treatment not commenced earlier.

Retention will not generally be approved for treatment of a disability which the member has known he has had for some time and has not requested treatment. The information in (v) should cover this point.

71. Where a member who is due to be discharged " Engagement Expired ", is retained beyond his normal date of discharge for medical treatment and is not subsequently discharged PUNS or BNPS his general entitlement on discharge will be as indicated at 80 (*a*) hereunder.

72. The procedure for discharge on medical grounds is laid down in RI Article 4489.

Captain's Office and Divisional Officer.

73. (*a*) Complete character and efficiency assessments on Service Certificate and AS 239 to date of discharge.

(*b*) Complete History Sheet and Trade Certificate to date of discharge.

(*c*) Destroy forms AS 264 and duplicate copies of forms AS 241.

(*d*) Obtain rating's signature on page 1 of Service Certificate.

(*e*) If rating is eligible for service in the RAFR (*see* current Navy Order) complete both front and back of form AB 103. Form AB 103 is then to be forwarded to Director of Navy Accounts in accordance with paragraph 77.

(*f*) Withdraw and cancel Naval MT Driving Licence.

(*g*) Withdraw Identity Card and return cover to SNSO Sydney. Issue temporary identity pass.

(*h*) Issue travel warrants in accordance with IPI Instructions 184 to 184/5.

(*i*) Complete page 2 of Service Certificate to last day of service and render form AS 161 showing—

(i) Character and efficiency on discharge.

(ii) Address on discharge.

(*j*) Hand Service Certificate, History Sheet and Trade Certificate to rating before he proceeds on final leave.

Naval Stores Office.

74. Withdraw tool kit (if applicable) and loan bedding.

Victualling Office.

75. (*a*) Withdraw loan clothing and bedding.

(*b*) In the case of dismissal or discharge SNLR recover kit in accordance with IPI Instruction 179.

Pay Office.

76. Personnel are to be borne on pay up to the date they are actually due for discharge but payment is to be made only up to the end of the last pay fortnight prior to discharge. Pay due for the remainder of the member's service will be paid by the Director of Navy Accounts.

77. At least fourteen days before discharge action is to be taken to complete the following forms and forward them to the Director of Navy Accounts—

DFRB Form 9.—Application for DFRB benefits.

DFRB Form 11.—Specimen signatures.

Pro forma for recovery of debts.

Form AS 1031Z.—Statement of account.

Form AB 103.—Enrolment in RAFR.

If the member is not a contributor to the DFRB Fund form AS 1031Y—Application for Deferred Pay should be forwarded in lieu of DFRB forms 9 and 11. It is essential that these forms be forwarded as soon as possible to obviate delays in payment of benefits.

78. Prior to discharge, action is to be taken to check whether the member is in debt to the RAN Relief Trust Fund and if appropriate Relief Fund Form " K " is to be completed and forwarded to the Director of Navy Accounts. Application for payment in lieu of furlough is to be completed and forwarded in accordance with IPI Instruction 250/4. Travelling allowance is to be paid and is to be related to the time taken to travel by normal means to home town or destination (*see* paragraph 65 (*h*) whichever is the leesser.

79. On the day of discharge the member's Pay Account card is to be forwarded to the Director of Navy Accounts and advice of discharge signalled in accordance with ABR 18, Article 0213.

80. 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 on account of a disability present on entry. Discharge at own request after completing twenty years' continuous service.
Travel Warrants
Accrued Leave
Travelling Allowance

(*b*) Invalided (PUNS, BNPS)
Travel Warrant
Travelling Allowance
(Not eligible for accrued leave but to be retained on pay until date of discharge as communicated by the Naval Board. (*See* Navy Order 179 of 1961.)

(*c*) Services No Longer Required (except on Disciplinary Grounds).
Travel Warrant

(*d*) Discharge at own request before completing twenty years' continuous service—Free (Compassionate)—Fraudulent Entry—Discharge on disciplinary grounds—Invalided from the Service for causes within the members own control.
Nil.

81. Where Naval Board approval is granted for a member to be retained 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 sub-paragraph 80 (*a*). The date of discharge should be adjusted accordingly.

82. The foregoing discharge routine will apply where appropriate to officers and will be considered when appointments for discharge are being issued.

83. Navy Orders 897 of 1959, 272, 524 and 541 of 1960 are hereby cancelled.

(HPB 333/3/1.)

(*Navy Orders* 897 *of* 1959, 272, 524 *and* 541 *of* 1960 *and* 179 *of* 1961.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

REGISTRAR.

FOR OFFICIAL USE ONLY. CNO 555/61.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
9th August, 1961.

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

By direction of the Naval Board.

Thos J Hawkins

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

6121/61.

UNCLASSIFIED.

555.—Fire Fighting Equipment—Allowance for HMA Ships.

Allowances of Fire Fighting equipment to HMA ships have been revised, and approved allowances of Naval Stores, Victualling Stores and Machinery items are given in Appendix A to this order. Revised allowances for particular items of Naval Stores which have already been promulgated in Navy Orders are incorporated in this order.

2. Allowances of similar Naval Store items *vide* the relevant Establishments of Sea Stores are to be disregarded. The allowances shown in Appendix A are total HMA ship allowances and where in excess of those allowed by Admiralty they are to be regarded as RAN special allowances.

3. In the introduction of this order, it has been assumed that all hose connections have been modified to No. 2 size RAN special screw coupling.

4. Commanding Officers of ships in commission are to lodge demands to complete to the revised allowances of Naval Stores with the SNSO Sydney. Demands should not be hastened. On receipt of the necessary equipment, those items rendered redundant are to be landed.

5. Fire Fighting equipment drawings with revised allowances will be made available upon request to the General Manager, Garden Island Dockyard.

6. This order does not affect the allowances of hoses and adaptors for engineering purposes, which are supplied in accordance with the Establishment of Sea Stores.

7. Any anomalies arising from this order are to be reported to the Naval Board through the appropriate administrative authorities.

8. Navy Orders 528 and 1008 of 1960 are hereby cancelled.

APPENDIX A.

AUTHORIZED ALLOWANCES OF FIRE FIGHTING EQUIPMENT TO HMA SHIPS.

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
Class and Group.	*Patt. No.*	*Description.*	*Carrier.*	*Daring Class.*	*Battle Class.*	*Tribal Class.*	*Type 12 Frigate.*	*A/S Frigate Conv. Fleet.*	*River Class Frigate.*	*Ocean Mine Sweeper.*	*Boom Working Vessel.*	*Salvage Tug.*
		Fire Extinguishers.										
B8C	Like 12727	CO_2 type, 2½ lb.	A	A	A	A	A	A	A	A	A	A
	7272	Water type (gas pressure), 2-gal., with hose, patt. 7273 or 7284 or 14680 (1952 onwards)	108B	40B	40B	40B	40B	40B	24B	22B	10B	12B
	4726	Foam type, 2-gal., with hose	G 12C 10D 20E	G 4C	G 10C	G 4C	G 8C	G 6C	G 14C	G 10C	G 4C	G 4C
	4726	Foam type, 2-gal., with metallic hose, 4-ft. long, patt. 4726A	3F H	— H	— H	— H	— H	— H	— H	— H	— H	— H
	4739	Knapsack, pressurized CTC (without charge) complete with applicator	4J	—	—	—	—	—	—	—	—	—
	7261	CO_2, mobile unit	5	—	—	—	—	—	—	—	—	—
	14645	PD 150 dry chemical unit complete with discharge hose and CO_2 cylinder	6D	—	—	—	—	—	—	—	—	—

A — One for each compartment containing high voltage equipment (e.g., W/T radar). In compartments with more than one bay, one for each bay.

One for each galley, sick bay and dental surgery.

One for each power boat plus one additional for fast motor boats, 30-ft. and over.

Two for each fire post.

One for each signal or duplicating office where methylated spirits is used, except where a CO_2 extinguisher is already provided, *vide* the above.

One for each CRBF director and STAAG mounting.

B — For general distribution, including two per each fire post, one for each cinema projection room, film winding room, switch board, power room, magazine and handling room. Also one for each A/S projectile room, handling room or combined projectile handling room in ships fitted with A/S mortar, mk. 10 or squid. These allowances include a margin for damaged extinguishers. All extinguishers to be fitted in stowages.

C — For compartments (other than magazines and boiler rooms) such as those adjacent to fuel tanks, paint stores, photographic rooms, &c.

D — For flight deck.

E — For hangars.

F — For petrol filling and control positions.

G — Two for each fire post
Two for each galley. One fitted inside and one fitted outside.
One for each diesel steering compartment.
One for each power boat 20-ft. and over.
One for each oil operated gunhouse and pump space.
One for each motor-boat workshop.
One for each weather deck petrol stowage.
One for each aircraft component workshop.

H — One for each diesel generator and auxiliary machinery compartment and two for each boiler room.

J — For use on flight deck for carburettor and aircraft starting up fires.

APPENDIX—*continued.*

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
Class and Group.	*Patt. No.*	*Description.*	*Carrier.*	*Daring Class.*	*Battle Class.*	*Tribal Class.*	*Type 12 Frigate.*	*A/S Frigate Conv. Fleet.*	*River Class Frigate.*	*Ocean Mine Sweeper.*	*Boom Working Vessel.*	*Salvage Tug.*
		Additional Charges, Racks, Holders, &c., for Extinguishers.										
B8C	7275	Charges, CO_2 for patt. 7272 extinguisher ..	4K	4K	4K	4K	4K	4K	4K	4K	4K	4K
	7276	Holders for patt. 7275 chargers	1K	1K	1K	1K	1K	1K	1K	1K	1K	1K
	4729	Charges for patt. 4726 extinguishers (in sets consisting of 1 blue tin and 1 yellow tin)	2K	2K	2K	2K	2K	2K	2K	2K	2K	2K
	4728	Refills, 1 quart, CTC, for use with extinguisher, patt. 4739	64	—	—	—	—	—	—	—	—	—
	Like 12739	Holder for like patt. 12727 extinguisher	1K	1K	1K	1K	1K	1K	1K	1K	1K	1K
	14646	CO_2 cylinder PD 151, spare for patt. 14645 extinguisher	2K	—	—	—	—	—	—	—	—	—
	14648	Spare charges of dry chemical for patt. 14645 extinguisher	300 lb. K	—	—	—	—	—	—	—	—	—
	14647	Hose, discharge, complete with end fittings for use with patt. 14645	L	—	—	—	—	—	—	—	—	—
	13780	Bracket for pattern 4726 extinguishers	M	M	M	M	M	M	M	M	M	M
	13781	Bracket for pattern 7272 extinguishers	N	N	N	N	N	N	N	N	N	N
		Branch Pipes, Foam Making.										
B8C	Like 7235	FB2(P). To No. 2 RAN (F) with 15-ft. suction pick up assembly, patt, 7245	36P 16Q 6R	2R	5RS	5RS	4RS	4RS	2RS	2RS	1S	2R
	Like 7233	FB2(S). To No. 2 RAN (F) with 10-ft. suction pick up assembly, patt. 7244	12S	2S	—	—	—	—	—	—	—	—
	Like 7228	FBO. To No. 2 RAN (F) with 10-ft. suction pick up assembly, patt. 7244	—	2T	2T	2T	2T	2T	2T	2T	1T	1T
		Foam Compound.										
—	7756	5-gal. drums..	U	U	U	U	U	U	U	U	U	U

K — For each extinguisher allowed (excluding initial charge).

L — One per unit as spare.

M — One for each patt. 4726 extinguishers allowed.

N — One set per extinguisher allowed.

P — For flight deck.

Q — For hangar.

R — For locations adjacent to fuel stowages and for general distribution.

S — For use in connection with induction tubes to machinery spaces.

T — For use with two-man manual pump or on fire main when fixed pumping capacity is inadequate for other branchpipes.

U — Four drums for each FB2 (P) branchpipe.
Three drums for each FB2 (S) branchpipe.
One drum for each FBO branchpipe.
Two drums for each fire post.

APPENDIX—*continued.*

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
Class and Group.	*Patt. No.*	*Description.*	*Carrier.*	*Daring Class.*	*Battle Class.*	*Tribal Class.*	*Type 12 Frigate.*	*A/S Frigate Conv. Fleet.*	*River Class Frigate.*	*Ocean Mine Sweeper.*	*Boom Working Vessel.*	*Salvage Tug.*
		Nozzles.										
B9B	Like 1563	Jet/spray type to No. 2 RAN (F)	vx	—	—	—	—	—	—	—	—	—
	Like 10321	Spray/jet type to No. 2 RAN (F)	w	wx	wx	wx	wx	wx	wx	wx	wx	wx
	Like 1552	Branchpipe with No. 2 RAN (F) connection ..	— 47y	1t 14y	1t 10y	1t 14y	1t —	1t 10y	1t 2y	2t 5y	1t 2y	1t 2y
	1560	¼-in. nozzle for like patt. 1552 branchpipe ..	— —	1t 14y	1t 10y	1t 14y	1t —	1t 10y	1t 2y	1t 5y	1t 2y	1t 2y
	1558	⅜-in. nozzle for like patt. 1552 branchpipe ..	47y	—	—	—	—	—	—	—	—	—
		Applicators, Fine Spray.										
—	NP	10-ft. long to No. 2 RAN (F)	4	4	4	4	4	4	2	2	—	1
	NP	6-ft. long to No. 2 RAN (F)	6	5	5	5	5	5	3	3	2	2
		Lockers.										
B3	7821	Fire party, large	8	2	—	—	—	—	—	—	—	—
	7827	Fire party, small	—	—	2	2	2	2	2	2	1	1
	31330	Breathing apparatus, "Salvus"	10	4	4	4	4	4	3	3	2	2
	31331	Breathing apparatus (patt. 5665 or 230)	50	10	10	10	10	10	10	6	3	3
		Hoses, Delivery.										
B8E	—	*Impermeable, No. 2 RAN x 30-ft.	a c f	c e f	c e f	c e f	c e f	c e f	c e f	c e f	c e f	c ed f
		*Impermeable. (For prewetting. *See Note* below)	36	10	9	6	—	9	3	—	—	—
		*Impermeable. (For washdeck)	24	9	9	9	9	9	9	5	4	5
		*Impermeable. (For FW filling)	18	5	4	4	4	4	4	3	2	3
		Impermeable No. 2 RAN x 60-ft.	b	—	—	—	—	—	—	—	—	—
		Canvas, No. 4 ASBJ x 30-ft.	g	—	g	g	—	g	g	—	—	g
	7328	Ventilating hose, 6-in. x 8-ft. } For use with portable electric fans	18	4	4	4	4	4	4	4	4	4
	7329	Ventilating hose, 6-in. x 16-ft. } For use with portable electric fans	27	—	—	—	—	—	—	—	—	—
	7323	Ventilating hose, 4-in. x 12-ft. } For use with portable electric fans	45	6	6	6	6	6	6	6	3	3

v — One for each hydrant connection on flight deck.
w — One for each hydrant connection, except on flight deck.
x — Two for each fire party locker.
y — For improvised prewetting arrangements.

a — Two for each hydrant connection except on flight deck.
b — One for each hydrant connection on flight deck.

c — One for each hydrant connection.
d — One extra for each hydrant connection on weather deck.
e — Four for each fire party locker.
f — Four for each diesel driven fire pump.
Two for each two-man manual pump.
Four for each 35 or 40 ton/hr. electric salvage pump.
Three for each air driven salvage pump.
g — Two for each 70 ton/hr. electric salvage pump.

Note.—These are to be specifically used for prewetting and are to supplement hoses other than FW hoses for this purpose.

* Hoses to be painted by ship's staff for a length of 15-in. at each end, denoting services to which they are allocated as follows—

Firefighting	Signal Red.
Prewetting	Light Grey.
Washdeck	Grass Green.
Freshwater	Azure Blue.

APPENDIX A—*continued.*

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
Class and Group.	*Patt. No.*	*Description.*	*Carrier.*	*Daring Class.*	*Battle Class.*	*Tribal Class.*	*Type 12 Frigate.*	*A/S Frigate Conv. Fleet.*	*River Class Frigate.*	*Ocean Mine Sweeper.*	*Boom Working Vessel.*	*Salvage Tug.*
		Hoses, Suction.										
	—	Rubber, wirewound, 3½-in. swing bolt x 15-ft. ..	2h	2h	2h	2h	—	2h	2h	—	—	2h
	—	Rubber wirewound, 1½-in. x 10-ft. with 1½-in. connection one end, 3½-in. swing bolt the other	—	k	—	—	—	—	—	—	—	—
	7222	Rubber, wirewound, 1½-in. x 20-ft. with 1½-in. screwed connections	—	j	j	j	j	j	j	j	j	j
	—	Rubber, wirewound, 2-in. x 10-ft.	—	—	—	—	—	—	—	m	—	—
	—	Rubber, wirewound, No. 3 RAN x 15-ft. ..	n	n	n	n	2hn	n	n	n	n	n
		Strainers.										
—	5898	Basket with canvas sleeve 3½-in. swing bolt ..	1h	1h	1h	1h	1h	1h	1h	—	—	1h
	5899	Cylindrical, 3½-in. swing bolt	1h	1h	1h	1h	1h	1h	1h	—	—	1h
	—	Vacuum cleaner type attachment with foot valve and strainer and with 1½-in. hose connection	—	k	—	—	k	—	—	—	—	—
B8C	7223	For Sigmund 2-man manual pump	—	j	j	j	j	j	j	j	j	j
		Portable Pumps.										
B8C	7221	Pump, manual (Sigmund), complete	—	1	1	1	1	1	1	2	1	1
Machinery Item	—	Pump, air-operated, submersible (38 tons/hr.) ..	4	—	—	—	—	—	—	—	—	—
Machinery Item	—	Pump, diesel driven, fire (27 tons/hr.)	4	1	1	1	1	1	—	—	—	1
Machinery Item	—	Pump, petrol driven, fire (12 tons/hr.)	—	—	—	—	—	—	—	1	—	—
Machinery Item	—	Pump, electrically driven, non-submersible, salvage (70 tons/hr.) (ASBJ discharge coupling)	14	—	1	1	—	1	2	—	—	1
Machinery Item	—	Pump, electrically driven, non-submersible salvage (35 tons/hr.)	—	1	—	—	2	—	—	—	—	—
Machinery Item	—	Pump, electrically driven, submersible salvage (40 tons/hr.)	—	2	—	—	2	—	—	—	—	—

h—For each portable diesel fire pump and portable non-submersible electric salvage pump. (8-ft. and 10-ft. length of hoses, to be supplied to a total of approximately 30-ft. per pump until stocks are exhausted.)

j—One for each two-man manual pump.
k—One for each portable non-submersible 35-ton electric pump.
m—Two for each petrol driven pump.
n—One for each suction standpipe.

APPENDIX A—*continued.*

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
Class and Group.	*Patt. No.*	*Description.*	*Carrier.*	*Daring Class.*	*Battle Class.*	*Tribal Class.*	*Type 12 Frigate.*	*A/S Frigate Conv. Fleet.*	*River Class Frigate.*	*Ocean Mine Sweeper.*	*Boom Working Vessel.*	*Salvage Tug.*
		Protective Clothing for Fire Fighting.										
Victualling Stores	—	Fearnought jackets										
Victualling Stores	—	Fearnought trousers										
Victualling Stores	—	Fearnought gauntlets (pairs)	40	10	6	6	6	6	6	6	3	3
Victualling Stores	—	Fearnought hoods										
Victualling Stores	—	Foul weather hoods										
		Protective Clothing for Flight Deck Fire Fighting.										
Victualling Stores	—	Boots (pairs)	20	—	—	—	—	—	—	—	—	—
Victualling Stores	—	Fearnought smocks	95	—	—	—	—	—	—	—	—	—
Victualling Stores	—	Fearnought trousers	95	—	—	—	—	—	—	—	—	—
Victualling Stores	—	Asbestos gloves (pairs)	30	—	—	—	—	—	—	—	—	—
Victualling Stores	—	Helmets with visors	20	—	—	—	—	—	—	—	—	—
		Miscellaneous.										
E5	5665	Breathing apparatus—ship fire fighting equipment	8q	2q	2q	2q	2q	2q	2q	2q	1q	1q
	or 230	with lifelines	42	8	8	8	8	8	8	4	2	2
	3485	Breathing apparatus " Salvus " type with spares ..	7	3	3	3	3	3	2	2	1	1
	3485	Breathing apparatus, " Salvus ", rigged for diving	3	1	1	1	1	1	1	1	1	1
E12	1022	Mallets	24	6	6	6	6	6	6	6	6	3
B11	6424	Spanners, wheel	n*	n*	n*	n*	n*	n*	n*	n*	n*	n*
—	NP	Spanners, hose, No. 2 RAN connections ..	p	p	p	p	p	p	p	p	p	p

n*—Three per fire party locker.
p—Two at each hydrant, four per fire party locker.

q—Breathing apparatus stowed in the vicinity of fire party lockers (*see* Appendix B) are to be fitted with patt. FW055 container, type E, mark 6—assembly.

APPENDIX A—*continued.*

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
Class and Group.	*Patt. No.*	*Description.*	*Carrier.*	*Daring Class.*	*Battle Class.*	*Tribal Class.*	*Type 12 Frigate.*	*A/S Frigate Conv. Fleet.*	*River Class Frigate.*	*Ocean Mine Sweeper.*	*Boom Working Vessel.*	*Salvage Tug.*
		Adaptors, &c., for Hoses.										
—	N.P.	No. 2 RAN (F) to No. 2 RAN (F) (double female)	*a*	*a*	*a*	*a*	*a*	*a*	*a*	*a*	*a*	*a*
	N.P.	No. 4 ASBJ to 3½-in. swing bolt (F)	r	—	r	r	r	r	r	—	—	r
	N.P.	No. 4 N. & S. to No. 2 RAN (F)	—	—	—	—	—	—	—	y	y	y
	N.P.	No. 4 RAN (F) to No. 2 R.A.N. (F)	—	—	—	—	—	—	—	y	y	y
	N.P.	No. 4 RAN (F) to 4—No. 2 RAN (F)	st	—	—	—	—	—	—	—	—	—
	N.P.	No. 3 RAN (F) to 2—No. 2 RAN (F)	s	st	s	s	s	s	st	s	s	s
	N.P.	No. 2 RAN (M) to No. 2 RAN (M) (double male)	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b*
	N.P.	Breeching piece No. 2 RAN (F) to 2—No. 2 RAN (M)	*bv*	*bv*	*bv*	*bv*	*bv*	*bvg*	*bv*	*bv*	*bv*	*bv*
	N.P.	Breeching piece No. 4 ASBJ to 2—No. 2 RAN (M)	*c*	—	*c*	*c*	—	*c*	*c*	—	—	*c*
	N.P.	Breeching piece, 3½-in swing bolt (F) to 2—No. 2 RAN (F)	u	u	u	u	u	u	u	u	u	u
	N.P.	Breeching piece, No. 3 ASBJ to 2—No. 2 RAN (F) (To connect two ships' hoses to shore hoses)	8	4	4	4	4	4	3	2	1	2
	N.P.	Breeching piece, No. 3 RAN (F) to 2—No. RAN (M)	*f*	*f*	*f*	*f*	*f*	*fh*	*f*	—	—	*f*
	N.P.	No. 3 RAN (F) to No. 2 RAN (F)	8z	4z	4z	4z	4z	4z	3z	2z	1z	2z
	N.P.	3½-in. swing bolt (F) to No. 3 RAN (F) ..	*d*	*d*	*d*	*d*	*d*	—	*d*	—	—	*d*
	N.P.	No. 4 ASBJ to No. 3 RAN (F)	*e*	—	*e*	*e*	—	*e*	*e*	—	—	*e*
	—	*Fans, &c.* (For removal of petrol vapour) air driven portable fan	4	—	—	—	—	—	—	—	—	—
	C2443	Hose, ¾-in. x 50-ft. rubber, for air driven fan, fitted with patt. 3770 spigots, patt. 3771 union nuts, patt. 3769 washers and ¾-in. jubilee clips	4	—	—	—	—	—	—	—	—	—
	—	Hose light leather, 16-ft. for air driven fan ..	16	—	—	—	—	—	—	—	—	—
		Hose, light leather, 8-ft. for air driven fan ..	8	—	—	—	—	—	—	—	—	—
		Spare gear for fans	2 sets	—	—	—	—	—	—	—	—	—

r — One per 70 tons/hr. electric salvage pump to discharge through emergency sea suction.
s — One per FW deck connection and one per submersible pump.
t — One per emergency deck connection to rising main.
u — One per air or electrically driven pump to connect to discharge through emergency sea suction.
v — For prewetting purposes in accordance with drawings (prepared at GI).
y — One per ship operating from Thursday Island.
z — { Ship to shore adaptor. / For connecting standpipe suction hoses to fire hydrant when using firemain as emergency main suction. }

a — One per fire party locker to bye-pass fractured firemain.
b — One per fire party locker.
c — One per 70 tons/hr. salvage pump to run two No. 2 RAN hoses.
d — One for each diesel and electric 35-ton portable pump to connect to suction stand pipe.
e — One for each electric 70-ton portable pump to connect to suction standpipe.
f — One per air driven submersible pump .. / One per electrically driven 35-ton pump / One per electrically driven 40-ton pump / One per diesel driven pump .. .. } fitted on discharge side of pump to connect two delivery hoses.
g — Two additional to allow extra hoses to be run as required during an emergency.
h — Two additional as spares.

APPENDIX A—*continued.*

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
Class and Group.	*Patt. No.*	*Description.*	*Carrier.*	*Daring Class.*	*Battle Class.*	*Tribal Class.*	*Type 12 Frigate.*	*A/S Frigate Conv. Fleet.*	*River Class Frigate.*	*Ocean Mine Sweeper.*	*Boom Working Vessel.*	*Salvage Tug.*
		Fans (for use in clearing smoke and fumes from ships' compartments).										
F1C	33108	Electrically driven flame proof, 4-in., 110 volts DC	—	—	—	—	—	—	x	—	1	1
	33109	Electrically driven flame proof, 4-in., 220 volts DC	9	—	2	1	—	1	1*	1	w	—
	33003	Electrically driven flame proof, 4-in., 440 volts AC	—	2	—	—	1	—	—	—	—	—
	33002	Electrically driven flame proof, 6-in., 110 volts DC	—	—	—	—	—	—	x	—	1	1
	33001	Electrically driven flame proof, 6-in., 220 volts DC	—	—	1	1	—	1	1*	1	w	—
	33032	Electrically driven flame proof, 6-in., 440 volts AC	—	1	—	—	1	—	—	—	—	—

w —One for HMAS KIMBLA.
x — HMAS SWAN only.
* — Also for HMAS WARREGO.

APPENDIX B.

The following items are to be stowed in or near each fire party locker, like pattern 7821 (large) like pattern 7827 (small type). Quantities shown are not additional to the allowances given elsewhere.

Class and Group.	*Pattern No.*	*Description.*	*Quantity.*	*Remarks.*
		(a) To be stowed in each Fire Party Locker, Large or Small.		
B9B	Like 1563	Nozzle, jet/spray type	2	Carriers only
B9B	Like 10321	Nozzle, spray/jet type	2	Except Carriers
B8C	N.P.	Breeching piece, No. 2 RAN (F) to 2 No. 2 RAN (M)	1	To run two hoses from one hydrant connection
B9B	N.P.	Adaptor, No. 2 RAN double male	1	
B9B	N.P.	Adaptor, No. 2 RAN double female	1	
F2A	Like 160344	Headlamp	6	
F2A	17069	Floodlight	1	
		Consumable.		
B9D	184A	Whistle	3	
B11E	6424	Wheelspanner	3	
—	N.P.	Hose spanner, No. 2 RAN size	4	
E6	3489A	CO_2 absorbent	2 tins	
E12	1022	Mallet	3	
F2	—	Torch hand, " Upson " Rugby, neoprene covered 2-cell, complete with lamp (x 951146) and battery (14074)	6	50% to be replaced by patt. 19570 in Carriers
—	4729	Charges for patt. 4726 extinguisher	6 charges	Each charge consists of 1 blue tin and 1 yellow

61216/—2

APPENDIX B—*continued.*

Class and Group.	*Pattern No.*	*Description.*	*Quantity.*	*Remarks.*
		Victualling Stores.		
—	—	Fearnought jackets	5 sets	For large type lockers
—	—	Fearnought trousers		
—	—	Fearnought gauntlets		
—	—	Antiflash hoods	3 sets	For small type lockers
—	—	Foul weather hoods		
		(b) To be stowed in each Large Type Fire Party Locker, and Outside each Small Type Fire Party Locker.		
		Permanent.		
B8E	N.P.	Impermeable delivery hose, No. 2 RAN x 30 ft. ..	4	
		(c) To be stowed Outside, but near each Fire Party Locker, Large or Small Type.		
		Permanent.		
B8C	4726	Extinguisher, foam type	2	
B8C	7272	Extinguisher, water type (gas pressure)	2	
B8C	Like 12727	Extinguisher, CO_2 type, 2½ lb.	2	
E5	5665	Breathing apparatus, ship fire fighting equipment with hose and strainer	2	
E5	3485	Breathing apparatus, "Salvus" type	1	
E5	3519	Oxygen cylinder for patt. 3485 breathing apparatus, spare	1	
		Consumable.		
B8C	7275	Charges (in holder, patt. 7276) for patt. 7272 extinguisher	8	4 in each holder
B8C	7270	Foam Compound, in 5-gal drums	2 drums	

(*Navy Orders* 528 *and* 1008 *of* 1960.) (DNAS 1446/51/4.)

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15th August, 1961.

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

By direction of the Naval Board.

Thos. J. Hawkins

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

RESTRICTED.

6122/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

556.—HMAS PARRAMATTA—Commissioning.

HMAS PARRAMATTA commissioned on Tuesday, 4th July, 1961, under the command of Commander G. R. Griffiths, DSC, RAN.

(HNB 68/5/36.)

UNCLASSIFIED.

557.—Presentations, Relics and Trophies Available for Re-Allocation.

The presentations, relics and trophies shown in the appendix to this order are available for re-allocation within the RAN. Ships or establishments requiring any of the items should forward applications to reach Navy Office by 9th October, 1961.

APPENDIX.

Item No.	Description.	Qty. No.	Where held.	Condition.	Estimated cost of repair.
1	Base of Cylinder of Cartridge S.M.S. Emden ..	1	Naval Store Depot, Fremantle	Action damaged need cleaning	—
2	Branch pipe, copper and brass S.M.S. Emden ..	1	" "	Items mounted on wooden shield	—
3	Covers, brass for indicator S.M.S. Emden ..	1	" "		—
4	Gong, electric S.M.S. Emden ..	1	" "	Fair ..	—
5	Mexican Dollar (mounted in case), S.M.S. Emden	1	" "	Fair ..	—
6	Painting (by Sir John Lavery) of arrival on board of German Admiral and staff of High Seas Fleet, on their surrender, November, 1918	1	" "	..	£3 0 0

(DNAS 37/51/97.)

UNCLASSIFIED. Cancelled vide C N.O. 365/63 & 796/63

558.—Provision of an Assistant to the ABCD Officer in HMA Ships.

(*AFO* 1252/1961.)

Commanding Officers of HMA 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 ABCD Officer.

2. The selected rating should undergo the Staff ABCD Instructors Course at HMAS PENGUIN. Names of selected ratings are to be reported to Navy Office.

3. The provision of an assistant to the ABCD Officer will not entail any net addition to schemes of complement.

4. Navy Order 989 of 1959 is hereby cancelled.

(DMT 333/8/1.)

(*Navy Order* 989 *of* 1959.)

Section 2.
PERSONNEL.

RESTRICTED.

559.—Films and Filmstrips—Instructional—" Radar for Navigation " (Admiralty Serial No. A.1167) Parts 1 and 2—Distribution.

(*AFO* 663/1961.)

Copies of the Admiralty instructional film " Radar for Navigation "—Part 1—Blind Pilotage, Part 2—Radar and Relative Velocity (Serial No. A.1167) are being obtained and the initial distribution will be made, without demand, by SNSO Sydney, on the following scale—

Service.	*No. of Copies.*
HMAS WATSON	1
RAN Film Library, Sydney	1

2. Details of the films are as follows—

Part 1—*Blind Pilotage.*

This part illustrates how a landfall can be made " blind " in fog, by the use of radar and radio fixing aids; and how the passage can be continued through pilotage waters, the ship being brought to anchor berth in low visibility. This part has a running time of 28 minutes, is UNCLASSIFIED, and is issued on one spool.

Part 2—*Radar and Relative Velocity.*

This part demonstrates the use of the PPI Manoeuvring Disc in the solution of Fleetwork problems using 3-cm. radar. The problems illustrated include closing on a steady bearing, closest point of approach and changing station. This part has a running time of 15 minutes, is classified RESTRICTED, and is issued on one spool.

(DNAS 519/256/26.)

UNCLASSIFIED.

560.—Films and Filmstrips—Instructional—" Warning Radar " (Admiralty Serial No. A.1056)—Part 4—" The PPI Input Control Switch "—Distribution.

(*AFO* 664/1961.)

Copies of the Admiralty instructional film " Warning Radar " (Serial No. A.1056) —Part 4—" The PPI Input Control Switch ", are being obtained and the initial distribution will be made, without demand, by SNSO Sydney, on the following scale—

Service.	*No. of Copies.*
Flinders Naval Depot (for Electrical and Gunnery Schools) ..	1
HMAS WATSON (for ND School)	1
RANAS Nowra (for Observer School and loan to RANC HMAS CRESWELL as necessary)	1
RAN Film Library, Sydney	1

2. The film is a guide on the use of the Input Control Switch fitted to JC and JDA series PPI's, with an explanation of the function of the logarithmic amplifier, and the effect of each of the five positions of the switch.

3. The film has a running time of 22 minutes and is issued on one spool.

(DNAS 519/56/158.)

UNCLASSIFIED.

561.—Gunnery Instructional Centre—HMAS KUTTABUL.

Ships of HMA Fleet should supplement their sea training by making full use of the Gunnery Instructional Centre HMAS KUTTABUL.

2. The facilities provided at the centre are as follows—

Gunnery Training—

(*a*) Dome A/A teacher.
(*b*) Bofor 40-mm. N 1 gun on Mk. 7 mounting—Drill.
Bofor 40-mm. Mk. 1* gun on Mk. 3A mounting—Drill.
Bofor Loading Teacher.
Dawson 40-mm. Mechanical Loading Teacher.
(*c*) Twin 4-in. Mk. 16 guns on Mk. 19 mounting—fitted with RP52 but not connected to power—Drill.
(*d*) Type 6 Mk. 2 Gyro gunsights.

3. Ships and establishments requiring instruction with the equipment mentioned in paragraph 2 are to provide an Instructor with the class. Information can be obtained from the Gunnery Instructional Centre Tel. FL0444 Ext. 445.

4. A Gunnery Instructor is borne and assistance is available to small ships musketry and ceremonial parties. The services of the Gunnery Instructor can be made available to ships working up under the command of FOICEA and also to Type 15 Frigates.

Photography.

5. Four photographers are borne—The facilities available will be set out in the new East Australian Area General Orders.

Port Ordnance Staff.

6. The Port Ordnance party based at the Gunnery Instructional Centre is available for assistance to small ships and submarines under the command of FOICEA for repair, maintenance and testing of equipment.

Proof Firings.

7. When requested by the Superintending Armament Supply Officer, an officer and guns crew will be provided from the Gunnery Instructional Centre and HMAS KUTTABUL to carry out proof firings of automatic weapons, 40-mm. and below.

8. Navy Order 668 of 1959 is hereby cancelled.

(DTSR 1426/5/1.)

(*Navy Order* 668 *of* 1959.)

UNCLASSIFIED.

562.—Issue of Protective Overalls to RAN Officers.

(*AFO* 1048/1961.)

The issue on repayment of suits, brown, overall, one piece, is being discontinued. Henceforth, outfit gratuities for engineer, electrical, ordnance and shipwright officers will be calculated from the value of 3 suits, white, overall, one piece which are to be maintained at officers' own expense from uniform allowance.

2. However, engineer officers employed on the flight deck of aircraft carriers on work on catapults and arrestor gear, involving excessive wear on their personal overalls, may be issued on temporary loan with 1 No. suit, white overall, one piece, loan.

3. Officers employed on exceptionally dirty work inside a ship, i.e. inside boilers, double bottoms and funnel uptakes may be provided with a suit of overalls (other than white) on temporary loan. Suits, brown, overall, one piece, should be used for this purpose until stocks are exhausted when suits blue overall, one piece, loan, are to be used. Commanding Officers are to ensure that the issue of overall suits on loan is restricted to a minimum for the purposes detailed above.

4. ABR 93 (RAN Victualling Manual) will be suitably amended.

(DV 917/90/82.)

UNCLASSIFIED.

563.—Legal Assistance to Members of the Forces—Legal Service Bureaux.

Members of the forces (including ex-members) and their dependants who are eligible to receive benefits under the Re-establishment and Employment Act 1945–1959 are entitled to free legal advice from Legal Service Bureaux. The service is carried out by qualified lawyers who are themselves ex-servicemen.

2. 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 a bureau considers that proceedings or other steps are necessary to assert or enforce the member's rights, he

will, if the member has no solicitor of his own and does not desire to choose a solicitor for himself, place the member in contact with a solicitor who is willing to act for him at a reasonable fee.

3. 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.

4. If the wife of a member has any legal problems, she should take them to a bureau.

5. Where it is not possible to consult a 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.

6. The addresses of the various bureaux are as follows—

Sydney ..	.. 15 Pitt-street, Sydney.
Melbourne	.. 2nd Floor, Chancery House, 440 Little Collins-street (near Queen-street), Melbourne.
Brisbane ..	.. T. & G. Building, Corner 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, Northern Territory.
Townsville	.. Cleveland-street, Townsville.
Rockhampton	.. C/o. Commercial Banking Co., Sydney Banks Building, East-street, Rockhampton.

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

8. Navy Orders 557 and 692 of 1959 are hereby cancelled.

(HPB 153/1/2.)

(*Navy Orders* 557 *and* 692 *of* 1959.)

UNCLASSIFIED.

564.—Officers—Special Duties List Officers of the (C) and (PT) Sub-Specializations—Certificates of Competence.

(*AFO* 3107/1960.)

Acting Sub-Lieutenants (SD) (C) are not at present required to possess Certificates of Competence, in accordance with QR and AI, Article 0520, in order to qualify for confirmation in rank and it has been decided that this exemption will continue until further notice. These officers may, therefore, be confirmed after one year's service in the rank provided that they are otherwise qualified under QR and AI, Article 0512.

2. Confirmation in rank does not, however, take the place of a Certificate of Competence. Officers are still expected to obtain one at the earliest opportunity and it is intended that it should become a normal requirement for promotion to Lieutenant (SD) (C). In future, therefore, Sub-Lieutenants (SD) (C) who after the date of this order, take up and complete a seagoing appointment lasting not less than 18 months will have to obtain this certificate in order to be eligible for

promotion. Exceptions will be made only when officers have been prevented from gaining the necessary bridge and watchkeeping experience through no fault of their own. Time in a seagoing appointment before the date of this order need not count towards the 18 months.

3. It has also been decided that Sub-Lieutenants (SD) (PT) should similarly be required to obtain a Special Duties Officer's Certificate of Competence in order to be eligible for promotion to Lieutenant. The provisions of paragraph 2 above will, therefore apply equally to them.

4. Commanding Officers are to report the award of a Special Duties Officer's Certificate of Competence and are to forward copies of the certificates to the Naval Board. Commanding Officers are also to report their reasons for withholding Certificates of Competence from any (SD) officers of the (C) and (PT) sub-specializations who have completed 18 months in a seagoing appointment after the date of this order.

5. The provisions of this order will be included in RI.

(DOA 303/1/18.)

UNCLASSIFIED.

565.—Payment of Mileage Allowance on Removal of Motor Vehicle to or from Darwin or Perth, and to or from Tasmania.

Normally a member who owns a motor vehicle is expected to drive it to his destination on appointment or draft.

2. Where the transfer of a motor vehicle between Perth or Darwin and Eastern or Southern States has been approved, however, the Department will normally bear the costs of transporting the vehicle for the full journey by the most economical and practical means subject to compliance with the provisions of IPI 231/29(2). The member will not be expected to undertake the journey by road.

3. Where approval has been given for the removal of a motor vehicle to or from Darwin or Perth and the member elects to drive, he may transfer himself and his family by train and rail freight his motor vehicle for that part of the journey between Alice Springs and Port Augusta or between Kalgoorlie and Port Pirie Junction respectively. The cost of travel by train for the member and his family and for the freighting of the motor vehicle, will be included in calculating the advance made to member before departure under the provisions of IPI 231/18(9). Departmental travel warrants are not to be issued for these journeys.

4. Mileage Allowance is payable at the rates specified under IPI 231/18(2) for the remainder of the journey to the place to which removal has been approved, subject to the aggregate of the payments of—

(*a*) Mileage Allowance;

(*b*) Travelling Allowance;

(*c*) Half cost of accommodation and meal expenses for member's wife and family en route; and

(*d*) Cost of rail fares for the member and his family and cost of rail freighting the motor vehicle, *vide* paragraph 3

not exceeding the overall Departmental liability of transfer by normal means for the full journey, viz.—

(i) cost of freighting the member's vehicle by the most economical and practical means;
(ii) fares of member and for members of his family ;
(iii) Travelling Allowance payments to the member. (*See also* IPI 203(4)); and
(iv) reimbursement of half costs of accommodation and meals for his family if applicable.

5. Where approval for the transfer of a motor vehicle between the mainland and Tasmania has been given, the normal means of transferring the vehicle is for the member to drive it, in conjunction with the Bass Strait vehicular ferry, to his destination on appointment or draft.

6. Mileage Allowance in accordance with the rates specified under IPI 231/18(2) will be paid for the journeys to or from Melbourne, and to or from Devonport. The calculation of the advance made to the member before departure under the provisions of IPI 231/18(9) will include the transfer costs by vehicular ferry for the vehicle, and for the fares of the member and his family. Departmental travel warrants for passage on the ferry are not to be issued.

7. Travelling Allowance payments will be based on the time taken for travel by train to or from Melbourne on the mainland, time embarked on the vehicular ferry and the time taken for travel by train to or from Devonport in Tasmania.

8. The contents of this order will be incorporated in IPI.

(HPB 252/8/43.)

UNCLASSIFIED.

566.—Ratings—Trade Qualifications of the Artificer Branch (Ex-Apprentice).

The following is a brief outline of trade and application training received by Artificer Apprentices at the RANATE and during the remainder of their five year apprenticeship training in other HMA ships and establishments. It is promulgated in order to assist ships and establishments in employing the ratings to the best advantage.

(*a*) *Engine Room Artificer* (*Fitter and Turner*).

(i) A thorough knowledge of the trade of fitting and machining to normal tradesman standards and as such fully recognized as a tradesman by the Apprenticeship Commissioner of NSW.
(ii) A good knowledge of normal ferrous welding and an elementary knowledge of non-ferrous welding to the standard of Stage I of the Sydney Technical College Welding Certificate Course.
(iii) An elementary knowledge of soldering, silver soldering, fine brazing, light sheetmetal work, remetalling bearings, steel and copper pipe bending and boiler retubing.
(iv) A good knowledge of the principles and practice involved in the refitting of machinery likely to be met in HMA ships including Internal Combustion Engines, Boilers and Machine Tools.
(v) A thorough knowledge of trade theory (including mathematics, mechanics, engineering science and trade drawing), as applied in the fitting and machining trade.

(vi) A good knowledge of the heat treatment of ferrous metals and an elementary knowledge of the heat treatment of non-ferrous metals and an acquaintance with the method of manufacture, and the treatment and testing of metals both physically and radiographically.
(vii) An acquaintance with AC and DC electricity and of HP and LP systems to be met within the service.
(viii) A good knowledge of Marine Engineering Theory as applicable to HMA ships.
(ix) Additional trade qualifications gained at sea.

(*b*) *Engine Room Artificer* (*Boiler Maker/Welder*).

No further apprentices will be allocated to this trade.

(i) A thorough knowledge of the trade of boiler maker/welder to normal tradesman standards in boilermaking and to the standard of the Sydney Technical College "A" Grade Certificate in welding.
(ii) A good knowledge of the trade of enginesmith.
(iii) A thorough knowledge of soldering, silver soldering, fine brazing, light sheetmetal work, remetalling bearings and of steel and copper pipe bending.
(iv) A good knowledge of the principles and practice involved in the refitting of machinery likely to be met in HMA ships including Internal Combustion Engines.
(v) A thorough knowledge of trade theory (including mathematics, mechanics, engineering science and trade drawing) as applied to the boiler maker/welder trade.
(vi) A good knowledge of the heat treatment of ferrous metals and an elementary knowledge of the heat treatment of non-ferrous metals and an acquaintance with the method of manufacture, and the treatment and testing of metals both physically and radiographically.
(vii) An elementary knowledge of the trade of fitting and turning.
(viii) An acquaintance with AC and DC electricity and of HP and LP systems to be met within the service.
(ix) A good knowledge of Marine Engineering Theory as applicable to HMA ships.
(x) Additional trade qualifications gained at sea.

(*c*) *Electrical Artificer*—(*Electrical Fitter*).

(i) A thorough knowledge of the trade of electrical fitter to normal tradesman standards and as such fully recognized as a tradesman by the Apprenticeship Commissioner of NSW.
(ii) An elementary knowledge of soldering, silver soldering, fine brazing and light sheetmetal work.
(iii) A good knowledge of the theory and practice involved in AC and DC motor and generator winding and repair.
(iv) A thorough knowledge of the principles of operation and the ability to repair all types of electrical switchgear and associated instruments, both AC and DC, met within the service.
(v) A thorough knowledge of the principles and practice involved in the construction of simple electronic equipment.
(vi) A thorough knowledge of the theory and principles of operation of High Power, Low Power and special converted supplies, distribution and operation of AC and DC ship systems.

(vii) A good knowledge of the theory and principles of operation of electrical servo-mechanisms and data systems including " M " Type, Magslip, Selsyn, Evereheds and synchros.

(viii) An elementary knowledge of the theory and principles of the operation of sound powered telephones and an elementary knowledge of the theory and principles of ship automatic telephone systems. A good knowledge of the theory and principles of teletype and other office equipment.

(ix) An elementary knowledge of radiation monitoring equipments including their maintenance, calibration and testing.

(x) A thorough knowledge of trade theory pertaining to the trade of electrical fitter and including mathematics, mechanics, engineering science, trade drawing, electrical engineering technology including control electronics (to an advanced stage).

(xi) A good knowledge of the heat treatment of ferrous metals and an elementary knowledge of the heat treatment of non-ferrous metals and an acquaintance with the method of manufacture, and the treatment and testing of metals both physically and radiographically.

(*d*) *Ordnance Artificer—(Fitter and Turner).*

(i) A thorough knowledge of the trade of fitting and machining to normal tradesman standards and as such fully recognized as a tradesman by the Apprenticeship Commissioner of NSW.

(ii) A good knowledge of normal ferrous welding and a elementary knowledge of non-ferrous welding to the standard of Stage I of the Sydney Technical College Welding Certificate Course.

(iii) An elementary knowledge of soldering, silver soldering, fine brazing, light sheetmetal work, remetalling bearings, steel and copper pipe bending.

(iv) A good knowledge of the principles and practice involved in refitting the mechanical aspects of weapon equipments and machine tools likely to be met within the Service.

(v) A thorough knowledge of trade theory (including mathematics, mechanics, engineering science and trade drawing), as applied in the fitting and machining trade.

(vi) A good knowledge of the heat treatment of ferrous metals and an elementary knowledge of the heat treatment of non-ferrous metals and an acquaintance with the method of manufacture, and the treatment and testing of metals both physically and radiographically.

(vii) An acquaintance with AC and DC electricity and of HP and LP systems to be met within the Service.

(viii) A good knowledge of Weapon Engineering Theory as applicable to HMA ships and their equipments.

(ix) Additional trade qualifications gained in other Establishments.

(*e*) *Naval Shipwright—(Shipwright).*

(i) A thorough knowledge of the trade of shipwright to normal tradesman standards and as such fully recognized as a tradesman by the Apprenticeship Commissioner of NSW.

(ii) A good knowledge of the use of fibre-glass reinforced plastics in ship and boat construction, and in general repair work.

(iii) A good knowledge of the principles and practice involved in the repair and refitting of ship fittings likely to be met in the Service and in the setting up, use and care of woodworking machinery and also metal forming machinery used in sheetmetal and plate work.

(iv) A thorough knowledge of the trade of plumber to normal tradesman standards and to the extent likely to be required in the service.

(v) A thorough knowledge of the trade of welder to normal tradesman standards, to the standard of the Sydney Technical College " A " Grade Certificate in Welding.

(vi) A good knowledge of the trade of painter as to the extent likely to be required in marine work.

(vii) A good knowledge of the trade of joiner and an elementary knowledge of wood finishing practice.

(viii) A good knowledge of the trade of enginesmith.

(ix) A good knowledge of the heat treatment of ferrous metals and an elementary knowledge of the heat treatment of non-ferrous metals and an acquaintance with the method of manufacture, and the treatment and testing of metals both physically and radiographically.

(x) An acquaintance with AC and DC electricity and of HP and LP systems to be met within the Service.

(xi) A thorough knowledge of trade theory (including mathematics, mechanics, engineering science, naval architecture and trade drawing), as applied to the shipwright trade and to the plumbing, welding, painting, carpenter and joiner and enginesmith trades as applicable.

(HPB 303/35/21.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

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

The amended text of a previous order in respect of Staff Maintenance Requirement 1 (SMR 1) is reproduced hereunder for information. SMR 1 is an Admiralty document, the principles of which are being followed in the RAN where applicable.

During the design of fire control, radar, wireless, internal communication, asdic and underwater weapon control equipment, it is essential due thought is given to the ease of maintenance of the completed equipment. The Admiralty therefore include a maintenance clause in the staff requirements for equipment.

2. The " Statement of Maintenance Requirements for Naval Fire Control, Radar, Wireless, Internal Communications, Asdic and Underwater Weapon Control Equipment " is reproduced in the Appendix to this order. Copies of this statement have been distributed in Australia to Government departments who may at any time be concerned with the design of naval equipment. When necessary 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 (SMR 1)."

APPENDIX.

The general principles outlined below refer to all electronic equipment fitted in HMA 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 essential 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.

APPENDIX—*continued.*

(*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, &c.

(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, &c., 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 (EMR) will be that of a general electronic workshop containing Common Range Electrical Testing Equipment (CRETE), 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

APPENDIX—*continued.*

tested within these limited facilities. In general terms this will cover small WT equipment, audio amplifiers, cinema and TV equipment, &c., provided such equipment is not part of a system possessing high operational classification, or does not itself possess high operational classification. In exceptional circumstances where more extensive workshop facilities than can be made available at Local Maintenance Annexes become essential, then the EMR 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.

(DEE 517/251/81.)

UNCLASSIFIED.

568.—Guns 4.5-in. and 4-in. Guns—Firing Circuit Tests—Additional Quick-Test Method.

(*AFO* 803/1961.)

Reports from sea have shown that a quick and accurate test of firing circuits in 4.5-in. and 4-in. mountings can be achieved by measuring the voltage drop across the NIRs when the circuit is completed through a resistance fitted in a dummy tube in the breach, a change of resistance in the circuit being indicated by a different voltage reading at the NIR.

2. In addition, suggestions have been put forward in which various indicating devices have been fitted in cut-down cartridge cases to indicate that there is a voltage at the breech when the firing circuit is closed.

3. These two suggestions have therefore been incorporated into one test by using an indicating testing cylinder when carrying out the voltage drop test across the NIRs., and ships concerned should make a testing cylinder to Navy Order Diagram Issue 8/61 (1) for 4.5-in. guns or Navy Order Diagram Issue 8/61 (2) for 4-in. guns, as applicable. The cylinder will be held on the ships NA Store account as "AT-420 CASE testing electrical firing circuit" for 4.5-in. guns or "AT-433 CASE testing electrical firing circuits" for 4-in. guns and the warrant of NA Stores should be amended to include an allowance of one per ship.

4. With a lamp JS No. 995-2422 fitted in the cylinder, voltage drop of 2-3V across a 2 ohm NIR and 4.5V across a 4 ohm NIR should be obtained.

5. The tests carried out using the testing cylinder in no way supersede the recognized firing circuit tests laid down in BR 268(4)(59) and BR 292.

(DAS 706/51/46.)

RESTRICTED.

569.—Guns—QF 4.5-in. Mark 5 Guns—BP 444 Components, Preserving Body.

(*AFO* 1105/1961.)

QF 4.5-in. Mk. 5 Gun breech rings are machined to take breech mechanisms in either the right or left position. The unused holes of mounted guns are protected with preservation plates, plugs and screws which have been charged separately as BP 444 COMPONENTS. The details of these components for left and right guns are identical except for BP 240 PLATE and BP 253 PLATE, and it is intended to amend the Naval Proportion Book by deleting BP 444 COMPONENTS, preserving body, loose (sets)—assembly and adding—

BP 240 PLATE, cover, hole for loading stop actuating lever breech ring, left gun—1B for left gun.

BP 253 PLATE, cover, hole for loading stop actuating lever breech ring, right gun—1B for right gun.

2. The preservation components, with the exception of BP 240 and 253 PLATE, will now form part of the breech ring assembly, i.e., BP 014 BODY and accounts are to be adjusted in HMA ships and RAN Armament Depots by writing off BP 444 COMPONENTS and taking on charge the appropriate number of component BP 240 and BP 253 PLATES. Any loose plates are to be returned to the nearest RAN Armament Depot.

3. The Warrants and Vocabularies of NA Stores will be amended in due course.

(DAS 706/251/22.)

UNCLASSIFIED.

570.—Compasses—Gyro, Patt. F3/5005—MTU AP/F3/5008 and CRU AP/F3/5009—Modification to Follow-up System.

(*AFO* 1008/1961.)

Reports from Admiralty have indicated that, under certain circumstances, the fine signal limiting rectifier, circuit reference MR1, in the follow-up circuits of the Master Transmission Unit Patt. F3/5008 and the Compass Re-transmission Unit Patt. F3/5009 may fail due to overloading. The modification detailed in paragraph 2 below introduces a resistor in series with the fine coincidence transmitter magslip to reduce the current loading of the fine signal limiting rectifier MR1.

2. Ships' staffs are to modify Master Transmission Units Patt. 5008 and Compass Re-transmission Units Patt. 5009 as follows—

(*a*) Remove resistors R5 and R6 and replace with new components—
R5—Patt. F.16/011-3320, 1,000 ohms ± 5 per cent., 3W.
R6—Patt. F.16/011-3341, 7.5 kilohms ± 5 per cent., 3W.

(*b*) On M.T.U. Patt. 5008, remove the wire connecting the right terminal for R5 and the right upper terminal for MR1, and fit a connecting wire between this terminal for MR1 and the junction terminal between R5 and R6.

On C.R.U. Patt. 5009, disconnect MR1 lead to the right terminal for R5 and re-connect to the junction terminal between R5 and R6.

(*c*) Fix a Metal-cal modification label, Patt. F.22/943-2324 on the front of the unit(s) concerned next to the name-plate, and delete Number 1.

3. On completion of the modification, switch on supplies to the follow-up system of the unit concerned, offset the follow-up system through 10 to 15 degrees by switching the test switch to TEST, and check that on switching back to NORMAL the follow-up system runs into line correctly.

4. Ships are to report when this modification has been completed.

5. Stores required should be demanded from SNSO Sydney.

6. Admiralty has advised that BR 8 will be amended.

(DEE 519/53/153.)

RESTRICTED.

571.—A/S Mortar Mark 10—CJ 016 CHEST—Alteration in Contents.

(*AFO* 1265/1961).

Weapon	A/S Mortar Mk. 10.
Store	CJ 016 CHEST, tools and spare gear No. 1 complete—Assembly.
Drawing	UCW 6420/12.
Modification	*Item* 35. CH 320 PLATES have been deleted from the list of contents of the CJ 016 CHEST.
Reason	Spare CH 320 PLATES are not required on board as replacement of this item is rarely necessary.
Action by HMA ships	CH 320 PLATES to be returned to the nearest RAN Armament Depot.
Action by RAN Armament Depots	CJ 016 CHEST to be adjusted before issue. CL(UG) No. 6 refers.

(DAS 707/251/45.)

UNCLASSIFIED.

572.—Corrosion—Bathrooms—Corrosion of Aluminium Structure.

(*AFO* 1211/1961.)

Corrosion of aluminium bulkheads and lining in way of copper and copper nickel iron piping has been experienced in bathrooms of RN ships.

2. In the cases reported the defects have been caused by electrolytic action between the piping and aluminium structure. Such corrosion will occur if the piping is lagged with asbestos which due to inadequate sealing and condensation, deck washing, &c., becomes waterlogged and is in contact with the bulkhead. Piping either lagged or unlagged is often fitted so close to the bulkhead that efficient painting is not possible, nor the lagging correctly sealed.

3. Similar defects have also been reported due to draw off taps being secured direct to aluminium bulkheads.

4. The attention of all authorities concerned is drawn to the following instructions which are being embodied in the relevant specifications concerning bathrooms and similar spaces—

(*a*) Copper and copper nickel iron pipes are to be kept clear of aluminium alloy structure. At least ½-in. clearance should be provided between the pipes or the pipe lagging and the structure.

(*b*) Copper and copper nickel iron piping should be painted with three coats of Patt. 4317 Tretol sealing coat before lagging.

(*c*) All lagging should be effectively painted and sealed with Spartan plastic.

(*d*) Lagging to pipes passing through the deck of bathrooms to be kept 9-in. clear of deck, the lagging being effectively sealed.

(*e*) Draw off taps are not to be fitted direct to aluminium bulkheads, but are to be seated on stools with insulation between taps and stools.

5. Commanding Officers of existing ships concerned are to arrange for the relevant piping arrangements to be examined and where necessary to raise appropriate defect items to cover any minor work of bringing the arrangements into line with the instructions in paragraph 4, above. Where this could involve major work it is to be reported to the Naval Board with details.

(DNC 1209/51/66.)

UNCLASSIFIED.

573.—Heeling Trials—HMA Ships.

Heeling trials are to be carried out in all HMA ships, ocean minesweepers and above, as follows—

(*a*) *Shipbuilder's Heeling Trial.*—For new construction vessels and vessels undergoing modernization and conversion. These trials are to be carried out while the vessel is in the shipbuilder's hands, after basin trials and before contractors' sea trials. They will be performed with the vessel stationary only.

(*b*) *Ship's Heeling Trials.*—For ships in commission. These trials are to be carried out—

(i) After working up and not later than six months after completion.

(ii) At least once in every two years thereafter.

Ships which have not previously had shipbuilder's heeling trials are to carry out their own trials at the first convenient opportunity. Ship's heeling trials will be performed with the vessel both stationary and underway.

2. In all cases, heeling trials are to be progressed in 5° stages up to a maximum angle of heel of 15° or to such lesser angle as is reasonably obtainable to port and/or to starboard as specified below. At the interim angles of 5° and 10°, sufficient time should be allowed to facilitate the following—

(*a*) A general inspection of the vessel.

(*b*) Completion of tests specifically required for these angles, and careful observance of the precautions listed in Appendix A.

(*c*) Inspection of the machinery as required by Appendix B.

3. At the maximum angle of heel, a comprehensive series of tests and exercises is to be carried out, as detailed below.

4. Officers and representatives to attend the trials are listed in Appendix C.

Shipbuilder's Heeling Trial.

5. The heeling trial will be confined mainly to matters directly affecting propulsion and maintenance of essential services, such as pumping, flooding and fire-fighting for which the dockyard or shipbuilder is responsible for proper functioning. It will not include trials of equipment for which dockyard and shipbuilders have limited responsibility and for which naval personnel are essential, e.g. gunnery and radio.

6. The vessel is to be heeled both to port and to starboard. An inclining experiment will be carried out before the heeling trials and separate instructions will be issued by the Naval Board based on the results as to the following—

(*a*) Best method of producing heel.

(*b*) Tanks to be used.

(*c*) Quantities of liquid involved.

(*d*) Maximum angle of heel in each case.

7. The trial is to be conducted on the following general lines and a detailed programme is to be drawn up in advance by the contractor in consultation with the General Overseer and Superintendent of Inspection and forwarded for the approval of the Naval Board—

(*a*) All main and auxiliary machinery is to be run continuously through trial. The main machinery is to be run as in basin trials.

(*b*) Hull and fire pumps are to be used on a flooded compartment and to charge the firemain.

(*c*) Fresh water pumps are to be operated.

(*d*) Portable pumps are to be tested in conjunction with permanent suction arrangements, and are to be passed through passageways and hatches giving access to compartments in which the pumps are likely to be used for salvage purposes.

(*e*) WT doors, hatches and WT covers of ventilation orifices are to be tried for ease of working.

(*f*) Selected ventilation fans are to be run.

(*g*) WT integrity of ship's side valves above the normal waterline are to be checked.

(*h*) The boats on the low side are to be lowered and raised.

(*i*) Anchors on the low side are to be veered and hove in.

(*k*) Steering gear is to be operated both in power and in hand within the limits laid down for heeling trials. (*See* Appendix A, paragraphs 9 and 10).

(*l*) Release of life-saving equipment is to be examined.

(*m*) Food lifts are to be raised and lowered. (*See* Appendix A, paragraph 13.)

(*n*) Selected fuse release switches, supply, ring main and branch breakers, hand and automatic motor starters, automatic changeover switches, and rotating electric machinery with sleeve bearings are to be operated.

8. The contractor is to arrange for the recording of observations made during the trial. The angle of heel is to be recorded at half-hourly intervals on a blackboard mounted in a central position for the information of the trial party.

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. On completion of the stationary trial, ships may weigh anchor and proceed to sea in the heeled condition. 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) TAS 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, ABCD School) on the behaviour of the ship and of the various items tried or tested.

15. Navy Order 697 of 1959 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 for 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 trails. 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 TAS 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 HMA ships under heel and in case there should be defects or deficiencies for which they might be considered liable.

(DNC 1211/251/38.)

(*Navy Order* 697 *of* 1959.)

UNCLASSIFIED.

574.—Liferafts, Inflatable—Conservation of Sea-Cell when Used for Wet Drill.

(*AFO* 3051/1960.)

Attention is drawn to paragraph 1 of Chapter 10 of BR 1977 (1) concerning the allocation of one (or two if more than forty are borne) raft(s) specifically for drill purposes.

2. It is not necessary for the marker light on the raft to function during practice drills in daylight and it is desirable to conserve the sea-cell for use at night.

3. When the raft is allocated for drill purposes, therefore, it should, before being put into use, be opened up and the sea-cell, which is contained in a small pocket under the raft, bound with tape. A self-adhesive waterproof tape should be used and care taken to seal completely the holes in the sides of the cell.

4. Before the raft is stowed, ready for emergency operation, or when used for wet drill at night, the waterproof tape must be removed.

5. Should the sea-cell become exhausted it should be replaced. This necessitates cutting the flexible lead close to the cell, discarding the used cell and substituting a new cell AP 202000 from which the plug and excess lead has been removed. The joints in the lead should be soldered and bound with insulating tape.

6. Ships and training establishments using inflatable liferafts fitted with the sea-activated cell should demand from their storing yard a spare cell AP 202000 for each liferaft being used for wet drill.

(DNAS 1275/57/42.)

UNCLASSIFIED.

575.—Naval Stores (General) (Class B, Group 2D)—Black Bolts, Screws and Nuts, Normal Series, Unified Coarse Thread—Introduction.

(*AFO* 385/1961.)

In accordance with Admiralty and RAN policy to adopt Unified Screw Threads, the Unified Fasteners detailed in Appendix A are introduced and will be added to the Rate Book of Naval Stores under Class B, Group 2D. These will supersede the fasteners with BSW Threads detailed in Appendix B which will be marked "O" in the Rate Book.

2. The accounting classification is consumable.

Appendix A.

Bolts, steel, black, normal series, hexagon head UNC.2A (BS 2708).

Joint Services Group/Class 5306.

JSC No.	*Dia. x Length inches.*	*JSC No.*	*Dia. x Length inches.*
944-0407	$\frac{1}{4}$ x 1	944-0414	$\frac{3}{8}$ x $1\frac{3}{4}$
944-0408	$\frac{1}{4}$ x $1\frac{1}{4}$	944-0415	$\frac{3}{8}$ x 2
944-0409	$\frac{5}{16}$ x 1	944-0416	$\frac{3}{8}$ x $2\frac{1}{2}$
944-0410	$\frac{5}{16}$ x $1\frac{1}{2}$	944-0417	$\frac{3}{8}$ x 3
944-0411	$\frac{5}{16}$ x 2	944-0418	$\frac{3}{8}$ x $3\frac{1}{2}$
944-0412	$\frac{3}{8}$ x $1\frac{1}{4}$	944-0419	$\frac{3}{8}$ x 4
944-0413	$\frac{3}{8}$ x $1\frac{1}{2}$	944-0420	$\frac{3}{8}$ x 6

Appendix A—*continued.*

Screws, steel, black, normal series, hexagon head UNC.2A (BS 2708).

Joint Services Group/Class 5305.

JSC No.	*Dia. x Length inches.*
944-0421	$\frac{3}{8}$ x 1

Nuts, steel, black, normal series, hexagon head UNC.2B (BS 2708).

Joint Services Group/Class 5310.

JSC No.

944-0422—for bolts $\frac{1}{4}$-in. diameter.
944-0423—for bolts $\frac{5}{16}$-in. diameter.
944-0424—for bolts $\frac{3}{8}$-in. diameter.

Appendix B.

Bolts, steel, black, hexagon head, BSW—
Patterns B2D/35611 to 35681 inclusive.

Nuts, steel, black, hexagonal BSW—
Patterns B2D/35852 to 35855 inclusive.

(DNAS 505/61/75.)

UNCLASSIFIED.

576.—Naval Stores (General) (Class E, Group 6) Trichlorethylene "Trineu"—Introduction.

The standard grade of Trichlorethylene for cleaning purposes at present used in the RAN is "Trinorm". This grade has been superseded by a new grade named "Trineu" which also meets the requirements of Australian Standard K.106. Future purchases for RAN use will be confined to the new grade viz., Trichlorethylene "Trineu".

2. Some of the advantages of the new grade are as follows—

(*a*) "Trineu" can be repeatedly distilled without losing its effectiveness.

(*b*) The stabilizing additives neutralize any reaction with light metals such as magnesium, aluminium, and their alloys. "Trineu" is therefore suitable for use with all types of metals.

(*c*) "Trineu" can tolerate for an indefinite period the amounts of acids contained in any lubricants or preservatives likely to enter the plant.

(*d*) Due to the properties mentioned in (*c*) and (*d*) above, the weekly "shut down" of plant for cleaning is not necessary. This reduces costs and increases plant efficiency.

3. Part II, Section 2, Chapter 1, Annex "C" of DEF (Aust) Specification 1000 is being amended by the deletion of paragraphs 5–10 inclusive in regard to acidity.

(DNAS 4501/32/226.)

UNCLASSIFIED.

577.—Naval Stores (General)—Patt. E3/2223 Cord, Operating, Terylene, 60-ft. long for Inflatable Liferafts (20-man)—Introduction.

(*AFO* 1064/1961.)

A new operating cord has been introduced for use on Inflatable Liferafts (20-man) instead of the 49-ft. cord (Patt. E3/5616) at present fitted—

Pattern.	*Description.*	*Ships Accounting Classification.*
E3/2223 ..	Cord operating Terylene ¾-in. circ., x 60-ft. breaking load 600 lb.	Consumable.

2. This cord is suitable for launching liferafts (20-man) from any stowage position but when used on a raft stowed in a low position on the ship a warning label is to be tied close to the existing label on the heavy cord to read as follows—

" This cord is 60-ft. long, continue pulling until the raft inflates then secure to a strong point ".

It is important that the whole length of the cord be held by the box pleat tape and that none of the cord is flaked loosely into the pocket. A loose length of cord may become entangled and interfere with the inflation of the raft.

3. The new cord will be fitted to all new and repaired rafts (20-man) and a limited stock is being purchased as spares. Valises for new rafts are being fitted with larger operating cord pockets, and the box pleat tapes on valises for repaired rafts are being re-positioned closer to the edges of the operating cord pockets so as to accommodate the new cord. The allowance of spare operating cords (either 49 or 60-ft.) is four to each ship equipped with liferafts (20-man); further demands to replenish stocks to this quantity should however specify " Patt. E3/2223 ".

4. Patt. E3/5616 Cord operating 49-ft. long will continue to be used on Patt. E3/5600 Mk. 2 rafts.

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

(DNAS 1275/57/57.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

578.—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1st July, 1961.

The supplementary list of issuing prices for fresh fruit and vegetables which has operated since 1st April, 1961, has been amended as from 1st July, 1961, and revised price lists have been distributed to all HMA ships and establishments.

2. Consequent upon the revision of these prices, the following rates of victualling allowance per head per diem will apply as from 1st July, 1961—

	s.	*d.*
Messes of more than 300	7	0
Messes of 300 or less	7	2
Additional for ship attached to Strategic Reserve	0	4
HMAS MELVILLE	7	6
HMAS TARANGAU	7	7
Cadet Midshipmen at RANC	8	1
Apprentices at RANATE	8	1
Junior Recruits at JR Training Establishment	8	1

3. The allowance of 8s. 1d. per diem continues to apply to Cadet Midshipmen, Apprentices and Junior Recruits when on board ships undergoing training and when messed separately.

4. Navy Order 368 of 1961 and ACNB 124F dated 29th June, 1961, are hereby cancelled.

(DV 903/51/40.)

(*Navy Order* 368 *of* 1961.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

579.—RI—Quarterly List of Navy Orders Affecting.

With reference to page iv of RI, the following list shows those Navy Orders in force on 30th June, 1961, which amend or amplify RI—

RI Article.	*Navy Order.*	*RI Article.*	*Navy Order.*
1523 ..	.. 914/1960	3125 ..	.. 796/1960
1604 ..	.. 341/1960	3423 ..	.. 832/1960
1704 ..	.. 132/1961	3543 ..	.. 859/1960
1721 ..	.. 674/1959	3923 ..	.. 989/1960
1725 ..	.. 684/1960	4447 ..	.. 36/1961
1741 ..	.. 713/1959	4842 ..	.. 754/1959
1762 ..	.. 440/1961	4961 ..	.. 978/1959
2406–8 ..	.. 989/1960		846/1960
2602 ..	.. 133/1960	4962 ..	.. 978/1959
	683/1960		238/1961
2730 ..	.. 60/1961	5324 ..	.. 628/1960
2904 ..	.. 856/1959	5253 ..	.. 346/1961
2906 ..	.. 857/1959	5258 ..	.. 334/1961
2907 ..	.. 296/1960	5605 ..	.. 125/1961
2953 ..	.. 391/1961		
		Appendix 15B	.. 953/1959
			954/1959
			599/1960
		17B	.. 731/1960
		45A	.. 175/1961

2. Navy Order 344 of 1961 is hereby cancelled.

(HNB 465/3/4.)

(*Navy Order* 344 *of* 1961.)

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COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
18th August, 1961.

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

By direction of the Naval Board.

Thos P Hawkins

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

6297/61.

UNCLASSIFIED.

580.—Married Quarters—Policy and Instructions for Administration.

This Navy Order supersedes and consolidates previous Navy Orders and Naval Board instructions concerning Naval Housing. It is divided into the following sections—

(A) Index.
(B) General Policy and Instructions.
(C) C/SHA Act.
(D) Department of Interior Housing—Canberra.
(E) Appendixes—
  (1) *Pro forma* application for Married Quarters.
  (2) Appeal against Rental of Married Quarters.

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(B) GENERAL POLICY AND INSTRUCTIONS.

Policy for the provision of Naval Married Quarters.

1. Married naval personnel are responsible for finding accommodation for their families. It is the policy of the Naval Board to assist personnel to spend the maximum time with their families consistent with the requirements of a seagoing service, and naval housing is provided for this purpose. The instructions in this order are necessary to ensure that the housing available to the Navy is utilized fairly and economically, and these instructions are to be observed by authorities administering Naval housing, and by tenants of such houses. No variation to these instructions is to be made without Naval Board approval.

Eligibility to tenant married quarters.

2. The following categories of married personnel, including widowers, divorced men or members separated from their wives, who maintain a home for their children, may tenant married quarters, subject to Naval Board approval—

(*a*) Members of the PNF (Sea-going and Auxiliary Services).

(*b*) Reserve personnel serving on full time engagements.

(*c*) Civilians employed by the Department whose duties require that they live in a married quarter. Eligibility does not however extend to tenancy of Commonwealth State Housing Agreement houses.

(*d*) Australian Army and Air Force personnel attached to the RAN for full time service.

(*e*) Personnel of Commonwealth and foreign Armed Services serving on loan or exchange with the RAN.

Types of Naval Housing available in Australia.

3. The term "Married Quarter" describes all types of Naval controlled housing available for the use of officers, ratings and civilian employees of the RAN.

4. Married quarters are classified as follows—

(*a*) Married quarters constructed within a commissioned establishment.

(*b*) Married quarters provided for Naval use under the Commonwealth/State Housing Agreement Act (C/SHA).

(*c*) Married quarters constructed or acquired for Naval use outside commissioned establishments.

5. Further housing for Naval personnel is provided in the form of houses tenanted by eligible personnel by arrangement between the Department of the Navy and other authorities, such as Department of the Interior in Canberra, and Department of Supply at Woomera. This type of housing is not regarded as naval married quarters.

Administration and Availability of Married Quarters.

Suitability of Married Quarters.

6. Under the rules governing payment of Temporary Rental Allowance a member who refuses to accept any type of official residence which is offered to him, thereby makes himself ineligible for payment of that allowance. Also, a member who vacates such a residence on the grounds that it is unsuitable having regard to his reasonable needs, is also ineligible for payment of Temporary Rental Allowance.

7. Care should therefore be exercised in the temporary or permanent allocation of official residences to members as a palliative to their immediate housing problems.

8. Unless a service residence is suitable to house a member's family and the criterion in each case is the number of bedrooms, it should not be offered to an applicant for housing. Doubtful cases should be referred to the Naval Board for decision.

Married Quarters available.

9. The following table shows the types and numbers of married quarters available and shows the Authority responsible for their administration and allocation. The remarks column indicates major steps being taken to provide additional married quarters. The column for C/SHA residences shows units allocated to Navy during financial years 1956–57 to 1960–61 inclusive.

Administrative Authority.	*Type of Married Quarter vide para. 4.*			*Remarks.*
	MQ in Est.	*MQ outside.*	*C/SHA.*	
New South Wales—				
FOICEA ..	7 (GI)	178	610*	*Further 300 C/SHA may be provided in NSW 1961–66
PENGUIN ..	20	—	—	
NIRIMBA ..	3	4	—	
RUSHCUTTER	1	—	—	
ALBATROSS ..	204	8	(88 inc. in FOICEA total)	
HARMAN (including Belconnen)	111*	—	—	*When barracks completed
CRESWELL ..	57	—	—	
Victoria—				
NOIC VIC ..	—	18*	209	*Excludes 9 at Swan Island
CST FND ..	94	—	—	
South Australia—				
NOIC SA ..	—	—	27	—
TORRENS ..	1	—	—	—
Western Australia—				
NOIC WA ..	—	14	56	—
LEEUWIN ..	5	—	—	—
Queensland—				
NOIC QLD ..	—	5	17	—
MORETON ..	—	—	—	—
Tasmania—				
NOIC TAS ..	—	1	2	—
HUON ..	1	—	—	—
Northern Territory—				
NOIC NA ..	21 (Coonawarra)	37*	—	*This will increase to 50 following addition of MQ's planned but allowing for disposal of certain substandard MQ's
New Guinea—				
NOIC NG ..	—	—	—	1 (Port Moresby)
TARANGAU ..	47	—	—	—
Total MQ's ..	572	266	921	

Application for Tenancy of Married Quarters.

10. Eligible personnel wishing to tenant married quarters should complete the application form, copy of which is shown in Appendix I, and lodge it with the Administrative Authority for the married quarters concerned, or his Naval Billeting Officer.

11. An application for married quarters may be made on receipt of an appointment or draft note appropriating personnel to the establishment or Base Port in which the married quarters are situated. The basic date on the married quarters roster will be decided by the Administrative Authority in accordance with para. 63 of this order.

Conditions of Tenancy of Married Quarters.

12. Before any person is allowed to tenant a married quarter he should clearly understand that his tenancy is a privilege which can only be retained if he observes all conditions of tenancy and any other regulations in force for the particular married quarter.

13. Any tenant failing to observe the conditions of tenancy may be required to vacate the married quarter forthwith. A tenant is responsible for any breach of the conditions of tenancy by any other member of his household.

14. Tenants may not take in boarders or sub-let married quarters. The household of a tenant may, however, include dependent parents, near relatives, or domestic help who normally reside with the tenant, subject to the approval of the Administrative Authority.

15. A tenant should clearly understand that his eligibility to tenant a Naval married quarter ceases altogether when—

(*a*) he is drafted from an establishment, unless the provisions of para. 17 apply;

(*b*) he is discharged from the Service;

(*c*) he is checked to desertion;

(*d*) he ceases to be employed by the Department of the Navy; or

(*e*) he is ordered to vacate by the Administrative Authority for failing to observe the conditions of tenancy.

16. Tenancy Agreements are to be signed by all tenants of married quarters. Pending the introduction of a uniform RAN tenancy agreement with application to all types of married quarters and all categories of tenant, Administrative Authorities are to use existing forms of tenancy agreement drawn up in conjunction with the local Chief Property Officer, Department of the Interior.

17. The period of occupancy of a married quarter shall be for the period of the tenant's service in the particular appointment, draft or position that entitled him to tenant the married quarter, subject to review by the Administrative Authority after 2½ years' tenancy. (*See* para. 98 re FAA personnel.) Administrative Authorities may extend the period of tenancy at their discretion, having regard to the nature of the tenant's duties and the number on the waiting list for married quarters. Notwithstanding the foregoing, tenants of married quarters situated outside commissioned establishments may remain in residences beyond 2½ years until such time as they are eligible for a full removal at Departmental expense to another area, when they may be required to vacate at the Administrative Authorities discretion.

18. An eligible person may be granted tenancy of a married quarter irrespective of his remaining period of Naval service.

19. Where a prospective tenant is uncertain of his expected period of service remaining in a particular area or establishment and is undecided whether to move his family to the married quarter, the Administrative Authority should request appropriate advice from Navy Office.

Vacation of Married Quarters.

20. Tenants who are required to vacate for any reason other than a normal draft away are entitled to a period of fourteen days grace to effect their removal. This period may be extended at the Administrative Authority's discretion to a maximum period of three months in cases where the tenant or family is required to vacate on the tenant being " discharged dead ", PUNS or BNPS, or where extreme compassionate circumstances exist, or where the tenant's removal is delayed through no fault of his own. Periods of grace in excess of the normal period of fourteen days granted under this instruction are to be reported to the Naval Board, with the reason for approving the extension. This concession is only to be applied to cases where extreme hardship would otherwise exist and the extension granted is to be the minimum period required to alleviate such hardship.

21. Cessation of tenancy with C/SHA houses does not occur until the keys are returned in person by the tenant or his agent to the Department of the Interior and it is stressed that until this is done rental charges will continue. The Naval Billeting Officer is to be informed when this action has been taken.

Eviction from Married Quarters.

22. Administrative Authorities wishing to evict tenants of married quarters are to obtain Naval Board approval, except where eviction is required of tenants of married quarters outside establishments who have ceased to be employed by the Department of the Navy. On receipt of approval to evict in the first case, or on receipt of advice of the date the tenant ceased to be employed by the Department in the second case, the Administrative Authority is to request the local Chief Property Officer of the Department of the Interior to institute eviction proceedings. The Naval Board is to be informed monthly of the progress of eviction proceedings.

23. The eviction of deserters' families is mandatory as married quarters are required for those persons who are rendering effective service and the act of desertion does not absolve a man from his duty to care for his family. The full economic rental is to be charged from the day the tenant is checked to desertion.

24. Where eviction proceedings are commenced in the case of a tenant checked to desertion, and he is recovered before eviction is completed, the eviction proceedings may be withdrawn and the tenant allowed to remain in residence whilst he continues to be eligible under the normal conditions.

Survey of Married Quarters.

25. Authorities administering married quarters are to convene a board of survey in accordance with ABR 5016 (R1) Article 5639 (*e*) on each ocasion of termination of tenancy. The composition of the board is to be determined by the Administrative Authority having regard to local circumstances. The board may combine the functions of the furniture survey board as required by ABR 4 (Naval Storekeeping Manual) Article 3308 (*i*).

26. A survey board should comprise at least two members, one of whom must be an officer. They should inspect the married quarter in the presence of the vacating tenant or his representative, after the tenant's furniture and effects have been removed from the premises.

27. The survey board is to report on the condition of the premises to the Administrative Authority. Any breaches of the conditions of tenancy are to be reported in sufficient detail to enable the Administrative Authority to initiate disciplinary action, including recovery of charges for damage due to negligence and making application to the Naval Board for the tenant to be placed on the debarred list for married quarters. The tenant is to be given the opportunity to make a written appeal against any assessment for charges for damage and the report of survey should indicate that this has been done.

28. Where arrangements are in force for representatives of another Department, e.g., Department of the Interior, to inspect Naval married quarters situated outside establishments on change of tenant, a Naval survey board need only be convened when considered necessary, i.e., if the inspection reveals the conditions of tenancy have not been fulfilled.

Recovery of Charges for Damage to Married Quarters.

29. It is important that boards of survey determine and assess the liability of the Naval tenant of any married quarter where such liability exists. The co-operation of a representative of the Department of Works or the State Housing Commission, as appropriate, should be sought to assist in the assessment of liability. Administrative Authorities are then to take immediate action to effect the recovery of the actual or estimated amount owing for damages or repairs, direct with the sub-tenant. The sub-tenant may authorize the amount to be recovered from his pay account, in which case the Director of Navy Accounts is to be informed.

30. Reimbursements for damages adjudged by the Survey Board to be the tenant's liability, after consideration of an appeal if lodged, are to be made to the Housing Commission by the Administrative Authority. Sub-requisitions are not to be issued on the Department of Works for this purpose.

31. The undertaking of repairs to C/SHA residences is the responsibility of the State Housing Commission. Departmental liability is limited to claims from the commission for actual or assessed costs for damages or repairs due to other than fair wear and tear, except in South Australia where the tenant is personally liable to the Housing Trust.

32. In the case of Naval personnel who have been discharged full details should be furnished by signal to Navy Office.

Report of Change of Tenancy of Married Quarter.

33. Authorities administering married quarters are to report the commencement and termination of all tenancies to Navy Office immediately they are effected. Where the pay account of the tenant concerned is held in another ship or establishment, the report should be made by a signal including that ship or establishment in the address.

34. Reports are to be made in the following form, quoting this Navy Order.

" CNO 580/1961.

(*a*) Description of married quarter and date taken over. (Note: Full details of type, number of bedrooms and postal address required if a new married quarter).

(*b*) Tenant's name, rank/rating and official number.

(*c*) Date of, and whether commencing or terminating tenancy.

(*d*) Economic rental ".

Housing Returns.

35. Authorities administering married quarters are to forward a quarterly housing return to Navy Office through the normal channels showing the housing state at 31st March, 30th June, 30th September and 31st December.

36. Returns are to be in the following form, quoting this Navy Order.

" CNO 580/1961. Housing Return for quarter ended.....

(*a*) Number of married quarters administered—

(i) Within an establishment.

(ii) C/SHA residences.

(iii) Outside establishment, other than C/SHA residences.

(*b*) Total number of married quarters received during the quarter.

(*c*) Number on individual rosters for married quarters.

(*d*) Approximate waiting time on individual rosters for married quarters.

(*e*) Any remarks re housing trends generally.

Rental Charges—General.

37. The amount of the rental of a married quarter is to be deducted from the Pay and Allowances that are or become payable to the member. Naval personnel for whom pay accounts are not maintained, such as RN Exchange Officers, are to pay rental charges fortnightly to the Supply Officer or the Receiver of Public Moneys on the staff of the Administrative Officer. *See* para. 48 regarding C/SHA houses in South Australia.

38. Rental charges are effective from the date of commencement of tenancy as determined by the Administrative Authority and reported *vide* para. 33 and are to be charged to and inclusive of date of vacation.

39. Forms AS 161 rendered are to contain postal addresses or any other description of married quarters occupied or vacated.

40. A separate percentage charge is levied for furniture. Full details of policy and procedure in this regard are set out in Chapter 33 of ABR 4.

41. Separate rental charges are levied for garages purchased with a property or erected by the Commonwealth.

Rental Charges—Method of Assessment.

42. The rental charge for a married quarter, other than a prefabricated house or a residence which has been classified as a " Temporary " or an " Emergency " residence under this Navy Order is at present either—

(*a*) An economic rental assessed by the State Housing Authority in the case of C/SHA houses or by the Department of the Interior; or

(*b*) Fifteen per cent. of pay as defined hereunder,

whichever is the less.

43. For the purposes of the last preceding sub-paragraph, " pay " is defined as—

(*a*) The minimum rate for the substantive rank or rating of the tenant, plus

(*b*) Marriage and Separation/Provision Allowance (as the case may be) plus Uniform Allowance.

44. For Captains in receipt of the Captain's special rate of pay, " pay " means the actual rate of active pay plus the allowances mentioned in sub-para. 43 (*b*) above.

45. For Chaplains, " pay " is determined as follows—

Seniority.	*" Pay."*
Under 4 years	Pay during first 2 years (plus allowances).
Over 4 years and under 14 years	Pay after 4 years (plus allowances).
Over 14 years and under 20 years	Pay after 14 years (plus allowances).
Over 20 years	Pay after 20 years (plus allowances).

46. The rental charge for a prefabricated house is either—

(*a*) (i) All types except Hawksleys—49 shillings per week.

(ii) Hawksley type—45 shillings and sixpence per week; or

(*b*) Fifteen per cent. of " pay " as defined above; whichever is the lesser.

47. " Temporary " and " Emergency " married quarters are those of a non-permanent nature where the facilities provided are below standard. Such sub-classification may be approved by the Naval Board following representations by the Administrative Authority, and the rental to be charged for these married quarters will be assessed by the Naval Board.

48. Tenants of married quarters provided under the C/SHA in South Australia must declare an allotment to the South Australian Housing Trust for the full economic rental determined by the Trust. Re-imbursement will be made in arrears by the Director of Navy Accounts of any difference due to the tenant on comparison of payments actually made by allotment and the 15 per cent. formula set out in para. 42 above.

49. Personnel tenanting State Housing Commission homes other than as a direct result of the Commonwealth/State Housing Agreement Act 1956, as amended, are not entitled to a reduction of rental or reimbursement under the terms of this order.

50. Civilians tenanting naval married quarters are to pay the economic or assessed rental, unless caretaking responsibilities are involved, when the Naval Board may approve of a rental of 10 per cent. of their minimum salary.

Rental Appeals and Reduction of Rental for Widows of RAN " Discharged Dead ".

51. An interdepartmental appeals committee known as Central Rental Appeals Committee exists to hear and determine appeals by tenants against rental charged them for occupancy of married quarters, with a view to eliminating anomalies and establishing fair and reasonable rentals, having regard to the type of married quarter and the service responsibilities of the tenant. The Committee has authority to grant retrospective adjustments where considered appropriate.

52. An appeal against a rental charge is to be forwarded through the normal channels to the authority administering the married quarter, on the *pro forma* shown in Appendix 2. The appeal is to be commented on by the Authority administering the married quarter in question, who is then to forward it to Navy Office for consideration by the Central Rental Appeals Committee.

53. A decision by the Appeals Committee applies only to the appellant, subsequent tenants of the married quarter in question will pay rental under the usual formula unless they in turn appeal.

54. Administrative Authorities are to obtain a report on the domestic circumstances of widows of members of the RAN " discharged dead ", who were tenants at the time of their husband's death. An extension of tenancy may be granted in accordance with para. 20. Should investigation reveal that the widow is unable to pay the full economic rent for the naval married quarter, the circumstances are to be represented to the Department of the Interior Branch in the appropriate State (copy to Naval Board) with a recommendation that the rent continue at 15 per cent. of her late husband's pay.

Allocation of Married Quarters to Single Officers or Officers unaccompanied by Dependants.

55. A married quarter should not be allocated to a single officer or married officer unaccompanied by his wife unless it has been approved by the Naval Board. If so approved, the accommodation should be regarded as single quarters and the standard rental and furniture, &c., charges are not applicable. Fuel, light and services should be provided without charge as for single quarters.

Charges for Electricity supplied to Married Quarters.

56. Tenants of married quarters except as provided for in para. 55, who are supplied with electricity from service sources are to be charged at such rates as are determined by the Naval Board. Electricity supplied from service sources is that which is metered from the establishment's bulk supply, in which case the tenant has no dealings with local supply undertakings. Tenants have no entitlement to the supply of electricity from service sources, but, where it is convenient for an establishment to do so, supply may be made to married quarters situated inside or outside the establishment where there is no reasonable access to normal civilian sources of supply. Tenants of married quarters obtaining their electricity from non-service sources are required to settle direct with the supply authority for all electricity consumed, the Department of the Navy having no connection with the transaction whatever. Para. 89 also refers.

57. Where electricity is supplied to a tenant from service sources, charges for electricity used are to be made in accordance with the current procedure but no meter rent is to be charged. The authority administering the married quarter is to arrange for the meter to be read on commencement and termination of each tenancy.

58. In their own interests, tenants should check meters, whether naval or commercial, at times when readings are officially recorded, and they should give adequate notice of termination of tenancy so that meter readings are officially recorded and they are not overcharged.

Rental Charges for Married Quarters tenanted by ARA or RAAF Personnel.

59. Whenever Naval married quarters are tenanted by ARA or RAAF personnel, it is important that the appropriate accounting authorities be informed forthwith in order that the necessary rent recoveries may be made. Reports are to be made by the Administrative Authority to the Army or Air Force authorities giving details of the tenant concerned, economic rental, rent recoverable and date of commencement and termination of tenancy. A copy of the report is to be sent to the Director of Navy Accounts to arrange procedure for interdepartmental financial adjustment.

Rental Charges for Married Quarters Tenanted by Personnel of other Commonwealth and Foreign Navies.

60. Such personnel serving on loan or exchange with the RAN are to be charged rental under the same formula as applies to RAN personnel.

Provision of Mess Traps, Utensils and Victualling Stores—Charges.

61. The policy for the provision of Victualling Stores to certain married quarters appears in ABR 93 (Manual of Victualling Stores) Chapter 17. Para. 6 reads—

" Mess gear will be issued to official residences and married quarters as follows—

(*a*) Commanding Officers occupying official residences, in accordance with the scale appropriate to their rank;

(*b*) Personnel occupying married quarters in tropical areas, in accordance with the scale shown in Part II.

2. An annual rental charge calculated at 8 per cent. of the value of the items supplied is to be recovered from the occupant in each case. This charge may be waived for a Commanding Officer occupying an official residence for which a special rental, deemed to cover all such charges has been determined, or for personnel occupying married quarters in tropical areas if they have their normal requirements of kitchen utensils and equipment stored at Government expense."

Billeting Officers.

62. Authorities administering married quarters are to nominate an officer or rating to carry out the duties of Billeting Officer. He is to keep the rosters for married quarters, serve as an information centre to assist personnel to obtain service or private housing and provide the information required on the " Certificate by Captain " appearing on the form of application for Temporary Rental Allowance. RAN personnel are to be encouraged to inform the Billeting Officer of any private housing which may be available for rental in the area.

Married Quarters Rosters.

63. On receipt of an application to be placed on the roster for married quarters, Billeting Officers are to place the applicant on the roster with a basic date which is to be—

(*a*) For married quarters in establishments—the date of joining the establishment or squadron or date of application, whichever is the later unless provisions of sub-para. (*c*) below apply.

(*b*) For C/SHA residences and married quarters outside establishments—the date of joining a ship or establishment or squadron in the area, or date of application, whichever is the later unless the provisions of sub-para. (*c*) below apply.

(*c*) Ratings drafted from TARANGAU, MELVILLE and LRWE Maralinga who accrue very long periods of leave, are to be given a basic roster date of the date of draft from the above establishments, provided their application for housing is made prior to draft. If this is not done, the date of application is to be used.

64. The roster for married quarters outside establishments in the Sydney area, is kept by the Naval Billeting Officer, HMAS RUSHCUTTER. Until sufficient married quarters are available in Sydney, personnel serving in HMAS CRESWELL ALBATROSS and HARMAN are not regarded as serving in a ship or establishment in the Sydney area.

65. Married quarters in establishments, other than " marked " houses, are to be divided into 3 groups, as follows—

(*a*) Officers.

(*b*) Chief Petty Officers and Petty Officers.

(*c*) Junior Rates.

A separate roster is to be kept for each of these groups.

66. Where a rating, owing to advancement, disrating or reversion becomes eligible for a house in a different group, his name is to be transferred to the new roster with the basic date being that of his original basic date on the old roster.

67. A rating promoted to officer status will be required to vacate his married quarter on the first occasion of a suitable officer's married quarter as defined in para 6) becoming vacant. He is to be given priority for this married quarter.

68. Where a percentage of married quarters are furnished, an applicant who prefers either a furnished or unfurnished married quarter may, on reaching the top of the roster, remain there until the type of married quarter he requires becomes available. However, refusal of a married quarter whether furnished or unfurnished will entail loss of entitlement to Temporary Rental Allowance from the date of refusal.

69. Married quarters provided under the C/SHA may be tenanted by Lieutenants and below. A common roster for all ranks and ratings is to be kept.

70. Married quarters situated outside establishments, which includes those acquired by the Navy, are allocated as directed by the Naval Board, and rosters are to be kept accordingly. Where such married quarters are allocated to officers of Lieutenant-Commander rank and above and no tenants are available, they may be offered to junior officers, subject to one month's notice to quit.

71. The 14 in No. acquired married quarters situated in Frankston and administered by NOIC Victoria are allocated to senior officers of the rank of Lieutenant-Commander and above in the following order of priority—

(*a*) Officers serving in Flinders Naval Depot.

(*b*) Officers serving in HMAS LONSDALE or Department of the Navy, Melbourne, except where employed west of HMAS LONSDALE (e.g., Williamstown, Point Cook, Maribyrnong, &c.).

(*c*) Officers serving in seagoing ships.

72. Personnel tenanting married quarters of one or two bedrooms may apply to the Administrative Authority to transfer to a larger married quarter if their family has increased. Administrative Authorities may grant such a transfer out of roster order at their discretion.

73. Where married quarters are situated outside establishments, tenants are not allowed to choose the area in which they desire to reside. If on coming to the top of the roster and being offered a married quarter, they decline to tenant it for any reason, they will be removed from the roster, and must re-apply if they wish to be placed on the roster again. Refusal of the married quarter also entails loss of entitlement to Temporary Rental Allowance from the date of refusal.

74. Personnel who have their names on a housing roster are responsible for informing the Billeting Officer if they no longer require Naval married quarters. Should a married quarter remain untenanted because of an applicant's failure to remove his name from the roster, disciplinary action may be taken against him, at the Administrative Authority's discretion.

75. Where an applicant for a married quarter is resident in a State other than that in which the married quarter is situated, he is to indicate this fact on his application form. The Billeting Officer is then to inform him when he is near the top of the roster, and the applicant should then ensure that his removal is approved. After an applicant accepts a married quarter he is liable for rental charges from the date of acceptance. Administrative Authorities may defer the date of commencement of rental charges for a maximum period of 14 days when the applicant is unable to tenant immediately because of removal delays. If a house becomes available before the member's arrival date and he refuses it, notwithstanding the fact that the period of grace in commencement of rental charges can be invoked by the Administrative Authority, the house is to be offered to the next member on the roster and the first mentioned member is to retain his position on the roster until a house becomes available on or after his date of joining. The provisions of IPI Article 231/51 regarding rebates for rental paid in advance, do not apply to Naval Married Quarters.

76. The attention of all applicants for married quarters is to be called to the provisions governing the grant of removal at Departmental expense contained in IPI.

77. The attention of personnel who are on the waiting list for married quarters is directed to the requirement to check with the Billeting Officer as to the probable date on which a married quarter will become available before entering into the lease of a private dwelling as refusal to accept a married quarter immediately it becomes available would debar any further payment of Temporary Rental Allowance.

78. When an applicant for a married quarter is serving at sea and will not return to Australia for some time (e.g. service in the Strategic Reserve), and his wife does not wish to tenant a married quarter in his absence, the Administrative Authority may at his discretion retain such member's name at the top of the roster, when he reaches the top, until the applicant returns to Australia.

79. Applicants for married quarters who have urgent compassionate requirements justifying the granting of a priority on the roster for married quarters may apply to the Administrative Authority for immediate allocation of a married quarter. The Administrative Authority should where possible obtain a report on the domestic circumstances of the applicant by a Naval social worker or Chaplain, and if he approves the granting of a priority, he is to report the circumstances to the Naval Board.

80. Special conditions governing the allocation of married quarters at Manus Island (HMAS TARANGAU) are laid down in Navy Order 893 of 1960.

" Marked Houses ".

81. The delineation of a " marked house " is to be a matter for determination by the Naval Board on receipt of representation from the Administrative Authority concerned. Such classification is to be limited and must be confined to the holders of those appointments or positions whose duties require that they should, in the interests of the Service, occupy the residence in question.

82. When an officer or rating does not wish, for any special reason, such as not being married or temporary enforced separation from his wife to occupy a " marked house " to which he is entitled, the house in question may be allocated by the Administrative Authority to another officer or rating, as the case may be. It must be clearly understood, however, that such occupancy is to be on a temporary basis until the next officer or rating for whom the house is marked wishes to take up residence. Cases of officers or ratings who opted not to accept their marked married quarters, but who subsequently request to do so because of altered domestic circumstances are to be adjudicated on their individual merits by the Administering Authority.

83. Married quarters other than those " marked " in accordance with para. 81 above, are referred to as " unmarked houses ".

"Debarred List."

84. In order to protect the interests of the majority of tenants of married quarters, it has been found necessary to institute a "Debarred List" of persons who have wilfully failed to vacate married quarters when instructed to do so (whether legal action against them is taken or not). This list will also be used to record flagrant cases of bad tenancy, such as neglect of quarters, and will include the names of any persons called upon to vacate married quarters for bad conduct or any other breach of the conditions of tenancy in force.

85. Persons whose names appear on the "Debarred List" will not be allowed to occupy married quarters for a period of five years. Authority to place a person on the "debarred list" will be given by the Naval Board only and under no circumstances are private "Debarred Lists" to be kept. Offenders are to be reported to the Naval Board through Administrative Authorities, by confidential letter, full details of the complaint against them being given. They should be warned that the report is being made and should be given opportunity to make a written statement representing their own point of view if they wish to do so.

86. The "Debarred List" is to be kept as a confidential document by all Authorities administering married quarters. Alterations to the list will be promulgated by the Naval Board.

87. Persons whose names appear on the "Debarred List" are not eligible for Temporary Rental Allowance whilst so debarred from married quarters.

Liability for Charges for Utilities and Services.

88. Tenants of married quarters are personally liable for any charges for services such as gas, excess water, and electricity provided by civilian undertakings. Sanitary and garbage services additional to those services normally provided and included in the economic rental assessment, are also the liability of the tenant ordering them, and of any subsequent tenants who continue to utilize the additional services if they are not cancelled. Para. 56 also refers.

Department of the Interior—Responsibilities for Married Quarters.

89. The Department of the Interior act as advisers on property matters to all Government Departments. The Chief Property Officer in each State is authorized to assist authorities administering naval married quarters as follows—

(*a*) Completion of tenancy agreements by tenants.

(*b*) Collection of the full economic rental from persons resident in Naval married quarters when no longer employed by the Department of the Navy.

(*c*) The institution of eviction proceedings when so requested by the Administrative Authority.

(C) COMMONWEALTH/STATE HOUSING AGREEMENT ACT (1956).

90. Under the provisions of this Act, dwellings erected by the various State Housing Commissions and paid for equally by the State and the Defence vote, are allocated for use as naval married quarters. The title to C/SHA residences rests with the State, who let the dwelling to the Department of the Navy at the full economic rental. The Navy in turn has the right to sublet to an eligible naval tenant at a rental assessed under the normal formula for married quarters. The Navy is thus in effect subsidizing the tenants of most C/SHA residences.

91. C/SHA houses were provided in lieu of Naval owned married quarters, and do not belong to establishments. They are controlled by the Administrative Authority of the State in which they are located.

92. The only qualification required for occupancy is service in the Navy, and in the case of houses in Sydney, service at sea or at establishments within the Sydney area.

93. Personnel are no longer entitled to these houses on discharge from the Service and must be evicted if they do not vacate the premises within the allowable period of grace (14 days) after discharge.

94. Sales of these houses to tenants is no longer permitted, except in South Australia as replacements are inevitably less favourably situated.

95. Personnel who are on the civilian SHC roster in NSW are liable to be removed from the roster on accepting tenancy of a Naval C/SHA residence. It may be more advantageous for personnel who have been on the civilian roster for some time and wish to ultimately purchase the SHC house to forego a naval C/SHA house and thus remain on the NSW civil roster. However, entitlement to Temporary Rental Allowance would be forfeited.

96. The NSW SHC will permit an RAN member to place his name on the civil roster if he is within one year of expiry of engagement.

97. Naval C/SHA residences in NSW are allocated according to the applicant's family size to conform to the SHC rules. Applicants for NSW C/SHA residences are required to state their family size on the application form for married quarters, and to notify the Billeting Officer of any changes before a married quarter is allocated.

98. Fleet Air Arm personnel serving in HMAS ALBATROSS or a front line squadron may remain in tenancy of C/SHA residences in the Nowra area throughout such service.

99. The Victorian SHC will permit Naval personnel to place their names on the civil roster for SHC houses while serving, notwithstanding that they are occupying a Navy controlled C/SHA home.

100. Commission Houses occupied by members of the RAN are not available for sale to occupants. However other Victorian Housing Commission houses are saleable and any members, whether resident in a Naval controlled Commission house or not, may submit an application for Tenancy/Purchase with the Housing Commission of Victoria, which will be dealt with in order of lodgment or on discharge, whichever is the earlier.

101. The following special conditions apply to C/SHA houses allocated to the Navy in South Australia. *See also* para. 48 above.

(*a*) The SA Housing Trust retains the right to refuse or accept tenants nominated by the Administrative Authority (NOIC SA). If the applicant is resident in SA an investigating officer from the Trust will interview the applicant and/or his wife. If the applicant is not resident in SA at the time of application, the Trust requires three references of character and suitability as a tenant.

(*b*) Tenants of C/SHA houses in SA may retain tenancy on discharge from the Service, and the Housing Trust will provide another house in lieu when required by a serving applicant.

102. C/SHA residences allocated to the Navy are all unfurnished. Blinds and linoleum may be supplied at Departmental expense in New South Wales, Victoria and Western Australia if the tenant so requests. For further details of procedure *see* ABR 4, Chapter 33.

(D) DEPARTMENT OF THE INTERIOR HOUSING—CANBERRA.

103. The Department of the Interior, which administers Government housing in Canberra, has guaranteed RAN personnel serving at Navy Office, continuity of accommodation up to the total number of units required on completion of the transfer to Canberra. All houses and flats are unfurnished.

104. Married accompanied personnel appointed or drafted to HARMAN (Navy Office) are not entitled to HARMAN married quarters. Single or married unaccompanied ratings and all WRANS ratings are accommodated at HARMAN. Single or married unaccompanied officers are accommodated in Government hostels or flats, pending the building of Joint Service messes in Canberra.

105. Every officer and every married accompanied rating desiring Department of the Interior accommodation, is, on receipt of his appointment or draft note, to make application direct to Navy Office through his Commanding Officer. Navy Office will then reserve appropriate accommodation. Whilst the Department of the Interior will try to meet the stated requirement or preference it will be the policy for an appointee to Navy Office to occupy the unit vacated by his predecessor if their domestic circumstances are similar.

106. Application in accordance with para. 105 should be made in the following form, quoting this Navy Order—

(*a*) AL or DN number.
(*b*) Name and rank-rating.
(*c*) Age and sex of children.
(*d*) Any other permanent member of the household.
(*e*) Number of bedrooms required (*see* para. 108.).
(*f*) Preference for cottage, two storey semidetached house, flat or hostel. Hostel accommodation is for single or unaccompanied officers only.
(*g*) Any other remarks.

107. Reference to sub-para. 106 (*e*) above. Applicants should bear in mind that houses with more than three bedrooms are scarce in Canberra. Where the number of children and permanent members of the applicant's household apparently justifies the allocation of a four or five bedroom residence, the Department of the Interior require the applicant to complete a statutory declaration giving full particulars of children and any other permanent members of applicant's household who are resident with him at date of application and who will continue to reside with him in Canberra.

108. Applicants will be informed by Navy Office of the type and address of accommodation reserved. Reservations will be made for the officers or ratings joining date *vide* AL or DN unless otherwise requested. Temporary accommodation allowance may be claimed for an appointee's family should he have to wait for his predecessor to vacate his residence, *vide* IPI 231/42 and 45.—Personnel should complete tenancy arrangements direct with the Department of the Interior housing branch on arrival Canberra.

109. Once an appointment or draft to Navy Office is taken up, altered domestic circumstances, such as marriage or increases in family or household do not render members eligible for tenancy of a Department of the Interior house or re-allocation of a larger house.

110. ACNB 268F of December, 1960 is hereby cancelled.

(E) APPENDIXES.

Appendix 1.

PRO FORMA APPLICATION FOR MARRIED QUARTERS. CNO 580/1961.

(to be completed and forwarded to the Billeting Officer on the staff of the Administrative Authority concerned).

(*a*) Applicant's name.
(*b*) Applicant's rank/rate.
(*c*) Applicant's official number.
(*d*) Where serving.
(*e*) Where appropriated and date joining.
(*f*) AL or DN No.
(*g*) Family description with sex and age of children.
(*h*) Any other dependants.
(*i*) Current private address.
(*j*) Type of MQ required.
(*k*) Whether furnished or unfurnished MQ required.
(*l*) Whether a removal from another area involved and whence.
(*m*) Whether provision of IPI regarding removals understood.
(*n*) Whether CNO 580/1961 regarding Naval married quarters has been read and the conditions of tenancy clearly understood.
(*o*) Whether on the " debarred list " for married quarters.
(*p*) Whether in receipt of Temporary Rental Allowance.

I have read CNO 580/1961 and undertake to inform the Billeting Officer if the above particulars change, or if I no longer wish to remain on the roster for married quarters.

Applicant's Signature

Date of Application.

Appendix 2.

APPEAL AGAINST RENTAL OF MARRIED QUARTERS.

1. Location.

2. Substantive rank and name.

3. Number and particulars of dependants in residence.

4. Total pay.

5. Type of House—e.g., brick, weatherboard, prefabricated (show type) and date of construction.

6. Number and size of rooms (include sketch or best drawings available—working drawings ⅛-in. to 1-ft. if existing).

7. Total area of house.

8. Additional facilities—e.g., hot water service, sewered, cement paths, type of stove.

9. Rental based on 15 per cent. of pay.

10. Economic rental as assessed by the Department of the Interior (or Standard rent if prefabricated house).

11. Average rent, if known, of similar houses occupied by civil community in same locality.

12. Reason for the member occupying the quarters, e.g., key personnel, remote locality, &c.

13. The member's reasons for the appeal against the assessed rent.

14. Any other relevant information considered necessary to assist the Appeals Committee in its deliberation.

(DPS 1461/11/28.)

(*Navy Order* 893 *of* 1960.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

RESTRICTED
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CNO's 581-599/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
21st August, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

6296/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

RESTRICTED. Cancelled. Incorporated into RI (ABA 5016) 1356 and 5016 ino 496/63

581.—Ceremonies—Loyal and Official Toasts.

(*AFO* 1347/1961.)

In accordance with paragraph 6 of Navy Order 104 of 1961 the toast to the President of Ghana is to be honoured seated when Ghanaian nationals or officers serving in the Ghanaian armed forces are present in naval messes.

2. The appropriate anthem to accompany the toast to the President of Ghana is the Ghanaian National Anthem.

(DTSR 12/201/24).

(*Navy Order* 104 *of* 1961.)

UNCLASSIFIED.

582.—Disposal of Money or Articles Found in HMA Ships or Establishments.

Under QR & AI Article 1842, Captains of HMA ships and establishments are required to include in ships' orders, specific instructions for the disposal of all articles found lying about, which are not the property of the finder.

2. It has recently come to notice that some articles, which had not been claimed by their owners within three months, had been thrown over the ship's side at sea. Whilst this method of disposal may be appropriate for articles of a particularly personal nature, such as spectacles, false teeth, &c., no article of value, which would be of use to other persons, is to be disposed of in this manner.

(HNB 47/14/10.)

UNCLASSIFIED.

583.—RAN Shore Authorities and Ships in Harbour—Communication Arrangements.

This order sets out the communication arrangements with RAN Shore Authorities and ships in harbour as follows—

(*a*) *Ships in Harbour*—

(i) *Sydney.*—Normally Sydney MSO will be responsible for passing traffic to ships in harbour not connected to the tape relay network. Two tape relay positions are available for ships berthed alongside.

(ii) *Melbourne.*—By arrangement during working hours (0800K to 1800K Monday to Friday, excluding national holidays) Melbourne MSO will guard for ships in harbour not connected to tape relay network. There are two tributary tape relay positions for visiting ships. Precedence traffic for ships at Melbourne outside working hours is to be passed via Navy Office, Canberra MSO. Other traffic is to be routed via Melbourne MSO.

(iii) *Elsewhere.*—At other Australian ports ships must normally maintain seagoing communication watch, unless special arrangements are made such as a communication guard, or in the case of single operator ships, routeing of traffic by telephone or commercial telegram via the nearest Post office.

(*b*) *Shore Authorities*—

(i) Most Shore Authorities are served by the RAN Tape Relay Network, via the relay stations at Canberra, Sydney, Darwin and Melbourne (RAAF) which are manned continuously. Shore establishments which are tributary stations off this network normally cease communication watch after working hours.

(ii) Melbourne. MSO Melbourne will guard for NOIC Victoria, GMWD and LONSDALE during working hours. Outside working hours Navy Office, Canberra MSO will assume guard for these authorities and traffic should be routed accordingly.

(iii) The undermentioned authorities and their associated establishments are served during working hours via the AMF or RAAF tape relay network. Out of working hours and as an alternative channel during working hours for high precedence traffic, a direct TELEX connection is available between Sydney MSO, Navy Office Canberra MSO and these authorities. It is imperative that signals which must reach these authorities outside working hours are made priority and are routed to Navy Office Canberra MSO whence they will be passed by TELEX, urgent telegram or telephone.

NOIC WA (served by RAAF).
NOIC SA (served by RAAF /TELEX).
NOIC QLD (served by AMF/TELEX).
NOIC TAS (served by AMF).

(iv) Because of the expense involved in sending urgent telegrams, priority signals to the authorities in paragraph (*b*) (iii) and their associated establishments should be used with discretion. Where such an authority in a priority signal is an information addressee and urgency only applies to the action addressee, dual precedence should be considered.

2. Navy Order 37 of 1961 is hereby cancelled.

(DSD 16/1/13.)

(*Navy Order* 37 *of* 1961.)

UNCLASSIFIED. Cancelled vide ano 367/63

584.—Treasury Regulation 52—Certificates of Inexpediency in Relation to the Invitation of Tenders.

Pursuant to Treasury Regulation 52, the Secretary, Department of the Treasury, has authorized the occupants of the undermentioned offices to certify that the inviting of tenders is impracticable or inexpedient for works, supplies and services specified—

Offices.	*Amount.*	*Works, Supplies and Services.*
The Secretary, Department of the Navy	Unlimited ..	Works, supplies and services for the repair and refit of HMA ships.
Director of Dockyards and Fleet Maintenance	£10,000 ..	" " "

2. Certificates are required to be issued for each occasion when circumstances warrant the application of this provision. Applications to the authorized person are to be supported by the reasons therefor. In cases of emergency applications should be made by signal.

(DEA 201/4/12).

Section 2.
PERSONNEL.

UNCLASSIFIED.

585.—Kits of Dental Assistant Ratings—Working Dress.

The working dress of dental assistant ratings when employed in dental surgeries and annexes is henceforth to be the same as that worn by sick berth ratings, i.e., white shirt and white trousers.

2. Provided they have not previously received a gratuitous issue of these items, serving dental assistant ratings, who have more than 6 months of their current engagements to serve, are to be issued gratuitously with—

2 No. Shirts white with collar.
2 Pairs Trousers, white drill, class I and III.

3. Serving ratings are required to take up on repayment an additional one of each item within a period of 8 months in the course of uniform replacement.

4. New entry dental assistants are to be issued gratuitously with the following items of working dress—

3 No. Shirts, white with collar.
3 Pairs Trousers, white drill, class I and III.
2 No. Shirts, action working.
2 Pairs Trousers, action working.

5. The list of items which may be laundered at public expense is to be extended to include white working dress for dental assistants up to a maximum of two of each garment per week for each rating required to wear white dress. Paragraph 1 (*a*) (i) of Navy Order 168 of 1961 is to be amended accordingly.

(DV 917/51/16.)

(*Navy Order* 168 *of* 1961.)

UNCLASSIFIED.

586.—Medical Examinations of Applicants for Diving Courses.

Before a candidate is recommended for selection for a diving course he is to be medically examined in accordance with BR 155C (Royal Naval Diving Manual) Article 1222 and BR 1750A (50) (Handbook of Naval Medical Standards) Articles 97 to 101.

2. The following additional instructions are to be observed—

(*a*) All medical examinations are to be recorded in triplicate. Form AM 48 is to be used until Form AF Med. 1 is available.

(*b*) An X-ray examination of the chest on a 70 mm or larger film must have been made within three months.

(*c*) The candidate must attain eyesight standard 5.

(*d*) A further examination is to be made at least seven days before commencing the course. The report is to be enclosed in AF Med. 4 and forwarded to the Medical Officer, HMAS WATSON, so as to arrive before the course commences.

(*e*) The triplicate copy of the record of the medical examination is to accompany the candidate to HMAS RUSHCUTTER and is to be handed to the Medical Officer.

(MDG 327/53/34.)

UNCLASSIFIED. Cancelled vide CNO 222/63

587.—Royal Australian Naval Reserve—Award of Watchkeeping Certificates to Reserve Officers.

Navy Order 304 of 1961 is to be amended as follows—

(*a*) *Paragraph* 6—

Delete the first sentance and *insert* in lieu "The certificate, when awarded, will be for 'Coastal-Minesweepers (or small craft)'."

(*b*) *Add to Paragraph* 8—

"Restricted watchkeeping certificates may also be awarded by Captains of HMA ships to officers in paragraph 7 above and to Sub-lieutenants who have completed their technical courses for Lieutenant RANR when these officers are carrying out three months or longer continuous training."

(DNR 304/1/8.)

(*Navy Order* 304 of 1961.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

588.—Fire Control—Pulsing Units Associated with FPS 3 TS Officers Control Panel and MRS 3 Firing Control Unit—Modification to Suit Replacement of Valve CV 138 by "Reliable" Type Valve CV 4014.

(*a*) *Ships, establishments and authorities concerned* — Ships, establishments, dockyards, and GE Depots holding this equipment

(*b*) *Equipment affected* .. Pulsing Units associated with FPS 3 TSOCP and MRS 3 FCU.

(*c*) *Purpose of modification* .. To enable system to continue to function to design requirements when valve CV 138 in Pulsing unit is replaced by valve CV 4014. Navy Order 366 of 1960 refers.

(*d*) *Nature of modification* .. (1) *Pulsing Unit.*

(a) Change R3 resistor, Gr. 1, 1W, 6.8 K ohms ± 5 per cent., Z217522, to resistor Gr. 1, ¾W, 33 K ohms ± 1 per cent., JIS No. 5905-99-021-6328.

(b) Change C1 capacitor, ins, met. 0.1 uF ± 25 per cent., 350V., Z115555 or Z115506, to capacitor, ins, met. 0.03 uF ± 25 per cent., 500V., Z115534.

(2) *TSOCP or FCU.*

(a) One section of resistance R8 to be replaced by a 70 K ohm Eureka. WW resistance bobbin. This will result in the total resistance of R8 being reduced from 1.135 megohms to 1.063125 megohms.

(*e*) *Modification number* .. To be known as Mod. No. AN 5 to FPS 3 and Mod. No. AN 1 to MRS 3 FCU.

(*f*) *Drawings* .. .. .. The following ships "as fitted" electrical drawings refer—

NO Drg. 624/17/592 } VOYAGER.
NO Drg. 624/17/313 }
NO Drg. 625/17/592 } VAMPIRE.
NO Drg. 625/17/377 }
NO Drg. 626/17/592 } VENDETTA.
NO Drg. 626/17/313 }
NO Drg. 790/24/12-18 PARRAMATTA.
NO Drg. 792/24/12-18 YARRA.

(*g*) *Supply of modification parts* — Parts at (*d*) 1 (*a*) and 1 (*b*) to be demanded from SNSO Sydney.

Parts at (*d*) 2 (*a*) to be demanded from GSEO Sydney.

Note.—Parts at (*d*) 2 (*a*) will not be available for some time as they have to be ordered from UK.

(*h*) *By whom to be carried out* — Ships staff or dockyards.

(*j*) *When to be carried out* .. It is essential that the modification be carried out when valve CV 138 in Pulsing Unit is replaced by valve CV 4014.

(*k*) *How to be treated* .. As a defect.

(*l*) *Reports* .. .. .. Completion reports are to be forwarded to Navy Office in accordance with existing instructions.

(DW 737/53/24.)

(*Navy Order* 366 *of* 1960.)

UNCLASSIFIED.

589.—Gun Mountings—4.5-in. Mark 6 Series Mountings—Fitting of Modified Rammer Trip Levers—Mark 6 and 6* Mountings, Mod. No. 114—Mark 6* Mod. 1 Mountings, Mod. No. 37.

(*AFO* 1261/1961.)

Two types of rammer trip lever, drawing N.36349, may be found fitted in the abovementioned mountings. The original type, comprising items 1–6, 22 and 23 is prone to cracking in the vicinity of item 22 due to restraint in the fabrication. If cracking occurs a defect list item is to be raised to have the rammer trip lever repaired by Dockyard so that it conforms to the design shown on the drawing for future manufacture, i.e. items 5 and 22 are omitted and item 22 is extended over the full length of the lever.

2. Where the new type lever is fitted, either by repair or on first fitting, the relevant modification number can be regarded as completed.

(DW 736/59/104.)

UNCLASSIFIED.

590.—Asdic Directing Gears—Link, Chain, End, for Use with Two or More Combinations in One Hull Outfit—Introduction.

Concern has been felt that the existing design of transfer arrangements for Asdic Directing Gears from whip to hanger chain and vice versa is not entirely satisfactory.

2. Although no accidents have yet occurred, the transfer subjects the hoisting arrangements to sudden jarring as invariably, when freeing the disengaging hook, force has to be applied.

3. To improve transfer arrangements and to provide a greater margin of safety, a Link, Chain, End (Drawing GMWD Detail Sheet 159) has been introduced as a consumable item of Naval Stores under Class B, Group 4 (ABCSC Group/Class 4010) for use between the lifting tackle and the whip.

4. First Outfit quantities will be supplied by SNSO Sydney, without demand, on the following scale—

Pattern.	*Description.*	*Service.*	*First Outfit Quantity.*
66-013-6901 ..	Link, Chain, End ..	Daring Class Destroyers Frigates (Types 12 and 15) HMAS WATSON (TAS School)	2 No. each.

(DW 518/52/25.)

RESTRICTED.

591.—A/S Mortars, Marks 3 and 4 and A/S Mortar, Mark 10—Introduction of Schedules and Records of Modification.

Navy Order 401 of 1961 is to be amended as follows—

Delete paragraph 1 and *insert* in lieu—

"Schedules and records of modifications, similar to those in existence for guns have been introduced for gunwharf stores applicable to A/S Mortars Marks 3 and 4, and A/S Mortar, Mark 10".

(DAS 716,251/250.)

(*Navy Order* 401 *of* 1961.)

UNCLASSIFIED.

592.—Torpedo 18-in. Mark 30—Detonators Electric LE N6 Mark 1—Withdrawal of Certain Lots.

Detonators Electric LE N6 Mark 1 of Lots 7 and 8 filled ICI/W 11/55 have failed proof and are, therefore, withdrawn from service.

2. Detonators of these lots are to be returned to the nearest RAN Armament Depot for disposal, and replacements drawn.

3. NMER (BR 862), Article 2607, Category ff, i.e., not dangerous but may be subject to a percentage of failures to function, is applicable to these detonators.

(DAS 715/51/149.)

RESTRICTED.

593.—Fitting of Explosives Lockers in HMA Ships—Policy.

(*AFO* 2186/1959.)

The policy for fitting of explosive lockers in HMA ships is to reduce the numbers of lockers supplied as portable fittings where practicable, thereby clearing the decks of obstructions and assisting maintenance.

2. Stowage groups listed in BR 862, Chapter 20 (1960 issue) have been amended to enable separate weather deck stowages to be reduced. Combined stowages for above water and under water explosives have also been provided for.

3. Explosives stowed in accordance with paragraph 2 are, where applicable, to be stowed in a small compartment. If the quantities of items to be stowed are insufficient to warrant the allocation of a small compartment, "built in" lockers are to be provided where practicable, i.e., lockers built as part of ship's structure.

4. Instructions in BR 862, Article 0415 (use of tools), Article 1001 (5) (spraying) and BR 2170, Chapter 18, paragraph 19 (markings) also Chapter 25, paragraph 8 (welding) apply, as do other regulations in force for explosives lockers.

5. Small compartments and recesses forming "built-in" lockers allocated for stowage of explosives are to be fitted with an approved fireproofed lagging in order to safeguard the contents of locker against a fire in an adjacent compartment.

6. The existing type of explosives locker, supplied as a portable fitting, will be retained where a " built-in " locker would be impracticable, and in particular where exact positioning is important as with RU ammunition lockers at open gun mountings. Moreover, the fitting of " built-in " lockers will seldom be possible in existing ships. The following points should therefore be borne in mind by Overseers and Inspecting Officers when siting, or re-siting, such lockers—

(*a*) A space of about 6 inches should be left between the locker and any part of the ship's structure (including the deck), to ensure safety of the explosives and to enable the ship's structure to be cleaned. Lagging is not required.

(*b*) The locker should be bolted to deck-pads, not welded, to facilitate removal by ship's staff for periodic inspection and preservation of the ship's structure behind and beneath the locker.

(*c*) Subject to operational requirements, lockers should be sited so as to keep the decks clear as far as possible.

(DNC 1211/51/74.)

UNCLASSIFIED.

594.—Naval Stores (Air)—Transfers from RAF Vocabulary Section 33C to Vocabulary Sections 32B, 33H and 33J.

(*AFO* 1154/1961.)

Navy Order 433 of 1961 is to be amended as follows—

(*a*) Appendix *Column* 1—*Item* 14

Delete " 110–4457 (1117) " and *insert* in lieu—" 100–4457 (1117) ".

(*b*) Appendix *Column* 4—*Item* 10

Delete " 126 " and *insert* in lieu " 129 ".

(DNAS 603/83/60.)

(*Navy Order* 433 *of* 1961.)

UNCLASSIFIED.

595.—Naval Stores (General) (Class F, Group 5)—Safelights, Patterns 162212 and 162213 for Clock, Darkroom, " Celeste ", Pattern 8818—Introduction.

(*AFO* 1214/1961.)

Clock, darkroom, " Celeste ", Patt. F5/8818, has hitherto been supplied complete with three safelights (red, green and panchromatic).

2. It has been decided to patternize the green and panchromatic safelights and these will, in future, be supplied and accounted for separately. At the same time, the description of Clock Patt. F5/8818 will be amended to exclude the safelights. The use of the red safelight is no longer considered essential and its supply will therefore be discontinued.

3. Details of the safelights and the revised nomenclature of Patt. F5/8818 are as follows—

Pattern Number.	*NATO Group.*	*Description.*	*Ships' Accounting Classification.*
162212	6760	Safelight, GB, panchromatic (Developing) size 7⅞-in. x 7⅞-in., Ilford 908, for Patt. 8818 Clock	C
162213	6760	Safelight, S, green, Bromide (Printing) size 7⅞-in. x 7⅞-in., Ilford 902, for Patt. 8818 Clock	C
8818	6760	Clock, darkroom, " Celeste " without safelights	P

4. The first outfit quantity of the safelights described in paragraph 3 will be one of each pattern for each clock Patt. F5/8818 allowed. Ships and services concerned in commission should forward demands to SNSO Sydney as necessary when safelights Patts. F5/162212 and F5/162213 in service require replacement.

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

(DNAS 519/55/107)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

Cancelled vide CNO 387/63

596.—Apparatus, Resuscitation, RM Pattern.

The RM pattern apparatus, resuscitation, issued from Medical Store as item 50/6, should be in a state ready for immediate use in case of emergency. For this reason it is to be checked for serviceability at three-monthly intervals.

2. No person other than authorized agents are to carry out adjustments or repairs. This is necessary as there have been occasions recently where the screw settings of the safety valves built into the resuscitator, and set to " blow-off " at 40 mm of mercury pressure, have been tampered with. This practice may lead to fatalities and is forbidden.

3. When the apparatus, after testing, is considered by a medical officer to be faulty or unserviceable, it is to be—

(*a*) Tested and serviced by the local representative of Commonwealth Industrial Gases, where CIG agencies are situated, or

(*b*) Returned to the Medical and Dental Store Officer, Bundock-street, Randwick, NSW, for replacement if there is no local CIG agency.

4. On issue from the Medical Store, the date will be stencilled on the container case, and if not returned as in 3 (*b*) above, it is, in addition to the three-monthly test, to be returned to Medical Store after a period of 12 months for testing and overhaul, and a replacement drawn.

5. Where CIG agents are situated locally, the apparatus is to be serviced forthwith, the date recorded on the case and serviced annually thereafter.

6. In the New South Wales area, the outfits are to be passed through the Medical Store, Sydney, for action. In other States there is a CIG agent with facilities for servicing, in all capital cities.

(MDG 1002/52/22.)

UNCLASSIFIED.

597.—Dry Provisions from Contractors.

Period contracts have been arranged in Western Australia and Victoria for the supply of certain items of dry provisions to local Naval activities and visiting ships. Copies of current period contracts will be forwarded to all HMA ships by the Director of Victualling.

2. Orders for dry provisions from contractors are to be made on Form AS 1046Z in accordance with the requirements prescribed in ABR 93, Manual of Victualling Stores, Chapter 4, paragraph 6, and the purchases are to be recorded in Form AS 92—Provisions Received from Contractors, in the same manner as prescribed for fresh provisions in Chapter 19, paragraph 4.

3. ABR 93 will be amended.

(DV 912/51/19.)

Section 6.
ESTABLISHMENTS.

UNCLASSIFIED.

598.—Naval Stores (General) (Class E, Group 8) "Cess-Kleen" for Use in Shore Establishments—Introduction.

Consequent on successful trials at Flinders Naval Depot, and investigation of other available products it has been decided to re-introduce "Cess-Kleen" for cleansing and deodorizing grease traps in Shore Establishments.

2. "Cess-Kleen" is a liquid chemical of non-acid and non-caustic base which emulsifies fat and grease.

3. *Quantities to be used in Grease Traps—*

Household (about 4½ cu. ft. capacity), one quart. Clean grease trap. Pour entire contents into the grease trap or down the kitchen sink, provided there is no intervening trap between the sink and grease trap. To free a grease-clogged absorption trench, pour about ¾ gallon into the absorption trench pipe. Once free, the use of "Cess-Kleen" in the grease trap will prevent further absorption trench clogging.

Industrial.—The following figures are a guide to the industrial user, but as the quantity of grease entering the trap varies to such an extent, greater or lesser quantities may be necessary. Lasting effect is governed by the quantity of grease entering the grease trap.

For grease traps with cubic capacity up to 20 cu. ft., use one gallon "Cess-Kleen".

20–40 cu. ft.	1½ gallons.
40–70 cu. ft.	2 gallons.
70–100 cu. ft.	2½ gallons.

Over 100 cu. ft., use one gallon for each 50 cu. ft.

4. One application of "Cess-Kleen" remains effective for a period of 5–6 months. Soap powders and detergents tend to form a jellylike substance in grease traps, and it is advisable to inspect the grease trap from time to time and remove this jellylike substance, together with food particles which may have accumulated, in such a manner that "Cess-Kleen", which is at the bottom of the trap, remains undisturbed. Demands for initial quantities required should be lodged with the SNSO Sydney.

(DNAS 512/87/58.)

Section 7.
CANCELLED LIST.

UNCLASSIFIED.

599.—Cancellation of Navy Order.

Navy Order 312 of 1960, having been superseded by Navy Order 441 of 1961 is hereby cancelled.

(DMT 312/21/13.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
24th August, 1961.

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

By direction of the Naval Board.

Thos. J. Hawkins

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

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SECTION 7.—CANCELLED LIST.

616. Cancellation of Navy Orders.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

600.—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, RANAS, Nowra, is responsible 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, RANAS, Nowra, Flag Officer Commanding HMA Fleet.

Reference: Navy Orders 600 of 1961.

(*a*) date range required with alternative date,
(*b*) time range is to be opened and duration of exercise,
(*c*) whether FONGS are required,
(*d*) whether NGSLO's are required,
(*e*) whether aircraft spotting required,
(*f*) ship's call sign, and
(*g*) danger height.

Provisions of Forward Observers Naval Gunfire Support (FONGS) and Naval Gunfire Support Liaison Officers (NGSLO).

5. FONGS and NGSLO'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 RANAS, 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 ..	..	709
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

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.

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 817 697.

16. A large red flag is to be hoisted at the observation position at all times.

Safety Officer.

17. The Commanding Officer, RANAS, 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 RANAS, 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*) HE 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, RANAS, 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/FONGS—2442 kcs. voice, or
(iii) Ship/Aircraft as ordered by Commanding Officer, RANAS, Nowra.

(*b*) Call signs—

(i) Range Safety Officer—VHZ2, or
(ii) FONGS—VHZ3.

21. In the event of W/T breakdowns, communications must be established by visual means.

Disposal of Unexploded Projectiles.

22. The Commanding Officer, RANAS, 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, RANAS, 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 864 of 1959 is hereby cancelled.

(DTSR 1436/201/36.)

(*Navy Order* 864 *of* 1959.)

RESTRICTED.

Cancelled with CNO 392/63

601.—Reduction of Signal Traffic.

Concern is felt at the increasing signal traffic load.

2. The Naval communication system is designed to carry the traffic expected on the outbreak of war and not merely that expected in peacetime. Consequently, the material facilities available are more than adequate for the traffic which should be passing in peacetime.

3. However, traffic handling problems are arising because the shore facilities are seriously undermanned even on peacetime standards. They cannot cope efficiently with the volume of traffic being experienced at the present time, which is practically a wartime load. For example, in February, 1961, Canberra Naval Radio Station was handling traffic at the rate of 240,000 groups per day.

4. A signal is not to be sent unless a rapid communication means is essential. Having decided that a signal is necessary, the originator should ensure that it is sent only to essential addressees and that the text is concise.

5. Navy Order 516 of 1961 is hereby cancelled.

(DSD 77/5/15.)

(*Navy Order* 516 *of* 1961.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

602.—Medical, Hospital and Dental Treatment for Families of United Kingdom Personnel in Australia.

Navy Order 255 of 1960 is to be amended as follows—

Paragraph 14 is to be *deleted* and the following *inserted* in lieu—

" Dental expenses which will be re-imbursed will be in accordance with the scale as shown in Navy Order 251 of 1961."

Based on 358/63

(MDG 156/51/23.)

(*Navy Orders* 255 *of* 1960 *and* 251 *of* 1961.)

RESTRICTED.

603.—Officers—Special Duties List—Award of Watchkeeping Certificates.

(*AFO's* 325 *and* 999/1961.)

The Naval Board have reviewed the arrangements in QR and AI Article 0520, Clause 3, for the award of Bridge Watchkeeping Certificates to Seaman Special Duties List Officers, and have decided that, in future, there is to be only one type of Watchkeeping Certificate for these officers. This will give qualifications to take charge of a watch at sea, by day and night, in any class of ship, under naval conditions in any circumstances of peace or war. The standard of proficiency required for this certificate will be the same as that required for the award of a Watchkeeping Certificate to General List Officers. Possession of the certificate will not, however, be obligatory for promotion on the Special Duties List, and it may be awarded at any stage of an officer's career, subject to the conditions in paragraph 2 below.

2. A seaman Special Duties List officer may qualify for the award of a Watchkeeping Certificate after a minimum period of six months in a sea-going ship subsequent to the grant of a Certificate of Competence (QR and AI Article 0520, Clause 1). The Commanding Officer may grant this Watchkeeping Certificate, when, in his opinion, the officer concerned has proved himself in all respects competent to take charge of a watch at sea. The certificate is to state—

> " He has a sound knowledge of the duties of Officer of the Watch, at sea and in harbour, including measures necessary for the safety of the ship, and is competent to take charge of a watch at sea by day and by night."

3. *SD List Officers already holding Watchkeeping Certificates.*—The new type of Watchkeeping Certificate is to be awarded without further qualification to those SD List Officers already holding full Watchkeeping Certificates issued under the provisions of QR and AI Article 0520, Clause 3 (*b*). Commanding Officers of sea-going ships may also award this certificate immediately to any officer holding a restricted certificate issued under the provision of QR and AI Article 0520, Clause 3 (*a*) (i.e., the old type of SD Officers Certificate giving qualification to keep watch in certain classes of ship only) providing they have had at least six months' experience of the officer in a sea-going appointment and are satisfied that he is suitably qualified. No further restricted certificates are to be issued. Any officer in possession of such a certificate who is not yet considered qualified for the award of the new type of Special Duties List officers Watchkeeping Certificates is to keep watch at sea under the

supervision of an officer holding a full Watchkeeping Certificate, irrespective of the class of ship in which he is serving, and his training in this aspect of his duties is to be continued.

4. The award of the new SD List Watchkeeping Certificate is to be reported to the Naval Board, enclosing a copy of the certificate.

5. The provisions of this order will be included in RI.

(DOA 303/201/14.)

UNCLASSIFIED.

604.—Ratings—Complements—Recommissioning of Stabilized Destroyers and Frigates.

Under the present yearly operational cycle the complements of stabilized Destroyers and Frigates will carry out a recommission of a percentage of the ship's company once a year during the main refit period.

2. The following rules will be observed—

(*a*) Ships will recommission on the first day of the post refit trials period. This will usually be a Monday and will be known as Commissioning Day.

(*b*) Ratings " Draft Out ", with the exception of key ratings and communication ratings, will leave the ship on the Friday preceding Commissioning Day. All leave due is to have been taken by this date.

(*c*) Communication ratings " Draft Out " will leave the ship, leave and draft, on the first day of the refit. " Draft In " will join on commissioning day having had leave due. If possible the total number borne will not be allowed to fall below 50 per cent. of the allowed complement during the refit.

(*d*) As far as possible, key ratings will be changed over in accordance with the following plan.

Rating.	*Joining Date.*	*Turnover Period.*
Chief Gunnery Instructor or Senior Gunnery Instructor	1st day of pre-refit period	2 days
Chief Ordnance Artificer or Senior Ordnance Artificer	1st day of pre-refit period	3 days
Electrical Artificer (Fire Control) ..	1st day of pre-refit period	5 days
Electrical Artificer (HMAS SWAN)	1st day of pre-refit period	5 days
Chief Electrician (E) or Senior Petty Officer Electrician (E)	1st day of pre-refit period	5 days
Chief Radio Electrician or Senior Petty Officer Radio Electrician	1st day of pre-refit period	3 days
Radio Supervisor	1st day of pre-refit period	2 days
Communication Yeoman ..	1st day of pre-refit period	1 day
Chief Engine-room Artificer ..	1st day of pre-refit period	5 days
Chief Engineering Mechanic ..	1st day of pre-refit period	3 days
Engineer Officer's Writer ..	1st day of pre-refit period	2 days
Electrical Officer's Writer ..	1st day of pre-refit period	2 days
Engineers Yeoman of Stores ..	1st day of pre-refit period	2 days

Rating.	*Joining Date.*	*Turnover Period.*
Chief Boatswains Mate ..	Commissioning Day (1st day of pre-refit period in HMAS SWAN)	1 day
Coxswain	Commissioning Day ..	5 days
Chief Electrical Artificer ..	Commissioning Day ..	5 days
Stores Petty Officer (S)	Commissioning Day ..	1 day
Stores Petty Officer (V) ..	Commissioning Day ..	3 days
Petty Officer Writer	Commissioning Day ..	1 day
Petty Officer Cook (S)	Commissioning Day ..	1 day
Petty Officer Steward	Commissioning Day ..	2 days
Torpedo Anti-Submarine Instructor	Commissioning Day ..	1 day

3. Key ratings joining on the first day of the pre-refit period need not have had leave due, although this is desirable where possible. Those joining on commissioning day are to have taken all leave due.

4. Key ratings leaving the ship during the pre-refit period will proceed on leave and draft. Those leaving the ship after commissioning day will have taken all leave due during the refit period.

(DDM 333/8/83.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

605.—Radar—5840—AP173096 Generator, Ships Head Marker. Introduction.

(*AFO* 1101/1961.)

A new Ships' Head Marker Generator (5840-AP 173096) is being introduced into service. The generator differs from the Ship's Head Marker Systems hitherto fitted in that it provides pulses of constant amplitude and variable width, allowing for different aerial rotation speeds and prf's being fed to the various displays.

2. The new Ships' Head Marker Generator System will be fitted on the basis of one per Type 277, 293, 960, 978 and LW02. It will not, however, be fitted should the installation concerned be the only set fitted, e.g., Type 978 in small ships. The system is not compatible with Display Outfit JC.

3. Initially, the installation of the system will be confined to ships under construction, modernization or conversion. Later it may be possible to fit it retrospectively in certain selected ships but in general this will not be possible in view of the extensive dockyard work involved. However, in order to mitigate the unsatisfactory performance of existing 180-volt Ships Head Marker Systems, a modification will shortly be introduced, the fitting of which involves substantially less work than the new Ships Head Marker Generator.

4. *Publications*—

Installation Specification ..	B907.
Establishment List ..	(5840–AP 173096 will be included in individual "E" Lists for the parent equipment).
Handbook	The handbook BR will be available late 1961.

(DEE 518/251/434.)

UNCLASSIFIED.

606.—Radio—Removal of Radio Interference Screens from Ventilation Trunks.

(*AFO* 1272/1961.)

In order to eliminate trunk-borne radio interference, metallic screens are currently fitted in ventilation trunks.

2. Recent experience indicates that the material benefits to be obtained by omitting the screens, viz., improved ventilation at reduced cost and the elimination of maintenance cleaning routines, are achieved without noticeable increase in radio interference levels.

3. In future therefore, screens are not to be fitted.

4. Where these screens have already been fitted either in new construction or existing ships, it will only be necessary to remove the gauze from the sliding screen. This work is to be done by ship's staff.

5. Any ship experiencing interference which is thought to be due to the lack of, or removal of, ventilation screens should render a report through the administrative authority.

(DEE 16/51/19.)

UNCLASSIFIED.

607.—Machinery—Boilers—Operation of Direct Reading Water Level Indicators.

Operational experience in HMA Daring Class Destroyers has shown that is is desirable to isolate the Igema Distant Reading Water Level Indicators when blowing down the direct reading water level indicators. If the Igema is not isolated it is possible to transfer some of the indicating fluid into the dirt traps because of the differential pressure in the steam and water connections.

2. In all HMA ships fitted with Igema Indicators these are to be isolated before blowing down the direct reading gauges in accordance with BR 3003 (1)—Chapter 5.

3. E. in C./TPS/22—"Preliminary Handbook for Principal Boiler Mountings—Whitby Class Frigates" (Section 7), will be amended in due course.

(DME 1211/51/247.)

UNCLASSIFIED.

608.—Ammunition—Propellant—Landing—Destruction—Report.

(*AFO* 1208/1961.)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached the age limit.

Propellant lots and sub-lots affected.	*Type.*	*Nature of ammunition, &c., which may be involved.*
RNC 1190 ..	SC 061 ..	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in. (F.A.).
RNC 1195 ..		
RNC 1322XA ..		
RNC 1200 ..	SC 103 ..	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in.
RNC 1328XA ..		
RNC 1493XB ..		
RNC 1670XC ..		
RNC 1675XC ..		
RNC 1187 ..	SC 109 ..	QF 4.7-in.
RNC 1491XB ..		
SPDN 7315 ..	FNHP 020–021	QF 40/60.
SPDN 7453 ..		
SPDN 7460 ..		
SPDN 7464 ..		
SPDN 7466 ..		
SPDN 7704 ..		
SPDN 7706 ..		
SPDN 7709 ..		
BS 18307 ..	SUK 1.7–0.6..	Motor rocket 2-in.
Action to be taken by HMA ships, &c.	.. ..	Return to nearest RANA Depot as early as practicable; if unable to comply within three months from the date of this order, report specially to Navy Office for instructions. NM and ER, 1960, BR 862, Article 1126 refers.
Action to be taken at RANA Depots	.. ..	Separate instructions have been issued.

(DAS 729/57/102.)

UNCLASSIFIED.

609.—Naval Stores (General and Technical) (Class B, Group 9)—Accounting Reclassifications.

(*AFO* 1372/1961.)

Section 8 of the Rate Book, BR 810, covering Class B, Group 9, has now been reviewed in accordance with Navy Order 161 of 1961 (*Naval Stores (General and Technical) Review of Accounting Classification*).

2. The items reclassified are as shown in the Appendixes to this order and have been arranged in numerical Pattern Number order within each part, with an indication of the page number for the entry in the Rate Book.

3. BR 810 should be amended in manuscript accordingly and the Naval Store Ledgers of HMA ships and establishments adjusted as shown in ABR 4, Article 1812.

4. The reference in Appendix A of Navy Order 161 of 1961 to Pattern 8998 is to be *amended* to 8798. BR 810 and ledger pages affected should be rectified accordingly.

APPENDIX A.

PERMANENT ITEMS TO BE CLASSIFIED AS CONSUMABLE.

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9A.	171	11
	950	
	398B	1
	399B	
	3746	8
	12719	6
	12720	
B.9B.	12	18
	14E	14
	14I	
	133	15
	251A	17
	310	14
	330	19
	1067C	16
	2916A	14
	3520	19
	3521	20
	4094	14
	4097	
	4109	17
	4110	14
	10299	15
B.9C.	2177	25
	4175A	
	4183	
	4184	
	9742	31
	10352	28
	10371	29
	13099	31
B.9D.	653	41
	654	
	655	
	656	
	657	
	658	
	659	
	660	
	661	
	662	
	665	43
	666	
	667	
	670	41
	1502	38
	1505	

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9D.	1506	44
	1507	
	1508	38
	1509	
	1510	39
	1511	
	1512	42
	1513	
	1514	
	1515	
	1516	
	1517	
	1518	
	1518A	
	1519	
	1522	39
	1523	
	1524	44
	1525	
	1528	42
	1529	
	1530	39
	1531	
	1532	42
	1533	43
	1534	
	1535	
	1535A	
	1536	
	1537	
	1538	
	1539	
	1540	
	1541	
	1542	
	1543	
	1544	
	1546F	40
	1546M	
	1547F	
	1547M	
	1548F	
	1548M	
	1549F	
	1549M	
	1550	39
	1551	

APPENDIX A—*continued.*

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9D.	1568	44
	1569	
	1570	
	1571	
	1573	43
	1574	
	4032	39
	4033	
	4040	41
	4041	
	4042	
	4043	
	4044	41
	4045	
	4046	
	4047	
	4048	42
	4060	39
	4061	
	4062	
	4063	
	4064	
	5000	45
	5001	
	5002	
	5003	
	5004	
	5005	
	5006	
	5007	
	5010	46
	5011	
	5012	
	5013	
	5014	
	5015	
	5661	

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9D.	5662	46
	5664	
	5665	
	7707	45
	7708	
	7709	
	7710	
	7711	
	7712	
	7713	
	7714	
	7715	
	7716	
	7717	
	7718	
	7719	
	7720	
	7722	46
	7723	
	7724	
	7725	
	7727	45
	7728	
	7729	
	7730	
	7744	
	9748	43
	9788	44
	10380	45
	14554	41
B.9E.	73C	48
	73E	
	73F	
	78F	
	78K	49
	78P	
	78Q	
	9717	48

APPENDIX B.

CONSUMABLE ITEMS TO BE CLASSIFIED AS PERMANENT.

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9A.	5591	11

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9C	4191	26

APPENDIX C.

PORTABLE FITTINGS TO BE CLASSIFIED AS CONSUMABLE.

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9E.	167E	50
	168A	49
	168B	
	720	47
	721	48
	723	49
	738	47
	739	48
	740	49
	743	48
	744	
	745	49
	881	47
	883	49
	1181	47
	1181A	
	1182	48
	1182A	
	1183A	49
	1375	50
	3504	47
	3505	
	3506	
	3508	
	3509	
	3529	49
	3758	50
	4075	49
	4076	
	4132	48
	4834	
	4835	47
	4919	49
B.9E.	5008	47
	5009	
	9514	49
	9515	
	9516	48
	9517	50
	9518	
	9521	
	9522	49
	9710	
	9711	48
	9712	47
	9714	49
	9715	50
	9718	49
	9719	48
	9720	
	9721	49
	9728	48
	9730	
	9731	
	9732	
	9733	
	9734	50
	9736	
	9737	49
	9738	48
	9739	49
	9741	48
	9746	
	10357	
	10358	47

APPENDIX D.

PERMANENT ITEMS TO BE CLASSIFIED AS PORTABLE FITTINGS (F).

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9A.	4756	11
	4800	5
	4801	
	4802	
	4803	
	4804	
	4805	
	5636	
	5637	
	5638	
B.9A.	12950	11
	12951	
	12952	
	12953	
	12954	
	12955	
	12956	
B.9D.	650	42
	651	
	652	

APPENDIX E.

CONSUMABLE ITEMS TO BE CLASSIFIED AS PORTABLE FITTINGS (F).

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9E.	542	47
	544	
	548	
	557	
B.9E.	577	47
	2288	
	9668	

(DNAS 506/51/119.)

(*Navy Order* 161 *of* 1961.)

UNCLASSIFIED.

610.—Naval Stores (General) (Class F, Group 5)—5-in. x 4-in. Press/Studio Camera—Introduction and Allowance.

A dual purpose 5-in. x 4-in. Press Studio Camera has been introduced to replace the existing cameras for—

(*a*) Press photographic purposes.
(*b*) Studio photographic purposes.

2. Allowances of the new type camera will be 1 No. only to those services at present allowed—

(*a*) A press camera only.
(*b*) A studio camera only.
(*c*) A press camera and a studio camera.

3. THE 5-IN. X 4-IN PRESS STUDIO CAMERA WILL BE SUPPLIED COMPLETE WITH STANDARD ACCESSORIES.

forwarded on Form AS 130 which should include detailed reasons for the additional requirement.

(DNAS 518/55/77.)

UNCLASSIFIED.

611.—Naval Stores (General) (Class F2A, F21, F24, F26)—Revised Rate Book Classification.

(*AFO* 917/1961.)

As from the date of this order the undermentioned items, hitherto dealt with under Class F, Group 2A, Part 1, are to be transferred to the classes and groups indicated in column 3 of paragraph 3 below. The ABC Supply Classification Groups to which these items are appropriate are shown in column 4 of paragraph 3.

2. Records are to be amended accordingly. HMA ships and establishments are to adjust their ledgers in accordance with Article 1812 (*a*) of ABR 4 (Naval Storekeeping Manual).

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

APPENDIX C.

PORTABLE FITTINGS TO BE CLASSIFIED AS CONSUMABLE.

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9E.	167E	50
	168A	49
	168B	
	720	47
	721	48
	723	49
	738	47
	739	48
	740	49
	743	48
	744	
	745	49
	881	47
	883	49
	1181	47
	1181A	
	1182	48
	1182A	
	1183A	49
	1375	50
	3504	47
	3505	
	3506	
	3508	
	3509	
	3529	49
	3758	50
	4075	49
	4076	
	4132	48
	4834	
	4835	47
	4919	49

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9E.	5008	47
	5009	
	9514	49
	9515	
	9516	48
	9517	50
	9518	
	9521	
	9522	49
	9710	
	9711	48
	9712	47
	9714	49
	9715	50
	9718	49
	9719	48
	9720	
	9721	49
	9728	48
	9730	
	9731	
	9732	
	9733	
	9734	50
	9736	
	9737	49
	9738	48
	9739	49
	9741	48
	9746	
	10357	
	10358	47

APPENDIX D.

PERMANENT ITEMS TO BE CLASSIFIED AS PORTABLE FITTINGS (F).

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9A.	4756	11
	4800	5
	4801	
	4802	
	4803	
	4804	
	4805	
	5636	
	5637	
	5638	

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9A.	12950	11
	12951	
	12952	
	12953	
	12954	
	12955	
	12956	
B.9D.	650	42
	651	
	652	

APPENDIX E.

CONSUMABLE ITEMS TO BE CLASSIFIED AS PORTABLE FITTINGS (F).

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9E.	542	47
	544	
	548	
	557	

Pattern No.		No. of page in Relevant Section of Rate Book.
B.9E.	577	47
	2288	
	9668	

(DNAS 506/51/119.)

(*Navy Order* 161 *of* 1961.)

UNCLASSIFIED.

610.—Naval Stores (General) (Class F, Group 5)—5-in. x 4-in. Press/Studio Camera—Introduction and Allowance.

A dual purpose 5-in. x 4-in. Press Studio Camera has been introduced to replace the existing cameras for—

(*a*) Press photographic purposes.
(*b*) Studio photographic purposes.

2. Allowances of the new type camera will be 1 No. only to those services at present allowed—

(*a*) A press camera only.
(*b*) A studio camera only.
(*c*) A press camera and a studio camera.

4 5. Studio cameras will not be replaced until the existing cameras become unserviceable and beyond economical repair.

5 4. In certain circumstances, consideration will be given to the supply of an additional camera when the photographic requirement of a particular service cannot be met by the one camera. Appropriate applications should in these circumstances be forwarded on Form AS 130 which should include detailed reasons for the additional requirement.

(DNAS 518/55/77.)

UNCLASSIFIED.

611.—Naval Stores (General) (Class F2A, F21, F24, F26)—Revised Rate Book Classification.

(*AFO* 917/1961.)

As from the date of this order the undermentioned items, hitherto dealt with under Class F, Group 2A, Part 1, are to be transferred to the classes and groups indicated in column 3 of paragraph 3 below. The ABC Supply Classification Groups to which these items are appropriate are shown in column 4 of paragraph 3.

2. Records are to be amended accordingly. HMA ships and establishments are to adjust their ledgers in accordance with Article 1812 (*a*) of ABR 4 (Naval Storekeeping Manual).

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

APPENDIX.

Pattern Number.	Description.	Revised Class/Group.	ABC Supply Classification Group.
1047A	Connection	F.21	5940
1932	Battery box	F.24	6140
W.2318B	Battery box	F.24	6140
3364	Connection	F.21	5940
3365	Lead, flexible	F.24	6140
4033	Link, connecting	F.21	5940
4034	Bolt, connecting	F.24	6140
4035	Nut, connecting	F.24	6140
4822	Battery box	F.24	6140
4823	Charging board	F.26	6130
4828	Battery box	F.24	6140
5344	Battery box	F.24	6140
5538	Tray "O"	F.24	6140
5539	Tray "O"	F.24	6140
5540	Tray "O"	F.24	6140
5630	Funnel	F.24	6140
5631	Syringe	F.24	6140
5632	Syringe "O"	F.24	6140
6480	Connection, intercell	F.21	5940
8606	Separator "O"	F.24	6140
8607	Separator "O"	F.24	6140
W.9515	Case, carrying	F.24	6140
ZB.10119	Carrier	F.24	6140
ZB.11603	Carrier	F.24	6140
ZB.12635	Carrier	F.24	6140
14013	Charging board	F.26	6130
14014	Charging board	F.26	6130
14019	Crate	F.24	6140
14054	Charging rack "O"	F.26	6130
14055	Charging rack "O"	F.26	6130
14056	Charging rack	F.26	6130
14060	Charging board	F.26	6130
14065	Battery box	F.24	6140
14070	Vent plug	F.24	6140
14071	Sealing washer	F.24	6140
14072	Vent sleeve	F.24	6140
14073	Sealing washer	F.24	6140
14080	Crate	F.24	6140
14081	Connector	F.21	5940
14082	Connector	F.21	5940
14083	Socket, cable	F.24	6140
14096	Charging board	F.26	6130
14097	Charging board	F.26	6130
14106	Connector "O"	F.21	5940
14107	Socket "O"	F.24	6140
14108	Connector "O"	F.21	5940
14109	Connector "O"	F.21	5940
14110	Connector "O"	F.21	5940

APPENDIX—*continued.*

Pattern Number.	Description.	Revised Class/Group.	ABC Supply Classification Group.
14111	Socket "O"	F.24	6140
14122	Connector	F.21	5940
14124	Connector	F.21	5940
14133	Nozzle	F.24	6140
14137A	Battery box	F.24	6140
14138	Charging board	F.26	6130
14139	Charging board	F.26	6130
14140	Charging rack	F.26	6130
14142	Lifting frame	F.24	6140
14144	Valve, gas release	F.24	6140
14145	Battery box	F.24	6140
14160	Washer	F.24	6140
14164	Crate	F.24	6140
14165	Crate	F.24	6140
14166	Connector	F.21	5940
14167	Connector	F.21	5940
14168	Socket	F.24	6140
14169	Connector	F.21	5940
14170	Socket	F.24	6140
14171	Crate	F.24	6140
14172	Connector	F.21	5940
14175	Jar	F.24	6140
14176	Zinc, semi-circular	F.24	6140
14177	Sack, element	F.24	6410
14204	Charging board	F.26	6130
14205	Charging board	F.26	6130
14206	Charging board	F.26	6130
14207	Crate	F.24	6140
14208	Crate	F.24	6140
14209	Crate	F.24	6140
14210	Connector	F.21	5940
14211	Connector	F.21	5940
14212	Connector	F.21	5940
14213	Connector	F.21	5940
14214	Connector	F.21	5940
14228	Tray	F.24	6140
14230	Tray	F.24	6140
14232	Tray	F.24	6140
14234	Crate	F.24	6140
14235	Connector	F.21	5940
14236	Connector	F.21	5940
14237	Socket	F.24	6140
14239	Crate	F.24	6140
24805	Crate	F.24	6140
53156	Charging unit	F.26	6130
66151	Charge/discharge unit	F.26	6130

(DNAS 518/58/41.)

UNCLASSIFIED.

612.—RAN Standard Spray Painting Equipment—Revised Allowances—Withdrawal of Versital Pole Gun from Fleet Use.

Navy Order 463 of 1961 is amended as follows—

Appendix A—after " HMAS TARANGAU ", *insert*—

	Compressor.	*Gun (Samson) Type A1 without Nozzle.*	*Nozzle Attachment F5.*	*Nozzle Attachment F7.*	*Nozzle Attachment F16.*	*Extension Gun (Samson).*	*Versital Pole Gun.*	*Pressure Cap (Samson).*	*Pressure Pot, 2-gall. Single Control, Double Gun.*	*Insert for Pressure Pot.*	*Air Conditioner (Samson) Type M.*	*Air Wash Mask and Charcoal Filter.*	*Air Hose, ½-in. x 30-ft. with fittings.*	*Air Hose, ¼-in. x 10-ft. with fittings.*	*Air Hose, ½-in. x 50-ft. with fittings.*	*Material Hose, ¾-in. x 30-ft. with fittings.*
HMAS CRESWELL (for Marine Section) ..	—	2	1	2	1	1	—	1	1	2	2	1	10	4	2	6

(DNAS 505/71/56.)

(*Navy Order* 463 *of* 1961.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

613.—Books—BR 2186 Recreational Films, Facilities and Conditions of Supply—Distribution.

A small number of copies of BR 2186 " Recreational Films, Facilities and Conditions of Supply " have been provided for supply on a temporary basis to HMA ships proceeding to the Strategic Reserve for periods sufficiently long to enable personnel to enjoy recreational films released by the RN Film Corporation.

2. Ships concerned should lodge a demand on SNSO Sydney for the publication before proceeding to the Strategic Reserve and should arrange for it to be returned to SNSO as soon as possible after return to Australian waters.

(DNAS 465/52/426.)

RESTRICTED. Cancelled vide CNO 486/63

614.—Form S1148 Series—Report of Failures of Gun Armament and Underwater Weapon Material and Explosives.

The following instructions are to be observed when rendering forms S1148 series—

2. Guns, breech mechanisms and explosives—

(*a*) S1148(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*) S1148(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*) S1148(J).—Report of failure of shell above 20-mm. squid and hedghog projectiles and fuzes.

(*d*) S1148(L).—Report of failure rocket motors and rocket shell.

(*e*) S1148(N).—Report of failure of naval aircraft gun armament ancillary equipment and ammunition.

(*f*) S1148(O).—Failure of SAA 20-mm. and below (other than in naval aircraft).

(*g*) S1148(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 S1148 series. Where no appropriate form is provided, reports are to be typed and prepared on the lines shown in the S1148 series.

4. Forms S1148 (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 visit next.

(*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*) The above Forms S1148 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 S1148, a cross-reference should be included on the analysis form.

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 Weapons, Victoria Barracks, Melbourne, 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—

Inspector of Naval Ordnance,
35 Circular Quay West,
SYDNEY.
Superintending Armament Supply Officer,
RAN Armament Depot,
Spectacle Island,
SYDNEY.

Victoria, South Australia, Western Australia and Tasmania—

Inspector of Naval Ordnance,
Private Bag No. 8,
P.O. Ascot Vale, W.2,
VICTORIA.

Victoria only—

The Officer in Charge,
RAN Armament and Gunnery Equipment Depot,
MARIBYRNONG.

Western Australia only—

The Officer in Charge,
RAN Armament and Gunnery Equipment 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 RAN air station is situated.

8. Requisitions from HMA 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 S1148 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, BR 862/1960, chapter 18.

12. All forms S1148 are to be signed as appropriate by the Captain of the ship, and the Administrative Officer concerned.

(DW 18/251/1.)

UNCLASSIFIED. Cancelled vide CNO 535/63

615.—Medical Examinations—Forms AF Med 1A and AF Med 1 to be Used for Recording Results.

The following forms have been introduced—

Form AF Med 1A	Entry History Questionnaire.
Form AF Med 1	Medical Examination Record.

2. Form AM 6—Medical Examination of Recruit, and Form AM 48—Special Medical Examination Record, are obsolete in the Royal Australian Navy.

3. The forms are to be completed in duplicate and allotted AF Med 4 enclosure numbers. Forms AF Med 1 and AF Med 1A will each be numbered 1 when completed in connection with the examinations specified in paragraph 4. The original forms are to be enclosed in AF Med 4 and the duplicates are to be forwarded to the Medical Director-General.

4. Form AF Med 1A is the medical questionnaire to be completed before the medical examination of all applicants for entry into the Royal Australian Navy, Citizen Naval Forces, Naval Auxiliary Services and also for officers and instructors of the Australian Sea Cadet Corps.

5. *Instructions for compiling Form AF Med 1A*—

(*a*) Boxes 1 to 6 are to be completed by the examining medical officer or his delegate.

(*b*) Boxes 7 to 59 and 64 to 68 are to be completed by the medical officer who is to put the questions to the applicant, and record the answers with a tick in the appropriate column " Yes " or " No ". If the answer is " Yes ", amplification is to be made by the medical officer in box 65.

(*c*) The certificate in box 60 is to be read aloud by the applicant in the presence of a witness and both are then to place their signatures in boxes 62 and 63 respectively.

6. Form AF Med 1 is to be used to record the medical examinations of applicants for entry as specified in paragraph 4. It is also to be used in place of Form AM 48 to record all medical examinations required during service and on discharge and is to be allotted the next vacant enclosure number from Table 1 of AF Med 4.

7. *Instructions for Compiling Form AF Med 1*—

	To be compiled by the Medical Officer or his delegate.	*To be compiled by the Medical Officer.*
(*a*) Examination for entry as, or transfer to, aircrew	Boxes 1 to 8, 10 to 13, 15, 19, 57	All other boxes excluding 66
(*b*) Examination for other types of entry	As above	Boxes 9, 14, 16, 17, 18, 20 to 50 and 58 to 65
(*c*) Other examinations	As above	As in (*b*) above but boxes 6, 10, 13, 18, 29, 30, 31, 50 may be omitted at the discretion of the medical officer

(*d*) Box 57 is to be compiled by the person measuring the auditory acuity which normally need only be done if the necessary apparatus is readily available.

(*e*) The results of the examination are to be recorded in the first instance by placing a tick in the appropriate column " Normal " or " Abnormal ". Abnormal findings are to be amplified in box 58.

(*f*) Box 62 is always to contain a clear expression of opinion such as " Fit all Branches "; " Fit Electrical, Supply and Secretariat Branches only "; " Fit for discharge Engagement Expired ".

(MDG 327/53/40.)

Section 7.
Cancelled List.

UNCLASSIFIED.

616.—Cancellation of Navy Orders.

Navy Orders 894, 897 and 1033 of 1960 having been incorporated in Interim Pay Instructions are hereby cancelled.

(HPB 47/8/8.)

With reference to Navy Order 1094 of 1959, Navy Orders 514 to 642 of 1959 are now over two years old and may be disposed of.

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
24th August, 1961.

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

By direction of the Naval Board.

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

UNCLASSIFIED.

617.—Books—Distribution of Non-accountable Publications During June, 1961.

The non-accountable publications, amendments to AP's miscellaneous publications, &c., and AFO " SC " Series, contained in the appendix to this order, have been distributed to ships and services during June, 1961.

2. Article 2518 of ABR 4 is relevant.

3. Copies of AFO " P " Series amendments and AP 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 Article 2518 (7) of ABR 4.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date.*
Aeroplane	13th April, 1961.
Aircraft	Volume 40, No. 9, June, 1961.
Australian Joint Services Catalogue of Telecommunications, Components and Valves	Serial No. 57 (April, 1961) Section Valves, Issue 1, Amendment No. 4.
Australian Joint Services Catalogue of Telecommunications, Components and Valves	Serial No. 58 (April, 1961) Section 98, Issue 1, Amendment No. 4.
Australian Joint Services Catalogue of Telecommunications, Components and Valves	Serial Amendment No. 59 (May, 1961).
Australian Joint Services Catalogue of Telecommunications, Components and Valves	Serial No. 60 (June, 1961), Section 98, Issue 1, Amendment No. 5.
B.S. 530/1948	Supplement No. 6 (1959).
C.I.S. Guide to the Card Service and C.I.S. Classification	February, 1961.
The Communicator	Volume 15, No. 1, Easter, 1961.
Joint Services Recognition Journal	Volume 16, No. 2, February, 1961.
Joint Services Recognition Journal	Volume 16, No. 3, March, 1961.
Lloyds Register of Shipping	Notice No. 2182 for Steel Ships.
United Nations Review	Volume 7, Index July, 1960–December, 1960.
United Nations Review	Volume 8, No. 3, March, 1961.
United Nations Review	Volume 8, No. 4, April, 1961.
United States Naval Institute Proceedings	Volume 87, No. 4, April, 1961.

AMENDMENTS TO B.R.'s, ETC.

B.R. No.	*Amendment No.*
A.B.R. 10	9.
B.R. 70	Cumulative Supplement dated 28th February, 1961.
B.R. 122	20th Edition, Recapitulatory Supplement No. 4.
B.R. 125	Supplement No. 10, April, 1961.
B.R. 125	New Entries No. 10, April, 1961.
B.R. 697/1960	Amendment No. 3.
B.R. 763 (1), Volume 1, dated 31st December, 1960.	Supplement No. 7.
B.R. 763, Volume 2, 6th Edition, dated 31st March, 1959	Supplement No. 7.
B.R. 819 (1), 1955—R.N.A.S. Part 1	Amendments 21, 23, 24, 25 and 26.
B.R. 929	Amendment No. 3.
A.B.R. 1077	1.
B.R. 1492A	38.
B.R. 1492B	20.
B.R. 1837 (3), Division R, Section RA	4.
B.R. 1837 (3), Division R, Section RD	8.
B.R. 1837 (3), Division R, Section RG	6.
B.R. 1837 (3), Division R, Section RJ	7.
B.R. 1837 (3), Division R, Section RK	7.
B.R. 1837 (3), Division R, Section RQ	7.
B.R. 1837 (3), Division R, Section RV	8.
B.R. 1837 (3), Division R, Section RW	8.
B.R. 1837 (3), Division R, Section RX	8.
B.R. 1837 (3), Division R, Section RY	8.
B.R. 1837 (3), Division S, Section SA	8.
B.R. 1837 (3), Division S, Section SB	7.
B.R. 1837 (3), Division S, Section SC	7.
B.R. 1837 (3), Division S, Section SD	8.
B.R. 1837 (3), Division S, Section SH	7.
B.R. 1837 (3), Division S, Section SL	7.
B.R. 1837 (3), Division S, Section SN	6.
B.R. 1837 (3), Division S, Section SP	7.
B.R. 1837 (3), Division S, Section SV	5.
B.R. 1837 (3), Division S, Section SW	6.
B.R. 1837 (3), Division S, Section SX	6.
B.R. 1837 (4), Division T, Section TA	3.
B.R. 1837 (4), Division T, Section TC	4.
B.R. 1837 (4), Division T, Section TD	3.
B.R. 1837 (4), Division T, Section TH	4.
B.R. 1837 (4), Division U, Section UD	4.
B.R. 1837 (4), Division U, Section UE	4.
B.R. 1837 (4), Division U, Section UF	4.
B.R. 1837 (4), Division U, Section UQ	8.
B.R. 1837 (4), Division U, Section UV	6.
B.R. 1921 (1949)	Amendments 62 and 63.
B.R. 1938	Amendment A.N. 1.
B.R. 1950	Amendment No. 49.
A.B.R. 2000	Australian Amendment A.N. 3.
B.R. 2014C/1957	Amendment A.N. 2.

AMENDMENTS TO B.R.'S, ETC.—*continued.*

B.R. No.	*Amendment No.*
B.R. 2101 (1)	Amendment No. 15.
B.R. 2133	3.
A.B.R. 5000 (A)	Amendment A.N. 1.
A.B.R. 5002 (A)	Amendment A.N. 1.
A.B.R. 5022	Amendment No. 1.

DISTRIBUTION OF A.F.O. "S.C." SERIES.

Publication.	"*S.C.*" No.
A.C.P. 118—1 (European Supplement) ..	S.C. 6/61, Change No. 13.
B.R. 1978	S.C. 8/61, Correction No. 14.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
1181, Vol. 2	(A.L. 131)–B.109
	(A.L. 133)–B.111
	(A.L. 132)–B.110.
1182A, Vol. 2, Part 1	C.51.
1275, Vol. 2	(A.L. 110)–Y.3 (Alt. 1).
1275G, Vol. 2, Part 1	(A.L. 150)–I.2 (Alt. 1 inc.).
1464C, Vol. 2, Part 1	2 (A.L. 24 inc.).
1464D, Vol. 2, Part 1	52.
1661, Vol. 2, Part 1	B.34
	B.35.
1661, Vol. 2, Parts 1 and 3	D.2.
1664A (2nd Edition), Vol. 1, Book 1 ..	A.L. 22.
1664A (2nd Edition), Vol. 2, Part 3, Book 1	A.L. 32.
1664A (2nd Edition), Vol. 2, Part 3, Book 2	A.L. 35.
1664E, Vol. 2	(A.L. 20)–B.4.
1803, Vol. 2, Part 1	D.168
	E.137 (A.L. 1 inc.).
1803T, Vol. 1	A.L. 109, 112, 113, 115, 116, 117, 118, 119 and 120.
1803U, Vol. 1, Book 5	A.L. 4.
2337, Vol. 2	(A.L. 189)–A.40.
2531J, Vol. 2	(A.L. 40)–B.32.
2531L, Vol. 4, Part 6 (N)	A.L. 1.
2538HA, Vol. 2, Part 1	(A.L. 138)–B.57 (Alt. 1 inc.)
	(A.L. 139)–B.88.
3158, Vol. 2	(A.L. 539)–F.3 (Alt. 16 inc.)
	(A.L. 540)–F.7 (Alt. 4 inc.).
4117, Vol. 2	(A.L. 18)–B.8
	(A.L. 19)–B.9
	(A.L. 20)–B.10.
4269C, Vol. 2, Part 1	H.23 (A.L. 1 inc.).
4288, Vol. 2	(A.L. 436)–B.319
	(A.L. 445)–B.325
	(A.L. 446)–B.326.
4303C, Vol. 2, Part 1	(A.L. 12)–B.9.
4340 (2nd Edition), Vol. 4, Part 6, Book 2	A.L. 9.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
4343X, Vol. 2	(A.L. 65)–C.12
	(A.L. 66)–C.13
	(A.L. 71)–C.14
	(A.L. 67)–G.10
	(A.L. 68)–G.11
	(A.L. 70)–G.12
	(A.L. 58)–Z.4 (Alt. 1 inc.)
	(A.L. 60)–Z.5 (Alt. 1 inc.)
	(A.L. 63)–Z.6 (Alt. 1 inc.)
	(A.L. 61)–Z.7 (Alt. 1 inc.)
	(A.L. 64)–Z.8 (Alt. 1 inc.)
	(A.L. 62)–Z.9 (Alt. 1 inc.)
	(A.L. 69)–Z.10 (Alt. 1 inc.).
4389A, Vol. 2	G.13.
4509G, Vol. 2	J.23.
4677A and B, Vol. 1 and Vol. 6	A.L. 33.
A.P. (N) 1024, Vol. 1	A.L. 2, 3, 4, 5, 6, 7, 9, 10, 11, 12 and 13.
A.P. (N) 1025	A.L. 25, 27, 30, 31, 32, 33, 34, 35, 36 and 38.
R.A.N.A.M.O. Ejection Seat	No. 7, Issue 2 (March, 1961)
	SI/RAN. 9 (May, 1961).
R.A.N.A.M.O. Firefly	A.22 (April, 1961).
R.A.N.A.M.O. Gannet	A.31 (April, 1961)
	STI/RAN. 91 (May, 1961).
R.A.N.A.M.O. General	A.L. 21
	A.21 (Issue 2) (May, 1961)
	A. 38 (May, 1961)
	F.1 Revised (April, 1961)
	R.78 (April, 1961).
R.A.N.A.M.O. Goblin	No. 6 (May, 1961)
	STI/RAN. 11 (May, 1961).
R.A.N.A.M.O. Sea Venom	A.15 (Issue 2) (March, 1961).
	A.35 (Issue 4) (May, 1961)
	SI/RAN. 19 (Issue 4) (May, 1961)
	SI/RAN. 33 (Issue 2) (May, 1961).
R.A.N.A.M.O. Sycamore	SI/RAN. 17 (Issue 2) (April, 1961).
R.A.N.A.M.O. Vampire Trainer	A.L. 4
	SI/RAN. 23 (Issue 2) (May, 1961).
D.C.A. Aeronautical Information Circulars	24/1961 (25.5.61)
	25/1961 (29.5.61).
D.C.A. Aeronautical Information Publications	General A.L. 40
	M.A.P. (A.L. 3).
A.A.P. 382, Vol. 1	A.L. 4 and 5.
Air Diagrams	S.R.1518/N.B.
	S.R.1519/N.B.
	S.R.1543/N.B.
	S.R.1544/N.B.
	S.R.1546/N.B.
	S.R.1547/N.B.
	S.R.1548/N.B.
	S.R.1553/N.B.
	S.R.1555/N.B.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
Air Diagrams—*continued.*	S.R.1556/N.B.
	S.R.1558/N.B.
	S.R.1559/N.B.
	S.R.1560/N.B.
	S.R.1571/N.B.
	S.R.1574/N.B.
	S.R.1607/N.B.
	S.R.1610/N.B.
	S.R.1611/N.B.
	S.R.1612/N.B.
Lloyds Register of Shipping	5th June, 1961.
Lloyds Register of Shipping	12th June, 1961.
Lloyds Register of Shipping	19th June, 1961.
Lloyds Register of Shipping	26th June, 1961.

(DNAS 465/57/215.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Registrar. Dm 8/9 Pt 4

FOR OFFICIAL USE ONLY. CNO 618/61.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
30th August, 1961.

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

By direction of the Naval Board.

Mosf Hawkins

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

6815/61.

UNCLASSIFIED Cancelled N.O 74/63

618. Officers—Training of General List Midshipmen in the Fleet.

(*AFO* 1174/1961.)

This order contains instructions and guidance on the training to be given to General List Midshipmen entered under the new scheme of training introduced in January, 1961 (Navy Order 527 of 1961).

2. The Naval Board wish to emphasize the importance of Midshipmen once more being trained in the Fleet. Even with the time in the Training Ship, young officers will have less time under training at sea than ever before. Great care must therefore be taken to make the most of it, through well planned and intensive programmes and by hard work by the Midshipmen themselves. Until September, 1962, the Acting Sub-Lieutenants of the old scheme will be undergoing similar training in the Fleet, at the same time as these Midshipmen. This may lead to a conflict of interests in which a due balance must be kept.

3. The aims of the training to be given to Midshipmen in the Fleet are—

(*a*) To initiate officers in their duties by practical experience, particularly in their relations with the ratings.

(*b*) To enable them to qualify for Certificates of Competence.

(*c*) To give them the knowledge required by General List officers of the working of all departments in a ship.

4. Midshipmen should be given as much responsibility as can be arranged and progressively more as they gain experience. It is for this reason that the Certificate of Competence may be awarded half way through their time in the Fleet (*see* paragraph 15).

5. The syllabus of training is to be common to Midshipmen of all specializations, except that Seaman Midshipmen will have to take more sights than the others (*see* Appendix Section 7, Part II). Engineering Midshipmen should be encouraged to do some private study in mathematics and mechanics (*see* Appendix, Section 5, paragraph 8).

6. The detailed syllabus to be covered is contained in the Appendix to this order. A good grounding will have been given in most of it during the time at the college. It is therefore intended that Midshipmen should learn in the Fleet more by experience than by formal instruction. This does not remove the need for some lectures and for good supervision by both officers and senior ratings.

7. Midshipmen should be assigned to the various departments of the ship for set periods as well as doing normal ship's duties—watchkeeping, running boats, taking charge of parties, divisional work. The following is intended as a guide to the total time which should be spent in each department—

Air	2 weeks
Gunnery	1 week
TAS	1 week
Communications	1 week
ND	1 week
Engineering	9 weeks
Supply	4 weeks
Submarines	1 week

This will be an opportunity for them to learn at first hand about the work and problems of departments other than their own, and, most important, about the types of ratings who serve in them. For some, this opportunity will never recur. These broad aims must not be obscured by the details of the syllabuses.

Appointing.

8. After passing out of the college in July, Midshipmen will be appointed to HMAS MELBOURNE additional for training. Their movement thereafter, within HMA Fleet and to schools for technical courses, will be controlled by FOCAF. The Naval Board is to be kept informed of all such movements.

Short Technical Courses.

9. After joining the Fleet, Midshipmen will undertake the following short technical courses as directed by FOCAF—

Course.	*Duration.*	*Establishment.*
ABCD (Standard)	10 days	HMAS PENGUIN.
TAS	3 days	HMAS WATSON.
AIO	2 days	HMAS WATSON.

Journals and Sight Books.

10. Each Midshipman will be required to keep a journal and a sight book. These books are to be produced at inspections and sent to the Examining Board at the Midshipmen's Examination with the Commanding Officer's recommendation on the marks to be awarded for them.

11. The journal is intended to give Midshipmen practice in accurate reporting, in making informed comment and in writing good English.

12. The sight book is to be kept as directed in Appendix, Section 7.

Form E 190.

13. A Form E 190 (revised) is to be kept in accordance with the instructions contained therein. On completion of the Midshipman's training, the form is to be sent to the Naval Board.

Certificates.

14. The following certificates (details of which are printed in Form E 190) are required to be obtained by each Midshipman—

(*a*) Certificate of Competence.

(*b*) Certificate of ability to handle boats.

(*c*) Certificate of completion of a set of astronomical observations.

(*d*) Practical Signals Certificate.

(*e*) Engineering Certificate.

Certificate of Competence.

15. Amongst the certificates listed in paragraph 14 above, the Certificate of Competence has special importance in the training of General List officers. It may be awarded to Midshipmen after not less than six months at sea. If after eight months the certificate has still not been awarded, the reasons are to be reported to the Naval Board.

Marks from the RANC.

16. The Captain of the college will have awarded marks out of a maximum of 300 as a result of training at the college and in the training ship. These marks will be recorded in Form E 190 and are to be included in the total obtained at the Midshipmen's examination.

Service Marks.

17. A total of 150 is available to the Commanding Officer to award as Service marks. They are to be assessed three times at approximately three monthly intervals and recorded on Form E 190. They are to be awarded more for zeal, resourcefulness and reliability than for powers of leadership which will still be latent in many Midshipmen.

The Midshipmen's Examination.

18. Examining Boards are to be convened by the Flag Officer Commanding Her Majesty's Australian Fleet, to examine Midshipmen orally in time for the results to reach the Naval Board by 15th July. They should not be held before late June.

19. The President of each Examining Board should be a Post Captain. The remainder of the Board should consist of at least one officer of each specialization (X, E, L and S) who should normally be of the rank of Commander and may not be below that of Lieutenant-Commander.

20. In conducting the examination, the Board must take into account the types of ship in which the Midshipman has served.

21. Marks are to be awarded as follows—

Duties of OOW and ORO	150
Rule of the Road	50
Practical Signals	25
Anchor Work and Rigging	25
Ship's Organization	50
Divisional Officers' Duties	50
Administration and Supply	50
Engineering	100
Journal	25
Sight Book	25
Service Marks	150
RANC	300
Total	1,000

To pass, 50 per cent. of the total is required, with not less than 80 per cent., in Rule of the Road, and not less than 40 per cent., in each other item.

22. Certificates are to be awarded as follows—

80 per cent.—First Class.

65 per cent.—Second Class.

50 per cent.—Third Class.

Seniority.

23. The time gained towards seniority as a Lieutenant will be awarded as follows—

First Class	4 months.
Second Class	2 months.
Third Class	Nil.

Failures.

24. A Midshipman failing in not more than two subjects is to be re-examined in them after not less than one month. If he then passes, he may be awarded only a 3rd Class certificate, whatever his final total marks. A re-examination may cause the loss of the leave which Midshipmen will normally be given before their next year of training (*see* paragraph 29), but it will not involve any forfeiture of seniority other than that implicit in a 3rd Class certificate.

25. A failure to obtain 50 per cent. of the total marks, or a failure in three or more subjects or in any subject on re-examination, will normally lead to the withdrawal of the Midshipman from the Royal Australian Navy.

Sickness.

26. If a Midshipman has lost time under training through sickness or other causes beyond his control, his Commanding Officer may recommend that he should take the Midshipmen's examination provided that he can certify that he—

(*a*) stands a reasonable chance of passing;

(*b*) has the capability of earning a Certificate of Competence before the end of his sea time;

(*c*) would, in the Commanding Officer's opinion, have earned the other Certificates in paragraph 14 above, if he had the time.

Whether the Midshipman goes on to further training in the United Kingdom will depend on the award of the Certificate of Competence as well as passing his examination.

Period after the Examination.

27. After the examination, Midshipmen should mainly be employed in their own specialist spheres. Any opportunity of filling large gaps in their knowledge or experience should be taken.

28. Engineering Midshipmen, unless something else is deemed more important for particular reasons, should work towards an Auxiliary Watchkeeping Certificate in a steam ship. Midshipmen may be allowed to do other things which would give them unusually valuable experience provided that their professional knowledge and experience are sound.

29. Midshipmen should be sent on seasonal leave (except those required for re-examination) in time for them to start their training in the United Kingdom—

(*a*) Engineering Specialists at Manadon in mid-August;

(*b*) Seaman and Supply Specialists at Dartmouth in mid-September.

Summary of Reports Required.

30. Ships are to report any failure to award Certificates of Competence in accordance with paragraph 15 above.

31. Flag Officer Commanding Her Majesty's Australian Fleet is to send full details of the results of the Midshipmen's Examination to the Naval Board by letter as soon as possible. All failures are to be reported by signal.

32. Ships are to report by letter the extra marks awarded to Seaman Midshipmen for Astronomical Navigation Part II to the Captain of Dartmouth, copy to the Secretary of the Admiralty, and the Naval Board (*see* Appendix, Section 7).

33. Confidential reports on all Midshipmen are to be rendered on Forms AS 206 at the end of their time at sea.

APPENDIX.

SYLLABUSES.

NEW OFFICER TRAINING SCHEME—GENERAL LIST.

Fleet Training of Midshipmen.

(*Note:* Some instruction in those items starred (*), has already been given at the RANC.)

Section 1.—Seamanship.

OOW and ORO Duties.

A thorough knowledge of the duties and responsibilities of the OOW at sea and in harbour, including—

*(*a*) Measures to ensure the safety of the ship, boats and men.

(*b*) Understanding of the duties of the Operations Room Officer, of the facilities offered by the Operations Room and of the weapon and communications systems in the ship. (*See* ND, G, TAS, C and Air syllabuses.)

*(*c*) Shiphandling—the effect of rudder, screws, wind, tide, sea, interaction between ships; use of berthing wires.

*(*d*) Discipline.

*(*e*) Ceremonial.

*(*f*) Books kept on the bridge and at the gangway.

*(*g*) Fleetwork and practical signals (*see* Communications syllabus).

2. Examinations in this subject should also include questions on what an OOW and ORO should know of the ND, G, TAS, Communications and Air syllabuses. Total marks available are—

(*a*) OOW and ORO—duties .. .. .. 150 marks.

(*b*) Practical signals .. .. 25 marks.

Rule of the Road.

*3. A thorough knowledge of the International Regulations for Preventing Collisions at sea, the uniform system of buoyage, and the special rules in force in dockyard ports.

4. A minimum of 40 out of 50 marks are required to pass the examination in this subject.

APPENDIX—*continued.*

Anchor Work and Rigging.

*5. A thorough knowledge of—

(*a*) All gear connected with anchor work.

(*b*) Working anchors and cables; anchoring and mooring; foul hawse and foul anchor; laying out anchors.

(*c*) Securing to buoys.

(*d*) Towing.

(*e*) Survey and test of chain cables.

(*f*) Permanent moorings. (General knowledge only.)

(*g*) Duties and composition of an anchor watch.

(*h*) The standing and running rigging of a ship and the materials used.

(*i*) Care and maintenance of wires, cordage and canvas.

(*j*) Spreading and furling awnings.

(*k*) Permanent and extemporary lifting gear, stoppers and tackles.

(*l*) Rigging of targets, fog and dan buoys.

(*m*) Rigs used for replenishment at sea.

(*n*) Use of lifesaving equipment.

6. The examination in this subject carries a total of 25 marks.

Boatwork.

*7. Ability to handle, and to instruct in handling, a boat under power, sail and oars.

8. No examination is required, but the appropriate certificate (paragraph 14 (*b*)) must be obtained.

Section 2.—Seaman Sub-specialist Subjects.

(*Note 1:* Questions on the subjects in this section are to be included in the examination on OOW and ORO duties.)

(*Note 2:* Some instruction in those items starred (*) has already been given at RANC.)

Navigation and Direction.

1. A general knowledge of—

(*a*) The duties and responsibilities of the Operations Room Officer.

(*b*) The operation of the automatic plotting tables fitted in his own ship.

(*c*) The compilation of the surface and underwater picture.

(*d*) Solving relative velocity problems by plotting, and with the PPI manoeuvring disc and Battenberg.

(*e*) Switching on, setting up and reporting from the radar displays fitted in the Operations Room and on the bridge of his own ship.

(*f*) The functions of the Aircraft Direction Room, how the air picture is presented to the command and how aircraft are directed.

(*g*) Knowledge of the contents of the Navigational Data Book.

(*h*) Voice procedure, sufficient to be capable of controlling CIP primary in a small force.

APPENDIX—*continued.*

Torpedo and Anti-Submarine.

2. A general knowledge of—
   (*a*) The detection and attack equipment.
   (*b*) Practical asdic operating.
   (*c*) Fundamental asdic tactics.
   (*d*) All TAS weapons (elementary knowledge only).
   (*e*) The integration of TAS warfare, including Air, in the Action Information Organization.
   (*f*) Operation Awkward.
   (*g*) How to take bathythermograph dips and how they are applied.
   (*h*) Minesweeping and mine hunting (if applicable to the ship).

Gunnery.

3. A general knowledge of—
   (*a*) Practical detection, indication and acquisition of air and surface targets on ship's Gun Direction System.
   (*b*) Control organization for Naval Gunfire Support (Elementary knowledge).
   (*c*) Practical blind and visual aiming of ship's gun directors.
   (*d*) Medium and close range gun mountings (Firing practice).
   (*e*) Transmitting Station (Brief explanation).
   (*f*) Ammunition supply arrangements from magazine to gun chamber.
   (*g*) Handling of small arms (1 day annual Musketry Course if possible).
   (*h*) Maintenance of the armament—organization: functioning tests, maintenance schedules and routine cleanliness.
   (*i*) Manning the armament—officers and ratings required in degrees of readiness.
   (*j*) Organization for ammunitioning ship, in harbour and at sea.
   (*k*) Organization of the Gunnery Office, and of Landing and Boarding Parties.

Communications.

4. A general knowledge of—
   (*a*) Radio Communications organization.
   (*b*) Current cryptographic systems.
   (*c*) Ship's communication equipment.
   (*d*) Message handling organization.
   (*e*) Electronic Warfare organization and equipment.
   (*f*) Communication personnel structure.
   *(*g*) Colours and principal meanings of Naval Flag Code.
   (*h*) Duties of Communications Ratings.
   (*i*) Manning the Communications facilities at sea and in harbour in the various states of readiness.

5. Midshipmen should be given as much practical experience in Fleetwork as possible.

APPENDIX—*continued.*

*6. The practical signals standard to be achieved for the award of the certificate (*see* paragraph 14 (*d*)) is to be—
   (*a*) Standard Flashing Reception Exercise at a speed of 8 words per minute.
   ~~(*b*) Standard Semaphore Reception Exercise at a speed of 12 words per minute.~~
   (*b*)~~(*c*)~~ Ability to man a voice tactical manoeuvring and warning net.

Air.

7. A general knowledge of—
   (*a*) Duties of Fleet Air Arm personnel, particularly of the Pilot and Observer.
   (*b*) Roles of Fleet Air Arm aircraft, including weapon systems fitted.
   (*c*) Squadron personnel and organization, including maintenance organization. (Practical experience in a squadron if possible.)
   (*d*) Air Department organization of a carrier, including ship's aircraft maintenance organization.
   (*e*) Flight deck organization and equipment.
   (*f*) Hangars and special Damage Control arrangements.
   (*g*) Flyco organization, including control of aircraft in carrier circuit. ACR organization.
   (*h*) Briefing, Operations and Air Sea rescue organization.
   (*i*) Meteorology, safety equipment, photography. (Elementary knowledge only.)

8. As much flying and flight deck experience as possible should be given.

Section 3.—Ships Organization.

(*Note:* Some instruction in those items starred (*) has already been given at the RANC.)

*1. A thorough knowledge of the organization of the Ship's Company as a whole and within the various departments: commissioning; watch and quarterbill; routines; stations; standing and other written orders; special duties; sea dutymen; degrees of readiness; organization for planned maintenance; principles of ABCD organization.

2. The examination in this subject carries a total of 50 marks.

Section 4.—Divisional Officers Duties.

(RI Chapter 31, Section II.).

*1. A thorough knowledge of—
   (*a*) A Divisional Officer's responsibilities for discipline, training, efficiency, welfare, sport, appearance and advancement of his men.
   (*b*) A rating's Service documents.

2. The examination in this subject carries a total of 50 marks.

APPENDIX—*continued.*

***Section 5.—Engineering.**

(*Note 1:* Electrical training is to be carried out in a ship carrying an Electrical Officer.)

(*Note 2:* Some instruction in those items starred (*) has already been given at RANC.)

A general knowledge is required of the work and organization of the engineering departments at sea and in harbour, leading to an appreciation of the problems facing their officers and of the type of work which their ratings have to do. Further training should be given by exploring the ship, including some pipe and system tracing, and by understudying and assisting officers and ratings. Whenever possible, Midshipmen should carry out appropriate semi-skilled jobs. They are also to be given charge of some unskilled maintenance task, e.g., external boiler, tank or bilge cleaning.

Watchkeeping.

2. Practical experience in watchkeeping should not be less than—

(*a*) 5 watches as M (E) on a steaming boiler at sea } to include manoeuvring.
(*b*) 5 watches on engine controls at sea }

(*c*) 2 lighting up watches.

(*d*) 1 shutting down watch.

(*e*) 1 watch on main switchboard.

(*f*) 4 watches on the evaporator.

(*g*) 2 watches with Aux. POM(E).

Equivalent experience shall be allowed to count for those who unavoidably spend their whole time in diesel driven ships.

3. Midshipmen are required to become competent in at least one auxiliary watchkeeping task—preferably evaporator watchkeeping.

Machinery and Equipment.

4. A general knowledge of the following—

(*a*) The general layout, function and inter-relation of the major items of main and auxiliary machinery. What happens when main engine orders are given. The relation between speed and fuel consumption and endurance.

(*b*) The procedure for raising steam to get under way; precautions and limitations.

(*c*) The electrical generation, supply and distribution systems.

(*d*) The arrangements for the supply of feed and fresh water, the effect of consumption on the ship's endurance. Need for strict control.

(*e*) Other equipment, plant and systems which directly affect living conditions in the ship, e.g., hot and cold water, ventilation, space heating and cooling and sanitary systems.

(*f*) Steering gear systems, including electrical supplies to them and all methods of changing over steering. (Practical exercises are to be included.)

5. A general introduction from the examples in their own ship to the following—

(*a*) Capstan machinery; practical experience of operation and maintenance; capabilities and degree of reliability.

(*b*) The firemain; pumping, flooding and draining systems; their use in emergency to maintain watertight integrity and stability; magazine flooding and spraying systems.

APPENDIX—*continued.*

(*c*) Electric motors; types, uses, limitations of usages and maintenance. (General knowledge.)

(*d*) Batteries—types and maintenance.

(*e*) Ship's gyro—running up procedure—how corrections are applied; lining up repeaters.

(*f*) Navigation lighting circuits.

(*g*) DG systems—functions; compass corrections; DG ranging and wiping.

(*h*) Internal communication; types; correction usage.

(*i*) Ships radio and weapon systems: an elementary introduction, maintenance and testing problems radio hazards.

(*j*) Fuel suction and filling systems.

(*k*) Structure and watertight sub-divisions of the ship sufficient to give a general appreciation of the effects of damage and weather on watertight integrity.

Organization.

6. A general knowledge of the following—

(*a*) Departmental organization.

(*b*) Types of officers and ratings—their methods of entry, training and advancement, and their capabilities, qualifications and responsibilities.

(*c*) Planned maintenance organization and documentation, including hull maintenance and boats, its effect and dependence on operational control of the ship.

(*d*) Notice for steam; its effect on planned maintenance, work on propulsion machinery and on ratings' routine and leave.

(*e*) Replenishment at sea.

(*f*) Special Sea Dutymen—requirements and organization.

(*g*) Repair organization—capabilities of ships workshops and staff, organization for stores and spare gear.

(*h*) Maintenance of armament—organization, functioning test, maintenance schedules and routine cleanliness.

(*i*) ABCD Organization with particular reference to—

(i) The effect on personnel and machinery in various states of readiness.

(ii) The action organizations of the department, including practical experience in DC parties and HQ.

(iii) DC lockers and their contents.

(iv) Closing down organization, ventilation, crash stopping of fans.

Engineering Note Books.

7. Each Midshipman is to keep an engineering note book, which is to include—

(*a*) Departmental organization, showing the names of officers and senior ratings in key positions.

(*b*) Sketches showing the general layout of the ship's more important equipment and service systems and her watertight sub-division.

(*c*) Particulars of principal dimensions, displacement and other structural features of the ship.

(*d*) Notes on the performance of the ship and her equipment.

APPENDIX—*continued.*

(*e*) Notes on important procedures, i.e., raising steam, other preparations for sea, testing communications, fuelling, &c.

(*f*) Sketches showing details, or explaining the working of two or three diverse items of particular interest.

Private Study (Engineering Specialists only).

8. Engineering specialists on leaving RANC will be provided with text books on Mathematics and Mechanics on loan with supplies of examples in these subjects. Midshipmen should be encouraged to spend two hours or so per week in private study of these subjects and in working examples. Commanding Officers should arrange when possible for an Instructor Officer, or other officer with the necessary ability, to assist Midshipmen tutorially with this work. Time devoted to private study is not to be allowed to prejudice general Naval training.

Examination.

9. The examination in this subject carries a total of 100 marks.

Section 6.—Supply.

A general knowledge is required of the functions and organization of the Supply Department and of its particular problems in a ship; and of the responsibilities and capabilities of Supply ratings, and their career structures.

2. Midshipmen are to spend a period in each of the departments listed below. They are to be instructed in their purposes and the organization, methods, equipment and routine used to achieve them. They are to be given only such work on accounts as will give them an insight into the need for them, and very broadly their construction. Each Midshipman is to carry out the practical work shown; where any item cannot be completed during the period in the Supply Department—e.g., money changing, attending Court Martial, &c.—it is to be fitted in during the rest of the year.

Department.	*Practical Work.*
(*a*) Pay and Cash ..	(i) Draw cash from shore, assist in money changing.
	(ii) Put up pay; make/attend payment; pay mis-musters.
	(iii) Assist in preparation of cash account and in count of public money.
	(iv) Conduct Savings Bank business under supervision.
(*b*) Provisions, Clothing and Messtraps	(i) Provision and embarkation of fresh provisions.
	(ii) Work with hold party.
	(iii) Issue cash and loan clothing under supervision.
	(iv) Stocktaking.
(*c*) Catering and Ship's Company Galley	(i) Follow a meal from menu to man.
	(ii) Work in watch of (*a*) Cooks; (*b*) Bakers.

APPENDIX—*continued.*

(*d*) Canteen	
(*e*) Wardroom— Messing Accounts Mess and cabin organization	
(*f*) Naval/Air stores ..	(i) Store ship (including stowage).
	(ii) Issues.
	(iii) Stocktaking.
(*g*) Secretariat ..	(i) Preparation for, attendance at, and follow-through action on Captain's Requestmen and Defaulters.
	(ii) Attend a Court Martial.

3. Midshipmen are to be attached to auditing boards whenever accounts are being audited. Every Midshipman is to have been associated with at least one audit during the year.

4. Examination in this subject carries a total of 50 marks.

***Section 7.—Astronomical Navigation.**

(*Note:* Some instruction in those items starred (*) has already been given at the RANC.)

The work required by this syllabus is to be set out in a sight book (H 225A) which is to be produced at inspections of the ship and for the scrutiny of the Examining Board at the Midshipmen's Examination. Midshipmen of the Seaman Specialization are to retain their sight books for further use in the Dartmouth Squadron and in the Fleet as Sub-Lieutenants.

2. 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. In ships where an Instructor Officer is borne, he is to assist in the instruction and general supervision of this work.

Astronomical Navigation, Part 1.—

3. Midshipmen of all specializations are to complete the following work—

(*a*) At least three examples of each of the following—

(i) Finding the ship's position using all available radio fixing aids.

(ii) Checking the compasses by taking an azimuth of a heavenly body, including the sun at sunrise and sunset.

(iii) Find the times of rising and setting of the sun and moon.

(iv) Finding the times of twilight.

(v) Fixing the ship by observation of the sun (including sun-run-sun and sun-run-Mer.Alt.).

APPENDIX—*continued.*

(*b*) Prepare a passage plan making due use of the following publications, all of which they should be aware of—

(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. This work is to be marked out of 25 by the Commanding Officer for inclusion in the total marks for the Midshipmen's Examination.

Astronomical Navigation, Part II.

5. Seaman Midshipmen only are required to do Astronomical Navigation, Part II, which consists of—

(*a*) At least two complete and, if possible, consecutive Days' Work at sea, out of sight of land. Each Days' Work should include the following where practicable—

(i) Plotting of ship's position throughout the twenty-four hours making due allowance for tidal streams or currents.

(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 the times of rising and setting of the sun and moon.

(v) Working out the speed necessary to obtain accurate times of arrival.

(*b*) (i) A total of at least seven astronomical fixes (in addition to the three sun-sight fixes in Part I), 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 sufficiently accurate for the Commanding Officer to regard them as reliable. If through bad weather or the ship's programme it is not feasible for a Midshipman to complete the 2 Days' Work fully, a certificate to this effect from the Commanding Officer is to be inserted in the sight book, and the Commanding Officer should satisfy himself that an equivalent amount of work is completed at other times.

(ii) The astronomical fixes are to include the following types—

(1) Sun-run-Mer.Alt.

(2) Sun-run-Sun.

(3) Four morning and evening star sights, including observations of the planets and moon if practicable.

6. 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 book is the most convenient place. A specimen page is shown in the annex to this section.

APPENDIX—*continued.*

7. Each part of this work is to be checked, and its accuracy and other remarks on it plainly recorded, as soon as it has been done. The whole is to be marked out of 100 by the Midshipman's Commanding Officer at the end of his time in the Fleet, and the results sent to Dartmouth for inclusion in the marks obtained in the fourth year of training. If a Midshipman changes ships, a provisional percentage for the work already done should be sent to his next ship.

Annex.

Figure 1 gives a specimen layout of a " Day's Work " carried out during an ocean Passage.

Situation.

2. HMAS NONESUCH is on passage from Simonstown to Freetown at economical speed of 12 knots. The ETA at Freetown is 22nd October, 1959. The ship is keeping Zone time (−1). Chart No. 2202A is in use as also are Plotting Sheets D6324 and D6323. 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 ETA is kept. This latter information is often required by the Commanding Officer when the Navigating Officer complies with QR & AI 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 observations of the sun, an observed position at 1007 would be available.

FIGURE 1.

Simonstown to Freetown.

17th October. Course 325°, 12 knots.

Zone (−1)

Setting up star globe—LMT Civil Twilight ..	0513	Tab GHA Aries 05h	99° 57′.3
Longitude	0004W	Increment	3° 15′.5
GMT	0517	∴ LHA Aries at LMTCT	103° 12′.8
ZT	0617	∴ set LHA 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.
∴ STB 099°
∴ Gyro error NIL, deviation 1½°E.

0800 .. Position 10° 28′S. 01° 12′W (based on 0600 Obs. Pos.)

Sun's Meridian Passage LMT ..	1146
Longitude	0007½W
GMT	1153½
ZT	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 1847, distance to go 1363—speed reqd. for ETA $= \frac{1363}{118} = 11.5$ knots.

Sunset LMT	1754	Moonrise 1843	Sunrise 0537
Longitude	0010W	0010W	0015W
GMT	1804	1853	0552/18th
ZT	1904		

1605 .. Stopped and lowered sea-boat to recover life-buoy

1632 .. Proceeded, 8 knots, a/c 325°

1643 .. 12 knots, Dist. and direction m.g. 1600–1700, 315°, 7 miles

Setting up star globe—LMT Civil Twilight 1816	Tab GHA Aries 18h	295° 29′.4
	Increment	4° 00′.7
	∴ LHA Aries at LMTCT	299° 30′.1
	∴ set LHA Aries	299°, latitude 09°S.

1830 .. Clocks retarded 1 hour to GMT (Zone O)

Zone (O)

Sunset .. Sunset obscured by low clouds

1830 .. DR .. .. 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.).

(DOA 310/1/23.)

(*Navy Order* 527 *of* 1961.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.
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CNO's 619-635/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
31st August, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

6708/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

619.—Nomenclature of New Escorts.

It has been decided that the new destroyers of the "Charles F. Adams" class, will be referred to in all correspondence and other communications as DDG2, in the singular and DDG2's, in the plural. This is the USN term for this class of destroyer armed with guided missiles.

(HNB 1215/1/29.)

RESTRICTED. Cancelled. CNO 75/63

620.—Task Force Allocations for the RAN.

Task Force allocations to the RAN are as follows—

TF 327—HMA Fleet.
CTF 327—FOCAF.
TF 328—Spare*.
CTF 328 —

2. *TF 328 is held in reserve for assignment to any operational authority other than FOCAF, as occasion requires. Application should be made to the Naval Board who will promulgate the temporary assignment.

(DSD 1606/203/9.)

Section 2.
PERSONNEL.

UNCLASSIFIED. Cancelled. Incorporated into A1 (ABR 0016) 2053 A and 476/63

621.—Absentees and Deserters from the RAN—Reports and Warrants for Arrest.

All signals concerning absentees and deserters from all ships and establishments are to be addressed to the Naval Board and for information to the Flag Officer-in-Charge, East Australia Area, Naval Officer-in-Charge, Victoria and the Naval Officer-in-Charge of the State in which the next-of-kin of the absentee resides. Recovery signals are to be addressed as above but in addition should include the ship or establishment from which the rating deserted and HMAS PENGUIN as information addressees.

2. Warrants (Form AS243) 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 following addresses—

Commissioner, Commonwealth Police, Box 46 GPO, Canberra.
Chief Commissioner of Police, Melbourne.
Commissioner of Police, PO Box 401, Canberra City.
Commissioner of Police, Sydney.
Commissioner of Police, Brisbane.
Commissioner of Police, Adelaide.
Commissioner of Police, Perth.

Commissioner of Police, Hobart.
Deputy Commissioner of Police, Darwin.
Naval Provost Marshal, Sydney.
Naval Provost Marshal, Melbourne.
Commanding Officer, HMAS PENGUIN (two copies).

3. A description of absentees in Sydney is to be forwarded to the Superintendent, Royal Naval House, Sydney. Pending reprint of Form AS243, the place of birth is to be included on the form. A signal advising that warrants have been issued is to contain particulars of rating, date of desertion and the name of the ship from which he deserted.

4. 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.

5. 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.

6. The Captain is to ensure that the date shown on the warrant is the actual date on which the rating was checked to absence.

7. Care is to be taken that the details on all copies of warrants can be easily read; two or more strikes are to be made as requisite for clear copies when warrants are being typed.

8. Warrants are to be signed by the Captain and not " for " that officer.

9. Recovery signals are to include the name of the ship or establishment to which the rating is being despatched for disciplinary action. Covering drafting action will then be taken in order to meet the requirements of section 49(1) of the Naval Discipline Act. Warrants for arrest will be cancelled from Navy Office.

10. Recovered deserters who deserted from HMAS LONSDALE, HUON, MORETON, TORRENS, LEEUWIN and MELVILLE are to be despatched to HMAS PENGUIN, unescorted, by direct commercial airlines for disciplinary action. All other recovered deserters are to be despatched to the establishment from which they deserted or to the ship from which they deserted if the ship is in the port of Sydney and is likely to remain there for the period of waiting trial. If the ship is not in Sydney or unlikely to remain there, recovered deserters are to be despatched to HMAS PENGUIN. Recovered deserters for whom warrants have been cancelled are to be dealt with in accordance with current instructions by the ship or establishment in which they are recovered. Recovered deserters whose engagements have expired are to be reported to Navy Office.

11. Where a recovered deserter is being despatched unescorted by a commercial airline the recovery signal is to state flight details and give a description of the rating's dress. The crew of the aircraft is to be informed that a recovered deserter is being carried.

12. 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.

13. 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.

14. This order will be incorporated in R1.

15. Navy Orders 901 of 1959 and 876 of 1960 are hereby cancelled.

(HPB 321/6/7.)

(*Navy Orders* 901 *of* 1959 *and* 876 *of* 1960.)

UNCLASSIFIED.

622.—Allotments For Goods Subject to Hire Purchase Agreements.

In many instances allotments are being declared in favour of retail firms from which purchases are made, instead of the Finance or Acceptance Company with which the allottor has entered into an agreement which places him under a contractural obligation.

2. This leads to—

(*a*) additional administrative work in confirming the correct allottee;
(*b*) delay in effecting payment of the allotment;
(*c*) risk of the allottor being pursued by his contractual creditor for non-payment of debt.

3. Members should note the full name and address of the creditor at the time of signing hire-purchase agreements, ascertain the Hire Purchase Account Number, and declare allotments accordingly.

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

(DNA 271/53/18.)

UNCLASSIFIED.

623.—Education Allowance.

This Navy Order sets out the details of the conditions governing the payment of Education Allowance.

Definitions.

2. In this order—

(*a*) " Child " means—

(i) the child (not being ex-nuptial) or the stepchild of the member; or

(ii) the legally adopted child of the member,

who is under eighteen 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 HMA 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 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.

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. Students concession 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 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.

14. The Commissioner of Taxation has ruled that payments of Education Allowance are payments by way of dependant's allowances. The allowance therefore, is not taxable.

Applications for Education Allowance.

15. 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.

16. Navy Orders 898 of 1959 and 56 of 1960 are hereby cancelled.

APPENDIX.

Application for Education Allowance.

I (full name).....
* Rank or rating.....Number.....
of HMA 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 recent 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 continue his/her secondary education. (Where assistance is received this clause should be deleted and a statement showing full details attached.)

(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 above-named 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 above-named child.

I am aware of and understand the provisions of Regulation 264 of the Naval Financial Regulations under which any amount incorrectly paid is recoverable from my pay.

Signature.....

Declared and undertaken before me.....
.....Rank.....of HMA 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.

(HPB 252/10/2.)

(*Navy Orders* 898 *of* 1959 *and* 56 *of* 1960.)

UNCLASSIFIED.

624.—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. 9d. 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 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. Navy Order 800 of 1959 is hereby cancelled.

(HPB 252/6/6.)

(*Navy Order* 800 *of* 1959.)

UNCLASSIFIED.

625.—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 lodging 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 lodging plus normal meals will be deemed to be reasonable—

	£	s.	d.
Captain	9	0	0
Commander, Lieutenant-Commander or Lieutenant-Commander (SD) with not less than eight years' pay seniority	8	0	0
Lieutenant, Lieutenant-Commander (SD) 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. 9d. 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 60 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 AS9A raised.

9. Navy Order 801 of 1959 is hereby cancelled.

(HPB 252/6/7.)

(*Navy Order* 801 *of* 1959.)

RESTRICTED.

626.—WRAN Radio Branch—Specialist Qualifications.

The training, advancement and employment of the WRAN Radio Branch have been reviewed. To provide more effectively for the variety of tasks which the Branch performs, it has been decided to introduce specialist qualifications. As a further measure, it is under consideration to extend the employment of the WRAN Radio Branch to other selected shore establishments.

2. With effect from 7th August, 1961, WRAN Radio Branch ratings will be selected for either the Morse or Teletype specialist qualification. At later stages, selected ratings from either specialist qualification may undergo training to qualify as STA, STC, STR or linguist. Retrospective specialist qualifications according to practical ability and suitability are to be applied without further training to all WRAN Radio Branch ratings who have completed Part II B training by 7th August, 1961. The necessary notations are to be made by establishments concerned in accordance with the provisions of this order and Navy Office informed by letter.

3. Application of this scheme is described in detail below.

WRAN RO Part II, Section A.

Training.

4. Training will be conducted at Flinders Naval Depot under existing arrangements. HMAS HARMAN is responsible, however, for advising CST FND on the sullabus, and on the standards of knowledge required at the end of Part II Section A training.

Selection for Specialist Qualification.

5. On completion of Part II Section A training, WRAN Radio ratings are to be selected by CST FND for Morse or Teletype specialist qualifications as appropriate in accordance with the target percentages advised by Navy Office. This is to be recorded on the History Sheet in each case by the notification " S.Q. (M) " or " S.Q. (T) ". Navy Office and HMAS HARMAN are to be informed. The following factors in order of priority are to be taken into account when making the division—

(*a*) Morse/keyboard ability.

(*b*) Service requirements.

(*c*) Personal preference.

Back-classing.

6. Failure to achieve a pass in both Morse and Keyboard practical will no longer necessitate back-classing. Providing a pass is obtained in either subject in addition to all other subjects in the syllabus, Part II Section B training may be commenced.

WRAN RO Part II Section B—Morse Specialist Qualification.

7. (*a*) *Duration.*—Twelve weeks.

(*b*) *Training.*—Morse Specialist Qualification classes are to carry out Part II Section B training at HMAS HARMAN in accordance with the syllabus and standards of knowledge prepared by that establishment.

(*c*) *Back-classing.*—Back-classing is to be effected by the Captain HMAS HARMAN in accordance with current regulations.

WRAN RO Part II Section B—Teletype Specialist Qualification.

8. (*a*) *Duration.*—Four weeks followed by eight weeks applied training.

(*b*) *Training.*—Teletype Specialist Qualification classes are to carry out Part II Section B training at HMA Signal School in accordance with the syllabus and standards of knowledge prepared by that establishment. HMAS HARMAN is to advise CST FND as necessary on changes to the syllabus, and on the standards of knowledge required at the end of Part II Section B training. On completion, WRAN RO's (Teletype) will be drafted to selected shore establishments. A period of eight weeks applied training is to be completed at these establishments before WRAN RO's (Teletype) are fully employed on communications tasks. The higher practical speed required for advancement to WRAN Radio Operator (Teletype) should be attained by the end of this period.

(*c*) *Back-classing.*—Back-classing at HMA Signal School for the four week course is to be effected at the discretion of CST FND in accordance with current regulations.

Advancement.

Advancement to WRAN Radio Communications Operator (Probationer).

9. The existing qualifications continue to apply for advancement. WRAN Radio Communication Operators are to be rated WRAN RO (Probationer) (M) or WRAN RO (Probationer) (T) as appropriate.

Advancement to WRAN Radio Communications Operator (Morse).

10. Advancement to WRAN RO (M) is to be effected in accordance with current regulations on completion of Part II B training.

Advancement to WRAN Radio Communication Operator (Teletype).

11. Advancement to WRAN RO (T) is to be effected in accordance with current regulations on completion of the eight weeks applied training period which follows Part II B training. If necessary, advancement is to be delayed until the higher practical speed qualification is obtained and the basic date adjusted accordingly.

Employment of WRAN Radio Operators (M) and (T).

12. WRAN Radio Operators (M) and (T) are to be employed in duties suited to their specialist qualification. Establishments concerned are to indicate their requirements for either specialist qualification as they arise, within the overall complement allowed.

STA, STC, STR and Linguist Qualifications.

13. (*a*) *Selection.*—Selected ratings from either the Morse or Teletype specialist qualification may undergo training to qualify STA, STC, STR or linguist at any time after being rated WRAN RO.

(*b*) *Award of Qualifications.*—With the exception of linguists, authority to award STA, STR or STC as appropriate is delegated to the Captains, HMAS LONSDALE, HMAS HARMAN and HMAS MELVILLE. These awards involve notation action on the history sheet and informing Navy Office by letter. They should only be made after satisfactory performance of the duty concerned over a six month period.

Advancement to Leading WRAN Radio Operator (M) or (T).

14. (*a*) *Examination.*—Separate boards are to be conducted for Leading WRAN Radio Operator (M) or (T) in March and September of each year, in accordance with the standards of knowledge and syllabuses prepared by HMAS HARMAN. The regulations for eligibility, conduct and marking of the tests remain unaltered.

(*b*) *Advancement.*—Existing regulations for advancement to Leading WRAN Radio Operator will continue to apply.

Advancement to WRAN Radio Supervisor (M) or (T).

15. (*a*) *Course and Test.*—Separate courses and tests are to be conducted annually for WRAN Radio Supervisor (M) or (T) by HMAS HARMAN in accordance with the standards of knowledge and syllabuses prepared by that establishment. The regulations for eligibility and duration of the courses remain unaltered. Forms AS1303A are to clearly indicate the course specialist qualification for which a rating is recommended.

Advancement to Radio Communication Supervisor (M) or (T) and Chief WRAN Communication Supervisor.

16. Existing regulations for advancement to Radio Communications Supervisor (M) or (T) and Chief WRAN Communications Supervisor will continue to apply.

Instructor Qualifications.

17. WRAN Radio Supervisors (M) and (T) will be eligible to qualify as instructors under existing regulations and according to service requirements.

18. Revised raw scores are attached as an appendix to this order.

19. ABR 5009 and WRANS instructions will be amended.

APPENDIX.

WRAN RADIO BRANCH—RAW SCORES.

Subject.	*Recruit WRAN RO Section A.*	*WRAN RO (Prob.) (M) Section B.*	*WRAN RO (Prob.) (T) Section B.*	*L WRAN RO (M).*	*L WRAN RO (T).*	*WRAN RS (M).*	*WRAN RS (T).*
Communication Organization ..	75	—	75	—	80	—	85
W/T Procedure Paper ..	75	—	—	—	—	—	—
AT RATT and Tape Relay ..	75	—	75	—	80	—	85
MTX	12/80	—	—	—	—	—	—
BKX	25/95*	30/95	30/95	30/95	—	30/95	—
Crypto	—	—	75	—	80	—	85
TTX	—	—	40/94†	—	40/96	—	40/96
TPX	—	—	40/94†	—	40/96	—	40/96
Technical	—	70	—	70	—	80	—
Practical Morse	15/94*	22/94	—	22/95	—	22/95	—
Technique	—	70	—	70	—	80	—
Theory	—	50	—	—	—	60	60
Practical Slip Reading ..	—	95	—	95	—	90	—

* Standard in one subject need not be reached. † Standard on completion of Part II Section B at FND is 35/94.

(DSD 312/221/22.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

627.—Ammunition—General—Annual Inspection—Reduction in Number of Forms.

(*AFO* 1260/1961.)

As a result of revised requirements for the distribution of completed annual inspection forms, it will only be necessary in future for ships to prepare the forms referred to in NMER 1960, BR 862, Article 1702, in triplicate. One copy should be retained by the ship and the original and duplicate forwarded to the Armament Depot.

Cancelled 1/1/62

2. The instructions on the various forms about the number to be prepared will be amended as they are reprinted.

(DAS 725/51/18.)

UNCLASSIFIED.

628.—Alteration and Addition Item—AS Frigates (Modified River).

Class List Item No. 515. *Classification A.*

Item: To fit ABCD headquarters and internal communications in accordance with BR 2170.

Reference: HMAS BARCOO—Inspection Report, ABCD—dated 28th July, 1960.

(DCNTS 1224/51/83.)

UNCLASSIFIED.

629.—Destroyers and Frigates—Measurement of Draught at Propellers—Deck Plates.

(*AFO* 1470/1961.)

In destroyers and frigates, a set of draught marks is given over the propellers where these project below the line of the USK produced, and plates are provided at the weather deck edge engraved " The draught marks below this plate are for docking purposes only ".

2. As the purpose of these draught marks is to give the draught to the lowest point of the propeller sweep, and thus indicate the propeller clearance over any type of underwater obstruction, the notice as now worded may be misleading.

3. Commanding Officers of destroyers and frigates are to raise a defect item for this deck plate to be replaced by one engraved " The draught marks below are from the lowest point of propeller sweep ".

(DNC 1211/51/249.)

UNCLASSIFIED.

630.—Naval Stores (General) (Class B, Group 9A)—Attachment, Flag, Patt. 5590, Tube, Patt. 5591, and Band, Patt. 5592—Deletion from Rate Book.

(*AFO* 1059/1961.)

The following items are obsolete and are being *deleted* from the Rate Book (BR 810) and relevant Allowance Lists—

Pattern.	*Description.*
B9A/5590	Attachment, Flag, to Pattern E3/307 Lifebuoy.
B9A/5591	Tube } components of above.
B9A/5592	Band } components of above.

2. The requirement for these items has been overtaken by the use of smoke and light markers for life saving purposes.

3. Stocks held by HMA ships and establishments should be returned to SNSO Sydney for disposal.

(DNAS 506/51/111.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

631.—Books—BR 1860—The Man at the Wheel—Disposal.

BR 1860—The Man at the Wheel, is now obsolete and copies should be disposed of in accordance with Article 2513(*b*) of ABR4.

(DNAS 465/52/548.)

UNCLASSIFIED.

632.—Books—BR 1938 Naval Ratings Handbook—Amendment.

The revised layout of kit described in Navy Order 1016 of 1960 has been reproduced and copies are available on demand from the Superintending Naval and Air Store Officer, Sydney, for issue to all RAN ratings for insertion in BR 1938—Naval Ratings Handbook—as an RAN Amendment to Chapter II, Section 3, Uniform Clothing and Bedding—Kit Inspection.

2. The amendment is known as AN 1.

3. Ships and establishments are to base demands on numbers borne, allowance being made at Training Establishments for any spare copies held for issue to future new entrants.

(DV 465/52/467.)

(*Navy Order* 1016 *of* 1960.)

UNCLASSIFIED.

633.—Forms AS 3118Z—Trade Certificate for Butchers.

Form AS 3118Z, Trade Certificate for Butchers, has been introduced and is available on demand from the Superintending Naval and Air Store Officer, Sydney.

2. Trade certificates are to be placed in Certificates of Service of all butcher ratings. Stocks are to be demanded on the basis of one for each rating borne plus 25 per cent. for wastage. Thereafter trade certificates will be placed in the Certificates of Service of ratings who transfer to the Butcher Branch by CST FND.

(HPB 464/80/57.)

UNCLASSIFIED.

634.—Revision of Forms.

The following forms have been revised. When stocks of the present forms are exhausted, supply of the revised forms will be effected on demand—

AS 29 (Inside) ..	Monthly Cash Accounts—Debit Sheet.
AS 41	Pay Account Card.
AS 79E	Clothing Issued Free to Wrans.
AS 156Z.. ..	Summary of Issues.
AS 234	Report of Leading Engineering Mechanics, &c., Recommended for Mechanicians' Courses.
AS 327	Switchboard Log.
AS 396	Instructor Officer's Journal.
AS 549 (Small) ..	Demand, Supply or Receipt Note for Occasional Supplies.
AS 596	Half-yearly Recommendations for Promotion.
AS 1233T ..	Trade Certificate—Seaman Branch.
AS 1320B ..	Message Form.
AS 1320L ..	Message Form.
AD 786B ..	Certificate of Test of Anchors, Chain Cables and Gear and Paravane Chains.

(DNAS 464/51/3.)

Section 6.
ESTABLISHMENTS.

RESTRICTED. Cancelled N.O. 696/62

635.—Security of Telephones—Warning Notices.

It has become necessary to amend the wording on the warning notices issued for attachment to telephones notified in Navy Order 985 of 1960. Action is in hand to print the new notices which will bear the words—" Warning—Do not discuss classified matter on this telephone ".

2. The existing notices are to be removed from telephones and destroyed forthwith.

3. A first supply, without demand, will be issued by SNSO Sydney.

(DNAS 1617/206/35.)

(*Navy Order* 985 *of* 1960.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

RESTRICTED
FOR OFFICIAL USE ONLY.

CNO's 636-657/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
6th September, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

7155/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

636.—Helicopter Transfers.

The Helicopter Handbook, Royal Navy Air publication (N) 1001, is produced for the guidance of Captains in the ship handling techniques required when working with helicopters.

2. When a helicopter is being used to transfer stores or personnel to or from a ship other than an aircraft carrier, the signal making the arrangements for the transfer should also state that the transfer is to be conducted in accordance with AP(N) 1001—The Helicopter Handbook, Chapter 5.

3. In the event of a transfer with a ship that does not hold AP(N) 1001, the vital points of the transfer drill should be made clear by signal.

4. The pilot of the helicopter is at all times responsible for its safety and should advise the ship as to his exact requirements including alterations of course and speed, if he considers these necessary.

(DAWOT 47/8/16.)

UNCLASSIFIED. Cancelled vide C.N.O. 620/63

637.—HMA Ships Approved for Disposal—Removal of Equipment.

Requests being received at Navy Office for fitted equipment to be removed from HMA ships approved for disposal and re-allocated to establishments contain insufficient information to allow adequate consideration to be given to the proposals.

2. In addition to the possibility of delay in finally declaring the vessel for disposal, removal of equipment of a purely utilitarian or commercial nature could result in a reduction in proceeds of sale.

3. Proposals for the removal of fitted equipment from ships approved for disposal should contain the following information—

(*a*) Detailed reasons for the requirement.

(*b*) Sufficient information to enable the relative merits of removal from the ship or supply from alternative sources to be assessed, e.g.—

(i) Condition of item in ship.

(ii) Estimated cost for removal from ship.

(iii) Availability and cost of supply from other sources.

(DNAS 1211/51/248.)

UNCLASSIFIED.

638.—HMAS YARRA—COMMISSIONING.

HMAS YARRA commissioned on Thursday, 27th July, 1961, under the command of Commander J. L. W. Merson, RAN.

(HNB 1224/1/102.)

UNCLASSIFIED.

639.—Moving of Mobile Aircraft Crane on the Flight Deck.

In a recent accident in the Royal Navy in which the flight deck was wet with AVCAT, it proved very difficult to move the Jumbo, due to lack of traction. A fork lift truck was also unable to stop, and hit an aircraft.

2. Drivers of vehicles are to be warned of this difficulty which can be caused either by foam or fuel.

3. In the case of the Jumbo, rolls of coconut matting are to be instantly available for placing under the traction wheels to overcome this difficulty and to ensure that there is minimum delay in lifting and removing a crashed aircraft.

(DAWOT 47/8/16.)

UNCLASSIFIED.

640.—Safety of Passengers Boarding or Leaving Helicopters.

In gusty or turbulent conditions, helicopter main rotors are liable to " sail " and the effect of this has been known to make them go low enough to hit the deck. This can occur at any time but the effect is particularly marked when the rotors are being engaged or disengaged.

2. No one is to stand or pass under helicopter main rotors when they are rotating, except when it is necessary to board or leave the aircraft. This is to be done to and from the beam and the person concerned must not enter the area under the main rotors, or leave the cabin until the pilot has given him permission to do so by a visual " thumbs up " signal or a message on the helicopter intercom. Chock-men are the only personnel permitted to be under the blades during engagement or disengagement.

3. A notice is to be prominently displayed in all helicopter cabins as follows—

ATTENTION—DANGER.

Passengers are not to alight from or board a helicopter without first obtaining clearance from the pilot or aircrew that they are clear so to do.

2. During periods when the main rotors are disengaging or engaging, there is severe risk of injury from sailing and dipping blades.

(DAWOT 47/8/16.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

641.—Higher Rates Training.

The table printed as an appendix to this order shows the number of ratings qualified professionally for higher rate other than by course during the period 1st January to 30th June, 1961.

2. The numbers qualified in the previous six months are shown in Navy Order 246 of 1961.

APPENDIX.

RATINGS PASSED PROFESSIONALLY FOR HIGHER RATING 1ST JANUARY TO 30TH JUNE, 1961.

	Seaman		Communication		Engine Room				Elec. Artificer	Electrical (P)		Electrical (E)		Electrical (Air)	
	PO	LDG	LTO	LRO	CERA	CPO	PO	LDG	CEA	PO	LDG	PO	LDG	PO	LDG
ALBATROSS	2	1	—	2	—	—	—	—	—	—	—	—	—	—	3
ANZAC	—	2	2	—	—	—	—	—	—	—	—	—	—	—	—
BANKS	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—
BARCOO	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BASS	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—
CERBERUS	3	4	—	1	2	2	2	2	—	1	3	1	—	—	—
CRESWELL	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—
DIAMANTINA	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—
GASCOYNE	1	3	—	—	—	—	—	—	—	—	—	—	—	—	—
HARMAN..	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—
HUON	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
KIMBLA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
KUTTABUL	—	—	1	3	—	1	—	1	—	—	—	—	—	—	—
LEEUWIN	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—
LONSDALE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
MELBOURNE	1	11	1	5	—	1	4	9	—	—	5	—	—	—	3
MELVILLE	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—
MORETON	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
NIRIMBA	—	—	—	—	—	—	2	—	—	—	—	—	—	—	—
PALUMA	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—
PENGUIN..	—	—	—	1	—	—	4	4	—	—	—	—	—	—	—
QUEENBOROUGH	1	13	—	3 + 1 (S)	1	1	—	6	—	—	5	—	3	—	—
QUIBERON	—	1	—	—	—	—	2	—	—	—	—	—	—	—	—
QUICKMATCH	—	1	—	—	—	1	1	1	—	—	1	—	1	—	—
RUSHCUTTER	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
SWAN	—	1	—	—	—	—	—	1	—	—	—	—	—	—	—
TARANGAU	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TORRENS	—	—	—	—	—	—	2	2	—	—	—	—	—	—	—
VAMPIRE	—	3	—	2	—	1	3	5	—	—	—	—	1	—	—
VENDETTA	2	5	—	2	—	—	1	14	—	—	—	—	—	—	—
VOYAGER	—	4	—	1	—	—	2	7	—	—	—	—	3	—	—
WARREGO	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
WATSON	1	1	—	1	—	—	—	—	—	—	1	—	2	—	—
	13	53	6	25	3	7	24	54	—	1	15	1	10	—	6

APPENDIX—*continued.*

RATINGS PASSED PROFESSIONALLY FOR HIGHER RATING 1ST JANUARY TO 30TH JUNE, 1961—*continued.*

	Radio Electrical		*Radio Electrical (Air)*		*Sick Berth.*			*Dental*		*Writer*		*Stores (S)*		*Stores (V)*		*Steward*		*Total*
	PO	*LDG*	*PO*	*LDG*	*CPO*	*PO*	*LDG*	*PO*	*LDG*	*PO*	*LDG*	*PO*	*LDG*	*PO*	*LDG*	*PO*	*LDG*	
ALBATROSS ..	—	—	—	—	—	—	—	—	—	1	—	1	—	1	—	—	5	16
ANZAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
BANKS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
BARCOO	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
BASS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
CERBERUS ..	—	1	—	—	—	—	2	2	1	—	1	—	—	1	—	—	2	31
CRESWELL ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
DIAMANTINA ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	4
GASCOYNE ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
HARMAN	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
HUON	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
KIMBLA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
KUTTABUL ..	—	—	—	—	—	—	1	—	1	1	—	—	—	—	—	—	—	9
LEEUWIN	—	—	—	—	1	1	1	—	—	—	—	—	—	1	1	—	—	6
LONSDALE ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
MELBOURNE ..	—	1	—	2	1	1	—	—	—	—	—	—	1	1	—	—	—	47
MELVILLE ..	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	2
MORETON.. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
NIRIMBA	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	3
PALUMA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
PENGUIN	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	10
QUEENBOROUGH ..	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	38
QUIBERON ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4
QUICKMATCH ..	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7
RUSHCUTTER ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
SWAN	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	3
TARANGAU ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TORRENS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
VAMPIRE	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	17
VENDETTA ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24
VOYAGER ..	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19
WARREGO ..	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	1
WATSON	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	1	8
	—	9	—	2	2	2	4	2	3	3	2	2	2	5	2	—	11	269

UNCLASSIFIED.

Cancelled. Incorporated into RI (ABR 5016) Appendix 48

642.—Non-service Examinations.

Personnel who have enrolled for correspondence or attendance courses, under the Services' Vocational and Educational Training Scheme, are usually required by the teaching institution concerned to undergo supervised examinations at the end of the courses or course phases.

2. Teaching institutions will normally permit candidates to undertake written examinations in their ships or establishments, under the supervision of an officer nominated by the Commanding Officer.

3. Students who are required to undertake such examinations are to inform their Commanding Officers, through their Instructor or Education Officers as soon as the requirement is known.

4. Examination papers will be sent from the Examining Authority direct to the Commanding Officer of the ship or establishment. The Commanding Officer is to ensure that examination papers are kept in safe custody until the date of the examination, when they will be issued to the supervising officer nominated 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.

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 Commanding Officer 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 should 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 Commanding Officer 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.

Conduct of Examinations.

8. The sealed envelope containing the question papers is to be opened at the time of the examination in the presence of the candidate(s). The supervising officer is to ensure that the seal has not been broken.

9. Strict supervision is to be maintained during the whole period of the examination. The supervising officer is not to leave the examination room, unless relieved by another officer, until the examination is completed. A candidate should not be permitted to leave the room unless adequate supervision is maintained during his absence.

10. Supervising officers should ensure that all required details are entered correctly by the candidates in their worked papers. These worked papers should then be sealed in an envelope, and kept in safe custody until the conclusion of the examination series and forwarded by registered post to the marking authority.

11. No books or memoranda should be accessible to candidates under examination unless specified in particular instructions.

Leave for Examination Purposes.

12. When, due to the requirement for practical or oral examinations, or for other reasons, it is not possible for the student to undertake the examination in the ship or establishment in which he is serving, leave up to five days with pay in any leave year may be granted in the following circumstances—

(*a*) Examinations as part of a course under the Services Vocational and Educational Training Scheme; and

(*b*) Examinations as part of a civil schooling course on a " part-time " or " own time " basis where the fees are met by the Commonwealth.

13. Travelling and Meal Allowance are not payable and expenses for travel or living expenses incurred by a member in attending examinations will not be reimbursed.

14. Any leave in excess of five days required by a member to attend examination should, at the option of the member, be debited against long leave due or accruing or as leave without pay.

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

16. Navy Order 655 of 1960 is hereby cancelled.

(DNES 319/1/7.)

(*Navy Order* 655 *of* 1960.)

UNCLASSIFIED.

643.—Officers—Junior Officers of the General List—Promotion and Seniority under the Scheme of Training introduced in January, 1961.

(*AFO* 1175/1961.)

The following regulations govern the promotion and seniority from Cadet Midshipmen to the rank of Lieutenant for officers on the General List in the Seaman, Engineering, Electrical and Supply and Secretariat specializations under the scheme of training introduced in Navy Order 527 of 1961.

2. *Midshipman.*—Cadet Midshipmen will be promoted to Midshipman on the 1st September following satisfactory completion of their training at Royal Australian Naval College. They should wear the uniform of Midshipmen on leaving the college.

3. *Acting Sub-Lieutenant.*—Midshipmen will be promoted to Acting Sub-Lieutenant on the 1st September after their year in the Fleet provided they have obtained a Certificate of Competence and passed the Midshipmen's Examination.

4. *Sub-Lieutenant.*—Acting Sub-Lieutenants will be promoted to Sub-Lieutenants with their original seniority on 1st September, three years after leaving the college, provided they have successfully completed their training so far.

Promotion to Lieutenant.

5. *Seniority Gains.*—The basic date for seniority as a Lieutenant will be 3 years 4 months from the date of promotion to Acting Sub-Lieutenant. This period will be adjusted by any seniority gained while under training.

Seniority may be gained as follows—

(*a*) All specializations—
Results in the Midshipmen's Examination—up to 4 months.

(*b*) Seaman and Supply specializations—
Results in 1st and 2nd years at BRNC—up to 12 months.

(*c*) Engineering and Electrical Specializations—
Results in Degree or Diploma Courses—up to 12 months.

Further details will be promulgated in due course.

6. *Seaman and Supply Specializations.*—All officers will serve for a minimum of 8 months as confirmed Sub-Lieutenant. At the end of this period their Commanding Officers are to report whether they are in all respects fit for promotion. Seaman specialists must also have obtained a Bridge Watchkeeping Certificate and Ocean Navigation Certificate. Officers will then be promoted to Lieutenant as soon as they have reached their seniority date as calculated in paragraph 5 above. They will be back-dated if necessary for seniority but not for pay.

7. *Engineering and Electrical Specializations.*—All officers will continue to serve as Sub-Lieutenants until the results of their Degree or Diploma courses are known and seniority gains can be assessed in accordance with paragraph 5 above. At this time, their Commanding Officers are to report whether they are in all respects fit for promotion. Officers will then be promoted to Lieutenant as soon as they have reached their seniority date as calculated in paragraph 5 above. They will be back-dated if necessary for seniority, but they will not be back-dated for pay to a date earlier than that on which they completed 8 months as a confirmed Sub-Lieutenant.

8. *Acting Lieutenant.*—If a Seaman Sub-Lieutenant is unable to obtain his Bridge Watchkeeping Certificate and Ocean Navigation Certificate through no fault of his own by the date he becomes due for promotion to Lieutenant in accordance with paragraph 6 above, the details are to be reported to the Naval Board in order that consideration may be given to granting the rank of Acting Lieutenant.

9. *Loss of Seniority.*—Total failure at the college or in the Fleet Examinations will normally entail withdrawal from the Service. At later stages of training, failure may involve back-classing or loss of seniority or both. The cases of officers whose period of training is lengthened through sickness or other causes beyond their control will be considered by the Naval Board on their merits.

(DOA 303/1/23.)

(*Navy Order* 527 *of* 1961.)

UNCLASSIFIED.

644.—Reports on Aircrew.

Reports on all aircrew in accordance with Forms AS 3040 and AS 3041 are to be rendered to reach Navy Office by 15th February each year.

2. The report is to contain the details entered in the Forms S226 or S227 in the Fly ing Log Book of the aircrew concerned, together with other items for use as a guide by the appointing authority.

3. Reports on Supplementary List Aircrew Lieutenants are to state whether they are recommended and volunteers for a permanent commission or extension of service. If not previously rendered, the officer's application should accompany the relative form, and will remain in force until withdrawn by the officer or the officer receives notification that his services will not be required after the termination of his current commission.

(DOA 464/54/246.)

UNCLASSIFIED.

645.—Uniform—Badges—Gold Cuff Badges for Wear by CPO's—Discontinuance.

It has been decided that Chief Petty Officer ratings dressed in white drill suits are sufficiently and readily identified by the three gilt buttons worn on the cuffs on the tunic and that no real need exists for the wearing of gold branch badges in addition. In future, therefore, the wearing of gold wire cuff badges is to be restricted to Masters-at-Arms only.

2. Navy Order 596 of 1960 is to be amended by deleting all references to a gratuitous issue of single gold wire branch badges to senior ratings on advancement to Chief Petty Officer other than Master-at-Arms.

3. ABR 93 (Part II, Scale 9 (*a*)) will be amended.

(DV 917/54/42.)

(*Navy Order* 596 *of* 1960.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

646.—Radar Display Outfit JYA—Incorrect Reference Voltage.

(*AFO* 1516/1961.)

The Display System JYA requires a 400 c/s reference voltage of 80 volts peak (56.56 volts, rms). This is derived from the Bearing Resolver Outfit PAB, the setting up instructions for which gives the voltage as 60 volts, rms, corresponding to 84 volts peak. The effect of this increase of voltage is to cause errors in Position Marker and Offset Marker ranges.

2. A modification to Display Outfit JYA will shortly be introduced to remedy this situation, but as an interim measure, in cases where the PAB reference voltage is not required for use in any equipment other than JYA, the PAB should be set up to give a reference voltage of 56.56 volts, rms. Thus, the PAB associated with Type 978 can be set up to give this voltage. If Types 277 and 293 are used with other equipment requiring this reference voltage, their associated PAB's must be set to 60 volts rms.

3. The modification to JYA referred to above will consist of the introduction of a precise ratio step-down auto-transformer, production of which is being put in hand as a matter of urgency. This transformer will be located in the radar selector.

(DEE 518/251/454.)

UNCLASSIFIED.

647.—Ammunition—Fuzes Time Mechanical No. 211 Mark 1—Withdrawal.

Ammunition item	Fuzes Time Mechanical No. 211 Mk. 1—Lot 23W VATV 1942 filled VAD 9/42 and Lot 12 FL 1942 filled BR 11/42.
Action to be taken by HMA ships	Exchange any fuzes held of these lot numbers for unrestricted fuzes at the earliest opportunity.
Action to be taken by RANAD's	Fuzes are to be disposed of in accordance with NOCM 91.
Reason for action	Fuzes have failed annual inspection. Proof indicates that withdrawal from service is necessary.
Safety category	NMER (BR 862) Article 1705, Category ff, i.e., not dangerous but may have a percentage of failures to function.

(DAS 729/55/21.)

UNCLASSIFIED.

648.—Boats—Hoisting of, in a Seaway—Introduction of Nylon Rope Strops and SWR Pendants.

(*AFO* 1469/1961.)

It has been decided to extend the strop and pendant method of hoisting boats in a seaway to boats and craft carried in davits and gantries of all ships.

2. A and A action is pending to introduce the method in ships not so fitted and to replace the steel wire rope strops used in some ships by nylon rope strops in accordance with the General Hull Specification Section E-14(B) Appendix, March, 1960.

3. Nylon strops are to be landed at least once a year for retest to proof loads as shown in the General Hull Specification and the steel wire rope pendants and associated fittings are to be landed for retest with the boats' slings in accordance with Navy Order 886 of 1960.

(DNC 1211/51/129.)

(*Navy Order* 886 *of* 1960.)

UNCLASSIFIED.

649.—Naval Stores (General)—Planned Maintenance Equipment—Returns from HMA Ships.

Navy Order 256 of 1961 is to be amended as follows—

Cancel paragraph 2.

(DNAS 400/52/23.)

(*Navy Order* 256 *of* 1961.)

UNCLASSIFIED.

650.—Tool Kits for Engine Room and Ordnance Artificer Ratings.

Consequent upon a review of the composition of ratings' tool kits, alterations as detailed hereunder, will be made to the following tool kits as listed in ABR 4, Appendix 7.

Class and Group.	*Patt. No.*	*Description.*
		Tool Kit, Type NS5.
	Delete:	
B11 ..	910–4648 ..	Hammer, handled, engineers, ball pein, ½-lb.
	910–5579 ..	Punches, parallel, pin $\frac{3}{16}$-in. x 1¾-in., parallel point, diam. of stock ¾-in., 4½-in. overall.
	Add:	
B10E ..	6964 ..	Lock pad, 1-in., with 2 keys.
		Tool Kit, Type 01.
	Delete:	
B11 ..	..	Snips, tinsmith's, small, straight.
B11 ..	..	Wrench, tap T
	Insert:	
B10 ..	910–5932 ..	Snips, tinman's, straight, 12-in.
B11 ..	910–6184 ..	Spanner, ring, $\frac{3}{16}$-in. x ¼-in. BSW.
	910–6186 ..	Spanner, ring, $\frac{7}{16}$-in. x ½-in. BSW.
	910–6187 ..	Spanner, ring, $\frac{9}{16}$-in. x ⅝-in. BSW
	..	Wrench, tap, T, adjustable $\frac{3}{16}$-in. capacity.
	..	Wrench, tap, T, adjustable, ⅜-in. capacity.

2. A common tool kit, to be known as Type E1, comprising the undermentioned items, is to be issued to all Engine Room Artificers regardless of their trade, in lieu of the existing Tool Kits, Types E1–E6 inclusive.

Tool Kit, Type E1.

Class and Group.	*Patt. No.*	*Description.*
D4 ..	1153 ..	Bag, tool, canvas.
B10 ..	7783 ..	Box, tool, 18-in. x 10-in. x 9½-in.
B11 ..	910–4453 ..	Calipers, spring, inside, 6-in.
	910–4471 ..	Calipers, spring, outside, 6-in.
	910–6406 ..	Chisels, cold, chipping, nickel steel, set of four.
	910–4183 ..	Chisels, cold, cross cut, nickel steel, ⅜-in. width on cut, ⅜-in. x ⅝-in. oval, 7-in. long.
	910–4206 ..	Chisel, cold, flat, nickel steel, ¾-in. width on cut, ⅜-in. x ⅝-in. oval, 8-in. long.
	NP ..	Chisel bar, 18-in. long.
	910–4476	Dividers, spring, split nut, 6-in.
	910–4846 ..	File, 12-in, flat, smooth.
	NP ..	File, 12-in., flat, bastard.
	910–5194 ..	Gauge, depth, 6-in.
	910–5207 ..	Gauge, feeler, 4-in. taper, 9 blades; .0015-in., .002-in., .003-in., .004-in., .006-in., .008-in., .010-in., .012-in., .015-in.

Class and Group.	Patt. No.	Description.
B11	910-5221	Gauge, screw pitch, Whit., 26 inches, 4 to 60 TPI.
	910-4648	Hammer, handled, engineer's, ball pein, ½-lb.
	910-4652	Hammer, handled, engineer's, ball pein, 2-lb.
	7587	Knife, sheath, 4-in. blade.
B10	182	Lock, pad, 1½-in. with two keys.
B11	910-5523	Pliers, side cutting, 8-in.
	910-5548	Punch, centre, 4-in. long, ⅜-in. octagonal, fine point.
	910-5578	Punch, parallel pin, ⅜-in. x 1¼-in.
	910-5579	Punch, parallel pin, 7/16-in. x 1⅜-in.
	910-5580	Punch, parallel pin, ¼-in. x 2-in.
	910-5722	Rule, flex steel, 6-ft.
	910-5725	Rule, steel, 6-in.
	910-5726	Rule, steel, 12-in.
B11	910-5746	Saw, hack, frame, 10-in. x 12-in., adjustable.
	910-5928	Snips, tinman's, bent, 10-in.
	910-5823	Scraper, engineer's, flat, file type, 8-in.
	910-5827	Scraper, engineer's, ¼-round, bent, file type, 8-in.
	910-5832	Scraper, engineer's, 3 square, straight, 6-in.
	NP	Screwdriver, 6-in., steel handle suitable for use with spanner.
	NP	Screwdriver, plastic handled, 3-in. blade x 5/16-in. point.
	910-5891	Scriber, fitted, straight and right-angled point, 7-in.
	910-6228	Spanner, open jaw, DE 3/16-in. x ¼-in. BSW.
	2472	Spanner, open jaw, DE ¼-in. x 5/16-in. BSW.
	2474	Spanner, open jaw, DE ⅜-in. x 7/16-in. BSW.
	910-6230	Spanner, open jaw, DE 7/16-in. x ½-in. BSW.
	910-6232	Spanner, open jaw, DE 9/16-in. x ⅝-in. BSW.
	2477	Spanner, open jaw, DE ½-in. x 9/16-in. BSW.
	2478	Spanner, open jaw, DE ⅝-in. x 11/16-in. BSW.
	NP	Spanner, open jaw, DE ⅝-in. x ¾-in. BSW.
	910-6186	Spanner, bi-hex, DE ring type, 7/16-in. x ½-in. BSW.
	910-6187	Spanner, bi-hex, DE ring type, 9/16-in. x ⅝-in. BSW.
	910-6188	Spanner, bi-hex, DE ring type, 11/16-in. x ¾-in. BSW.
	NP	Spanner, wheel, 6-in.
	910-6423	Square, steel, 6-in.
	910-6415	Square, combination with protractor head, 12-in.,
B11	NP	Stone, carborundum, fine, 4-in. x 1½-in. x ½-in., green grit, silicon carbide
	NP	Spanner, adjustable, 10-in. (crescent, Zircalloy or Sidchrome).
	910-5922	Shears, tinman's, small, straight.
F2	NP	Torch, electric, 2-cell, complete.
B11	910-6627	Wedges, small steel, 1-in. wide x 2⅝-in. long.
	910-6635	Wrench, 10-in. Stillson.

Existing kits should be adjusted accordingly.

Appendix 7 to ABR 4 will be amended in due course.

(DNAS 506/83/2.)

UNCLASSIFIED.

651.—Radiation Hazards—Radio-active Valves—Disposal of Unserviceable and Broken Valves—Class B, Group 10—Boxes Lead-lined—Introduction and Allowances.

It has been decided to introduce into the RAN as a permanent item under Class B, Group 10 a lead-lined box for the purpose of storing unserviceable and broken radio-active valves (listed in the appendix to this order) pending appropriate disposal action. ABR 4 Article 1738(6)(D) refers.

2. The boxes, to be provided by SNSO Sydney, will be of 1/8-in. aluminium and of a capacity of 2 cubic feet. They will be lined with sheet lead 1/16-in. thick covering all internal surfaces and in such a manner that the radiation barrier is complete. The boxes will be lockable, provided with handles and will be marked with an orange band 2 inches wide on all surfaces with a warning label—" WARNING—RADIO-ACTIVE CONTENTS ".

3. Allowances are as follows—

Aircraft Carrier	2 No.
Destroyers—(all classes)	2 No.
Frigates—(all classes)	2 No.
RAN Survey Vessel	2 No.
HMA ships SWAN and WARREGO	2 No.
Small Craft fitted with Radio Equipment	1 No. where appropriate.
HMA Naval Establishments	2 No.

4. Unserviceable and broken radio-active valves should be wrapped in lead foil of 0.010 inch thickness prior to being placed in a jar or tin or any kind of impervious container of sufficient size and capable of being sealed. Initial quantities of 100 square feet of lead foil should be demanded by services not already holding stocks.

5. Demands to complete to the above allowances should be forwarded to SNSO Sydney; supply to ships under construction, restoring after refit, &c. will be arranged by the Storing Yards in the normal manner. Demands should not be hastened as some time may elapse before stocks are available.

APPENDIX.

LIST OF VALVES.

CV No.	Commercial Equivalent.	CV No.	Commercial Equivalent.
100	V1924	1833	—
369	IB35	2248	VX9115
461	IB35	2249	VX9112
508	IB49	2250	VX9054
539	IB23	2251	VX9113
576	IB26	2252	VX9114
577	IB36	2265	—
678	702A	2374	—
713	IB27	2375	—
725	IB24	2482	—
761	IB22	2483	—
1102	—	2573	—
1793	724B	2615	313C
1832	—	2648	IB32

APPENDIX—*continued.*

CV No.	*Commercial Equivalent.*	*CV No.*	*Commercial Equivalent.*
2652	709A	—	IB60
2655	721B	—	IB62
2656	724A	—	IB63
2826	IB63A	—	313CA
2914	IB40	—	313CB
3548	—	—	313CC
3549	—	—	313CD
3550	IB41	—	333A
3595	721A	—	346B
3628	—	—	353A
3725	—	—	359A
3728	—	—	372A
3745	IB58	—	376B
3877	IB56	—	395A
3897	—	—	405A
3906	—	—	413A
3933	—	—	423A
3960	—	—	702B
4020	—	—	727A
4028	—	—	5790
5062	—	—	5791
5113	—	—	5792
5186	—	—	5793
—	IB28	—	5853
—	IB29	—	5863
—	IB31	—	5864
—	IB37	—	5883
—	IB42	—	5921
—	IB44	—	5922
—	IB45	—	5927
—	IB50	—	BL–1
—	IB51	—	BL–2
—	IB52	—	TR361
—	IB53	—	WL642
—	IB55	—	WL707
—	IB57	—	WL759

(DNAS 519/54/51.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES. UNCLASSIFIED.

652.—Provision Items for use in Action and General Messing.

The following items of instant and easily prepared foodstuffs are available on demand from Royal Edward Victualling Yard.

(*a*) **Instant Foods—**

Beverages.—Instant Coffee (Nescafe or Bushells), Instant Coffee (High Roast), Ricory, Milk Powder, Sterilized Whole Milk.

Soups.—Chicken flavour booster, chicken cubes, Bouillon Cubes.

Dessert.—Dessert Mix in Chocolate or Vanilla flavour.

(*b*) **Ready Foods—**

(i) Soup powders in the following flavours—Chicken Noodle, Turkey Noodle, Thick Vegetable, Vegetable and Tomato, Beef Vegetable, French Onion, Oxtail, Pea and Vegetable, Cream of Chicken, Pea and Ham, Tomato, Mushroom, Chicken and Rice, Chicken Barley Broth;

(ii) 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 or a custard 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 provision for use in general messes.

4. Details of the packs and present prices (*see* paragraph 6) of the items available are set out hereunder—

Beverages.	*Pack.*	*Makes Following Quantity per Can/Cube/Packet.*	*Price.*
			s. d.
Coffee, powdered, instant (" High Roast ")	12 x 1-lb. can	8-gall. per can	18 10 per lb.
Coffee, powdered, instant, with Chicory (" Ricory ")	12 x 2-lb. can	8-gall. per 2-lb. can	8 5 per lb.
Milk, powdered, instant ..	16-lb. tins ..	16-gall. ..	2 0 per lb.
Milk, sterilized, whole ..	48 x 14-oz. can	14 oz. ..	1 0 per can
Soups—			
Bouillon cubes ..	Packet of 6 cubes	½-pt. per cube	0 9 per pkt.
Chicken cubes ..	Packet of 6 cubes	½-pt. per cube	0 9 per pkt.
Chicken flavour booster	3-lb. tins ..	13-gall. ..	12 0 per lb.
Soups, powdered in cans—			
Oxtail	5-lb. cans ..	5¼ gall. ..	33 6 per can
Pea and Vegetable ..	5-lb. cans ..	6½ gall. ..	33 6 per can
Cream of Chicken ..	5-lb. cans ..	8 gall. ..	31 6 per can
Pea and Ham	5-lb. cans ..	5½ gall. ..	32 3 per can
Tomato	5-lb. cans ..	6¾ gall. ..	32 0 per can
Mushroom	5-lb. cans ..	8 gall. ..	34 3 per can
Chicken and Rice ..	5-lb. cans ..	6¾ gall. ..	36 0 per can
Chicken Barley Broth ..	5-lb. cans ..	10 gall. ..	44 0 per can
Soups, powdered in packets—			
Chicken Noodle ..	5 pkt. per can	1 gall. per pkt. i.e. 5 gallons per can	25 6 per can
Turkey Noodle ..	5 pkt. per can		27 6 per can
Thick Vegetable ..	5 pkt. per can		25 6 per can
Vegetable and Tomato ..	5 pkt. per can		32 0 per can
Beef Vegetable ..	5 pkt. per can		23 0 per can
French Onion ..	5 pkt. per can		29 0 per can

Minestrone powdered soup is no longer available.

Beverages.	*Pack.*	*Makes Following Quantity per Can/Cube/Packet.*	*Price.*
			s. d.
Desserts—			
Dessert Mix instant (Chocolate or Vanilla)	4 No. pkts per 1-lb. pack	4 pkts. ½-gall.	3 0 per lb.
Dessert Powder—			
Butterscotch, Chocolate Strawberry, Vanilla	5-lb. can ..	Approx. 3- gall.	2 9 per lb.

5. The details given regarding the estimated volume of beverage, soup or dessert which the various packs may be expected to produce, relate to the packs now being obtained. Packs vary however, between contractors and occasionally between States. When non-standard packs are supplied against a demand for any of the packs listed above, the number of packs supplied will be that estimated to provide approximately the same volume of beverage, soup or dessert as the standard packs demanded.

6. As new and different packs of these instant foods at varying prices are coming into production, it is not intended, at present to include these items in the Fixed Issuing Prices for provisions (except for Instant Coffee—Bushells or Nescafe, which have both been included in the current Fixed Issuing Price List). They are therefore to be charged at prices furnished by the Yard concerned. Returns of these items (whether standard or non-standard pack) will not be accepted.

7. Navy Order 615 of 1960 is hereby cancelled.

(DV 912/52/112.)

(Navy Order 615 of 1960.)

UNCLASSIFIED.

653.—Swords and Accessories.

Stocks of swords and accessories are maintained as items of Victualling stores for loan issue for ceremonial and training purposes.

2. The items involved are—

(*a*) Sword with scabbard .. .. .. Common to all officers.
(*b*) Sword knot .. .. Common to all officers.
(*c*) Sword cover .. .. Common to all officers.
(*d*) Sword belt, Undress .. .. .. For officers below Flag Rank.
(*e*) Sword belt, Full Dress .. .. For officers of Flag Rank.

Officers promoted to Flag rank in future are to be issued on personal loan with sword with scabbard, knot, cover and a full dress sword belt. Existing instructions referring to the recovery of similar items already in their possession and issue of a sword and accessories gratuitously are being cancelled.

4. Swords and accessories are available for loan issue to other officers for training, for wear on occasions of ceremony and when so ordered by a Flag or Senior Officer. Observing their value and nature, the Supply Officer is to recover swords and accessories so issued immediately the situation occasioning the issue has passed.

5. Appendix A to this order details the scale of allowances for HMA ships and establishments.

6. HMA ships and establishments holding swords or accessories in excess of the allowances are to return the surplus quantities at the first opportunity to the Superintending Victualling Store Officer, Royal Edward Victualling Yard, to whom, also, demands for any quantities required to complete to the authorized establishment are to be forwarded.

7. The quantity authorized to be held at HMAS KUTTABUL includes a " pool " for the convenience of other establishments in the East Australia Area and HMA ships at Garden Island. Such establishments and ships are to obtain any additional swords and accessories required for special ceremonial occasions from this pool before recourse to Royal Edward Victualling Yard. The allowances for HMAS HARMAN and LONSDALE have been framed to provide additional swords and accessories for use by officers at Navy Office.

8. A small quantity of lightweight undress sword belts is still held and these belts will be utilized for issue to HMAS CERBERUS and RANR Depots for training purposes until stocks are exhausted.

9. Any special items held for Flag Officers and which are not at present on issue on personal loan are to be returned to the Superintending Victualling Store Officer Royal Edward Victualling Yard, to whom demands are to be forwarded for the actual quantities of this equipment required when the occasion arises.

10. ABR 93 (Manual of Victualling Stores) will be suitably amended.

11. Quantities of the foregoing items will continue to be maintained for repayment issue.

APPENDIX A.

SCALE OF ALLOWANCE OF SWORDS AND ACCESSORIES.

HMA Ships—	
Aircraft Carrier	17 sets.
Daring and Battle Class Destroyers	5 sets.
Type 12 and " Q " Class Frigates	4 sets.
HMAS SWAN	6 sets.
HMAS DIAMANTINA	4 sets.
Other HMA Ships	2 sets.
HMA Establishments—	
ALBATROSS	5 sets.
CERBERUS	18 sets.
CRESWELL	20 sets.
HARMAN	12 sets (*b*).
HUON	6 sets (*a*).
KUTTABUL	20 sets (*c*).
LEEUWIN	14 sets (*a*).
LONSDALE	13 sets (*a*) (*b*).
MELVILLE	3 sets.
MORETON	8 sets (*a*).
NIRIMBA	9 sets.
PENGUIN	5 sets.
RUSHCUTTER..	9 sets (*a*).
TARANGAU	3 sets.
TORRENS	6 sets (*a*).
WATSON	12 sets.

(*a*) Also required for Reserve Training.
(*b*) Also required for Navy Office use.
(*c*) Eastern Area pool.

(DV 917/51/18.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

654.—AP(N) 1001 Helicopter Handbooks.

AP(N) 1001—The Helicopter Handbook is produced for the guidance of the Captains of ships, in the handling techniques required when working with helicopters transferring stores or personnel. A copy of this manual will be issued by SNSO without demand to all ships in commission when stocks are available.

(DAWOT 47/8/16.)

UNCLASSIFIED.

655.—Consolidated Orders and Regulations.

Chapter XII (Naval Armament, Torpedo and Mining Stores) of Consolidated Orders and Regulations is hereby cancelled, the instructions in this chapter having been superseded by later instructions in books of reference and Navy Orders.

(Sec. 47/8/13.)

UNCLASSIFIED.

656.—Form AS 3070Z—Cathodic Protection Record—Amendment.

Stock held of form AS 3070Z should be amended on page 2 to add the words "State whether for pair or individual anodes" underneath "Anode Currents (Amperes)".

(DNAS 464/54/161.)

Section 7.

CANCELLED LIST.

UNCLASSIFIED.

657.—Cancellation of Navy Orders.

Navy Orders 24, 122, 160 and 197 of 1961, are hereby cancelled, having been incorporated in ABR 4, Naval Storekeeping Manual by Amendment No. 7.

(DNAS 47/8/8.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

RESTRICTED
FOR OFFICIAL USE ONLY.

CNO's 658-676/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
19th September, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

7350/61.

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Section 1.

ADMINISTRATIVE AND GENERAL.

RESTRICTED. Cancelled vide CNO 432/63

658.—Ceremonial—Australian, other Commonwealth and Asian National Anniversaries and Festivals.

(*AFO's* 939 *and* 1499/1961.)

The following are tables of important anniversaries and festivals celebrated in Australia, other Commonwealth and Asian countries, in which HMA ships present may be requested to participate.

2. The information in these tables is given as a general guide only. Inquiry as to the correct procedure should be made beforehand.

3. Amendments or additions should be communicated to the Naval Board.

PART A.

AUSTRALIAN NATIONAL ANNIVERSARIES.

Dates on which HMA ships and naval establishments dress ship are as follows—

Date.	*Occasion.*	*Remarks.*
26th January	Australia Day	Also on the day of which the associated public holiday is observed by Australian Government offices in States and Territories.
6th February	Anniversary of Her Majesty's accession	—
21st April	Birthday of Her Majesty	HMA ships in Australian waters are also to dress ship on the date declared by the Commonwealth Government for the official celebration; if a State Government proclaims a public holiday on a date which differs from that declared by the Commonwealth Government, ships present are, in addition, to dress ship on that day.
28th April	Anniversary of Captain Cook's landing	Ships in Botany Bay only.
24th May	Commonwealth Day	—
1st June	Anniversary Day	Western Australia only.
2nd June	Anniversary of Her Majesty's coronation	—
10th June	Birthday of HRH The Prince Philip, Duke of Edinburgh	—
4th August	Birthday of Her Majesty The Queen Mother	—
28th December	Anniversary Day	South Australia only.

Part A—*continued.*

Anzac Day.

2. On 25th April each year a short service is to be held in each HMA ship and establishment to commemorate the landing of the Australian Forces at Gallipoli on 25th April, 1915.

3. Participation in processions and other ceremonies will not normally be on an official basis but, where practicable, the Senior Naval Officer should grant leave to individual members of the navy who have had war service and who wish to take part. When participation on an official basis is desirable, e.g., when a ship is present at a port on Anzac Day by invitation from local authorities, the prior approval of the Naval Board is to be obtained before accepting such participation.

4. Naval bands may be made available for participation in marches at the discretion of the Senior Naval Officer, and transport by Service means, if available, may be arranged. Otherwise, conveyance of bands by public transport may be authorized.

Remembrance Day.

5. Remembrance Day is observed on 11th November each year as a national day of remembrance for the First and Second World Wars.

6. At 1100 on Remembrance Day, guards are to be paraded and a period of two minutes' silence is to be observed in HMA ships and establishments. As far as practicable all work and noise must stop. Communications watches are to continue.

7. Co-operation with the local army and air force authorities, without incurring expense, is to be arranged where practicable.

8. The foregoing procedure is to be carried out on Remembrance Day when in company with ships of any other nation. In British Commonwealth and foreign ports, HMA ships should, in addition to the foregoing procedure, conform to local custom regarding observance.

9. To avoid misunderstanding, the senior British Commonwealth naval officer is always to inform the Senior Officers of any foreign ships in company in good time of the procedure which will be carried out by HMA ships.

PART B.

NATIONAL ANNIVERSARIES AND FESTIVALS OF OTHER COMMONWEALTH AND ASIAN COUNTRIES.

Date.	*Country.*	*Anniversary.*	*Practice of Country Where Known.*		*Remarks.*
			Ships Dressed Overall.	*Fire Salute.*	
1st January ..	Japan ..	New Year's Day	Yes	—	*See* Note 3
	South Vietnam	New Year	—	No	
4th January ..	Burma ..	Independence Day	Yes	Yes (31 guns)	
22nd January ..	New Zealand	Local Anniversary Day in Wellington	Yes*	—	* At discretion of Senior Officer of RNZN present
26th January ..	India ..	Republic Day	Yes	Yes† (31 guns at noon)	† Ships outside India fire 21 guns at noon
29th January ..	New Zealand	Local Anniversary Day in Auckland	Yes*	—	* At discretion of Senior Officer of RNZN present
30th January ..	India ..	Indian Martyr's Day	—	—	*See* Note 2
4th February ..	Ceylon ..	Independence Commemoration Day	Yes	Yes (21 guns)	
1st March ..	Korea ..	(Samil Day). Commemorating public demand for independence from Japanese rule made by Korean leaders	—	—	*See* Note 4.

Part B—*continued.*

Date.	*Country.*	*Anniversary.*	*Practice of Country Where Known.*		*Remarks.*
			Ships Dressed Overall.	*Fire Salute.*	
23rd March ..	New Zealand	Local Anniversary Day in Otago ..	Yes*	—	* At discretion of Senior Officer of RNZN present
	Pakistan ..	Pakistan Day	Yes	Yes† (31 guns)	† Only in Karachi
27th March ..	Burma ..	Resistance of Arzani Day ..	Yes	No	
13–15th April..	Cambodia ..	New Year	—	—	
25th April ..	New Zealand	Anzac Day Anniversary of the New Zealand Army Corps landing at Gallipoli (1915)	No	No	Observed by a public holiday and ceremonies throughout New Zealand, and by New Zealand Government Missions and Armed Forces Overseas. Ceremonies are held annually in London, Edinburgh and Hong Kong, and other places outside New Zealand
29th April ..	Japan ..	Emperor's Birthday	Yes	—	*See* Note 3
3rd May ..	Japan ..	Constitutional Day	Yes	—	*See* Note 3
6th May ..	Cambodia ..	Promulgation of Constitution ..	Yes	—	
23rd, 24th, 25th June	Thailand ..	National Days	Yes	—	*See* Note 5
4th July ..	Philippines ..	Independence Day	Yes	Yes	
17th July ..	Korea ..	Promulgation of the Constitution	—	—	*See* Note 4
20th July ..	Japan ..	Marine Memorial Day	Yes	—	*See* Note 3
14th August ..	Pakistan ..	Independence Day	Yes	Yes‡ (31 guns)	‡ Only in Karachi
15th August ..	India ..	Independence Day	Yes	Yes* (31 guns at noon)	* Gun salutes are not fired at ports outside India
	Korea ..	Independence Day (Anniversary of Proclamation of the Government of the Republic in 1948)	—	—	*See* Note 4
17th August ..	Indonesia ..	Proclamation of Independence ..	Yes	Yes	
26th September	New Zealand	Dominion Day	Yes*	—	* At discretion of Senior Officer of RNZN present
3rd October ..	Korea ..	Kaechun Chul (Birthday of King Tan Koon)	—	—	*See* Note 4
3rd November	Japan ..	Cultural Day	Yes	—	*See* Note 3
6-8th November	Cambodia ..	Water Festival	—	No	

Part B—*continued.*

Date.	*Country.*	*Anniversary.*	*Practice of Country Where Known.*		*Remarks.*
			Ships Dressed Overall.	*Fire Salute.*	
4th, 5th and 6th December	Thailand ..	HM The King's Birthday ..	Yes	Yes (21 guns at noon 5th December)	*See* Note 5
9th, 10th and 11th December	Thailand ..	Constitution Day	Yes	—	*See* Note 5
16th December	New Zealand	Local Anniversary Day in Canterbury	Yes*	—	* At discretion of Senior Officer of RNZN present
25th December	Pakistan ..	The Quaid-I-Azam's Birthday (Birthday of Mr. M. A. Jinnah, The Founder of Pakistan)	Yes	—	
	South Vietnam	Christmas	—	—	
‡	Pakistan ..	Id-e-Milad-Ul-Nabi (Birthday of the Holy Prophet Mohammed)	Yes	—	‡ Date variable, depending on appearance of the moon
30th December	Philippines ..	Razal Day	—	—	
Miscellaneous..	Burma ..	National Day	Yes	No	*See* Note 1

Notes:

1. Burma—" National Day " is fixed each year with reference to the Burmese Calendar falling on the 10th Waning of Tazaungmon.

2. India—

   At 1100 on 30th January all officers and men in IN ships and establishments stand up, wherever they may be, and observe complete silence for two minutes.

   At a memorial service to Mahatma Gandhi held at Rajghat an Indian interservices Guard of Honour will be paraded.

3. Japan—Gun salutes are not at present fired by ships of the Maritime Self Defence Force or by Shore Batteries. The problem of firing salutes is at present under review.

4. Korea—No precise regulations for the observance of these occasions by the Korean Navy have yet been laid down. It would probably be appropriate to dress ship overall, but prior consultation with local authorities would be desirable.

5. Thailand—Ships are to dress with masthead flags when they are under way in the vicinity of an anchorage on occasions when ships in port dress overall.

(DSD 12/2/73.)

UNCLASSIFIED.

659.—Delegations to Arrange Purchases of Supplies Other than through the Contract Board.

Copies of Department of Supply "Local Purchase Handbook" have been distributed within the Department to officers who currently hold purchase delegations granted by the Contract Board.

2. Paragraph 7 of the handbook lists a number of fixed policies to be followed by delegates when determining the quotation to be accepted and provides *inter alia* that quotations for imported goods should be considered on a "duty paid" basis when being compared with the prices quoted for supplies of local manufacture.

3. This provision is designed to allow the local manufacturers the degree of preference to which they are entitled under the Tariff and is to be followed in all cases where supplies of both local and imported origin are offered.

(DNA 400/54/96.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

660.—Conditions of Entry and Service of Medical Officers in the RAN.

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. 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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 will be by selection in vacancies.

Gratuity.

11. A medical officer entered on a short service commission will become eligible for payment of a gratuity as under, on discharge—

£400—On completion of a two year short service commission,

£800—On completion of a four year short service commission,

plus gratuity at the rate of £200 per annum for each completed month of service beyond the original commission up to a total of eight years.

12. 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 £800 (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.

13. 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 DFRB 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.

14. An officer whose appointment is terminated on disciplinary grounds will not be eligible for a gratuity.

Post Graduate Courses and Refresher Training.

15. 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.

16. 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 if he undertakes an approved full-time course of refresher training. Gratuity 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 deducted from the salary payable by the Department of the Navy. If the officer is a resident of the hospital during this period he will not be entitled to any living-out allowance. Officers will not be eligible for promotion whilst undergoing such training.

General.

17. 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.

18. 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.

19. There is a full panel of consultants and specialists of high standing attending each hospital.

Naval Hospitals Recognized as Training Hospitals.

20. 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.

21. The granting of this recognition brings them into line with other hospitals in which doctors may obtain in-patient hospital training which is a pre-requisite to entry into private practice required by the legislation of the United Kingdom and certain Commonwealth countries.

22. Other conditions of service for direct entry officers, e.g., removal of families, leave, furlough, etc., are similar to those for other officers of the permanent service.

(MDG 303/51/7.)

UNCLASSIFIED.

661.—Ration Allowance—RN Personnel.

The daily rates of ration allowance payable to RN personnel serving in Australia and in receipt of RN rates of pay and allowance, have been revised with effect from 1st July, 1961.

2. The following rates will operate from 1st July, 1961, until further notice—

Canberra	129 pence (Sterling).
Sydney	112 pence (Sterling).
Elsewhere	108 pence (Sterling).

3. Navy Order 475 of 1961 and ACNB 164F of August, 1961, are hereby cancelled.

(DNA 903/51/25.)

(*Navy Order* 475 *of* 1961.)

UNCLASSIFIED. Cancelled CNO 532/62

662.—Services Canteen Trust Fund—Education Awards for 1962.

The trustees of the Services Canteens Trust Fund are inviting applications for education awards for 1962.

2. *Education Awards.*—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 £500 or less in the case of orphans and £450 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; a widow is regarded as a dependant. 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.

3. *Eligibility.*—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.

4. *Age Requirements.*—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.

5. *Applications.*—Applications for awards for 1962 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, 1961.

6. *Post-graduate Scholarships.*—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, 1961.

7. *Higher Training Education Awards.*—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, Laboratory Technician. Applications close on 1st December, 1961.

8. The addresses of Regional Secretaries are as under—

Queensland— Victoria Barracks, BRISBANE.	*New South Wales*— Box 3847, G.P.O., 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, MANUKA.		

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

10. Navy Order 799 of 1960 is hereby cancelled.

(DNES 134/1/9.)

(*Navy Order* 799 *of* 1960.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

663.—Signal Flags and Associated Equipment—Allowances.

Navy Order 1061 of 1960 is to be amended as follows—

Delete Table A of the Appendix and *insert* in lieu—

Table A.

ALLOWANCE OF SIGNALLING FLAGS AND PENNANTS TO HMA SHIPS IN COMMISSION AND ESTABLISHMENTS.

Class of Ship.	*Size.*	*No. of Sets.*
Carriers	3	†6 includes 3 spare.
Destroyers and Frigates	4	†4 includes 2 spare.
Survey Ships	4	2
Ocean Mine Sweepers	4	3 includes 1 spare.
Boom Working Vessels and Tugs ..	4	1
GPV's, ML's, SAR's and Miscellaneous Small Craft	4	1 (if required).
Reserve Training Establishments ..	*4	3 includes 1 spare.
RANC	4	3 includes 1 spare.
Signal Stations	3	2 includes 1 spare.
Signal School	*4	9 includes 1 spare.

† Two additional sets of numeral flags 1 to ϕ allowed to these ships.
* When present size 6 supplies have been exhausted.

Note: Until present stocks of obsolete sizes are exhausted, establishments may be issued with complete sets of flags other than those sizes authorized above.

(DSD 510/55/6.)

(*Navy Order* 1061 *of* 1960.)

UNCLASSIFIED.

664.—Wireless—Types 601-605 Series—AP F10/164322 Transmitter 5AB/A—Introduction.

(*AFO* 1365/1961.)

Transmitter 5AB/A has been designed as a replacement for the present Unit 3(5AB) of the Type 601-5 Series Transmitters. In addition to the transmission facilities afforded by the Transmitter 5AB, i.e., cw, mcw and Voice, the 5AB/A includes facilities for Frequency Shift operation of both the fixed and variable varieties, i.e., FSK and Facsimile.

2. Whereas Transmitter 5AB employs partial crystal control over part of the frequency range only, the 5AB/A uses partial crystal control over the whole range, thus providing greater stability for cw, mcw and Voice operation apart from the FSK facility.

3. *Allocation.*—Some units have already been supplied to ships, and with production now commencing the necessary provisioning action is being taken to meet the requirements of the RATT(2) programme. As the 5AB/A Transmitter will be in short supply for some time to come, all supplies will be subject to Navy Office allocation.

4. *Installation.*—Installation information is provided in Addendum G to ASWE Specification No. B.689 dated February, 1960.

5. *Handbooks.*—The firm responsible for the production of the Transmitter 5AB/A is supplying a draft copy of essential parts of the handbook with each unit issued. The Service Handbook will be supplied as a BR in the normal way as soon as it is available.

6. *Establishment Lists.*—Amended E lists for Types 603 and 605 will be issued, Numbers E1333 and E1321, respectively.

(DEE 518/51/482.)

RESTRICTED.

665.—Gyro Rate Unit Stabilizer, Mark 2—Mod's 2 and 3 Modifications.

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted.
(*b*) *Type of equipment* ..	GRUS, Mark 2—Mod's 2 and 3.
(*c*) *Part of equipment affected*	(*a*) Elevation and training electrical circuits. (*b*) Outer bow of Upper Gyro System.
(*d*) *Purpose of modification* ..	To prevent damage occurring when fault conditions over-ride normal control signals in the GRU elevation and training circuits, producing rates in excess of controlled slewing rates.
(*e*) *Nature of modification* ..	(*a*) To introduce speed limiting arrangements into the elevation and training circuits by utilizing the output voltage of the tachogenerator to control a relay via a pre-set potentiometer. The items are to be mounted and wired in accordance with Garden Island drawing WL/563/446. The potentiometer is to be adjusted so that the relay operates just outside maximum rates. (*b*) Remove the existing outer bow depression stop and replace with a new type anti-rebound stop in accordance with Drawings DW-A/51222. The locking screws Drawing DW-A/51222/6 are to be adjusted so that the weight of the outer bow when depressed is just sufficient to allow the spring loaded balls to engage the spigot fully and for the spigot to disengage when an upward lift of not more than 17-lbs. is applied at the gear retain nut.
(*f*) *Drawings*	DNO 7825, 7825B, 7825C, 7825K. DNO 9399, 9399B, 9399D. WL/563/446 dated 13.12.60. DW-A/51222/1 to 8 inclusive.
(*g*) *By whom to be done* ..	Dockyards; as a defect.
(*h*) *When to be done* ..	At ships next refit period; establishments as convenient.
(*i*) *How to be recorded* ..	As modification No. AN 1 to GRUS, Mark 2, mod's 2 and 3.

(*j*) *Reports* .. .. On completion of this modification a report is to be forwarded to—

Director of Weapons,
Department of the Navy,
Victoria Barracks,
Melbourne.

(DW 1215/255/2.)

RESTRICTED.

666.—MRS 3—AFCB, Mark 10—Modifications to Tally Plates.

(*a*) *Ships, establishments and authorities concerned* Ships and establishments so fitted; Gunnery Equipment Depots.

(*b*) *Type of equipment* .. AFCB, Mark 10.

(*c*) *Part of equipment affected* Certain tally plates on the Control Panel.

(*d*) *Purpose of modification* .. To obviate the possibility of confusion in Surface Drill.

(*e*) *Nature of modification* .. (*a*) NORMAL/BOMBARDMENT COS—The present tally plate, item 9, DNO 7626 to be redesignated "NORMAL/RUN" by removal of the word "STANDBY".

(*b*) RANGE COS—The present "RANGER/CONSOLE" tally plate item 14 DNO 7626 to be replaced by a tally plate engraved "RANGER/CLOCK".

(*c*) RANGE Clutch—At present tallied "HAND/CLOCK", to be redesignated "HAND—CLOCK RATE". The word "RATE" is to be engraved on tally plate item 17 DNO 7626 immediately after "CLOCK".

2. Where tally plates are replaced by new items, care is to be exercised that similar materials are used.

(*f*) *Drawings* .. .. DNO 7626.

(*g*) *By whom to be done* .. Ships staff with Dockyard assistance.

(*h*) *When to be done* .. At the earliest opportunity.

(*i*) *How to be recorded* .. As modification AN2 to AFCB, Mark 10.

(DW 465/258/150.)

UNCLASSIFIED.

667.—Shot Guns and Ammunition—Allowance and Supply on Repayment.

Navy Order 225 of 1961 is to be amended as follows—

Paragraph 1—*column* 1′

(*a*) After "Ships on survey duties" *add* symbol †.

(*b*) At foot of table *add*—

"† When double barrel guns are not available single barrel guns will be issued in lieu".

(DAS 726/251/60.)

(*Navy Order* 225 *of* 1961.)

UNCLASSIFIED.

668.—A/S Mortar, Mark 10—Stowage Box for Spare Jack-in Units for Depth Setting Control Panels.

(*a*) *Ships, establishments and authorities concerned* Ships and establishments so fitted; Gunnery Equipment Depots.

(*b*) *Type of equipment* .. A/S Mortar, Mark 10.

(*c*) *Part of equipment affected* Stowage box for spare Jack-in units.

(*d*) *Purpose of modification* .. To protect the spare Jack-in unit interiors from deterioration due to condensation.

(*e*) *Nature of modification* .. To manufacture 2 No. air dryer mountings and attach them to the side walls inside each stowage box cover as shown on drawing DW A/61372.

Each air dryer mounting will hold 3 No. Pattern E6/947 air dryers containing Silica Gel and 1 No. Pattern E6/7379 Paper Indicating.

An instruction label is to be fixed adjacent to the air dryers in accordance with the drawing.

(*f*) *Drawings* .. .. DW A/61372—Issue 1, dated 9.8.61. DEE—D/19951.

(*g*) *By whom to be done* .. Dockyards.

(*h*) *When to be done* .. (*a*) Units held by Gunnery Equipment Depot: At the earliest opportunity.

(*b*) Units held by ships or establishments: on the next occasion of landing the Jack-in unit.

2. Air dryers, Pattern E6/947 and Pattern E6/7379 Paper Indicating (in books) are obtainable from the SNSO, Sydney, on demand.

(DW 1215/57/101.)

RESTRICTED.

669.—A/S Mortar, Mark 10—Switch, Mounting Control.

(*AFO's* 1266 *and* 1518/1961.)

(*a*) *Ships and establishments concerned* Ships and establishments so fitted; Gunnery Equipment Depots.

(*b*) *Type of equipment* .. A/S Mortar, Mark 10—Mounting.

(*c*) *Part of equipment affected* Switch, Mounting Control.

(*d*) *Modification No.* .. To be known as modification No. 18 to the mounting. (The list of modifications in Chapter 1 of BR 1709 (1) will be amended by "P" series AFO.)

(*e*) *Purpose of modification* .. To facilitate the egress of lubricant between the Spindle Operating (item 9) and Bush (item 11) of drawing AME.6461. (Page 51 of A/S Mortar, Mark 10 SO Drawings.)

Note.—It is pointed out that the seemingly obvious solution, i.e., removal of the "O" seal, cannot be entertained as this seal was introduced to prevent the ingress of water.

The relevant items are to be removed from the switch and machined as follows—

Item 9.—Drill a $\frac{1}{16}$-in. diameter hole diametrically through the 1.123-in. diameter, with its centre located $\frac{1}{8}$-in. from the shoulder formed between the 0.998-in. and 1.123-in. diameters.

Item 11.—From the top of the bush (flanged end) to the "O" seal groove (a distance of approximately 0.14-ins.) increase the bore diameter from 1.125 to $1.145 \begin{smallmatrix} +.002 \\ -.000 \end{smallmatrix}$-ins. diameter.

(*f*) *By whom to be done* .. (i) Ships' staff with dockyard assistance.
(ii) All holders of equipment.

(*g*) *When to be done* .. (i) Items in store—before issue.
(ii) Items in service—at first convenient opportunity.

(*h*) *How to be treated* .. As a defect.

2. Navy Order 1033 of 1959 is relevant.

(DW 736/285/15.)

(*Navy Order* 1033 *of* 1959.)

UNCLASSIFIED.

670.—Pressure Gauges for Use with Diving Equipment.

(*AFO* 1267/1961.)

Instances have occurred in the RN of pressure gauges issued for service in connection with the testing of diving equipment being heavily contaminated with oil from testing or storage. Their use in these circumstances introduces serious hazards to the diver and when used with oxygen or mixture sets there is an explosive risk as well.

2. All gauges are to be carefully inspected on receipt to ensure that no traces of oil used for calibration testing or storage remain. If oil is present the gauges are to be thoroughly washed out before use with trichlorethylene until all traces of oil have been removed.

3. Adaptors for use with the above gauges are also to be treated for oil contamination in the same manner.

(DNAS 505/87/296.)

UNCLASSIFIED.

671.—Naval Stores (General) (Class E, Group 2E)—Kits, Vapour Detector, Pattern 5860—Deterioration of Tablets.

The following tablets included in Pattern 5860, Vapour Detector Kits, are now suspect and it has been decided to replace both tablets and tubes with stocks recently received from UK.

Tablet Tubes, white, filled with 13 Tablets A.

Tablet Tubes, orange, filled with 13 Tablets Z.

2. HMA ships and establishments holding kits are to demand new tablets and tubes from SNSO, Sydney.

(DNAS 512/56/32.)

UNCLASSIFIED.

672.—Naval Stores (General) (Class E, Group 6)—CO_2 Absorbent (Soda Lime)—Shelf Life.

(*AFO* 1520/1961.)

Soda Lime is used in service as Pattern E6/3489A, CO_2 Absorbent and in Pattern E6/3564, Canister, CO_2 Absorption. This chemical has hitherto been subject to a shelf life of two years. It has now been decided that the shelf life can be extended indefinitely owing to the improved packing now in use.

2. However, the contents of any containers found to be corroded, or to have any breakdown in the hermetic sealing should not be used.

3. BR 155C, The Diving Manual, BR 1692, The Storehouse Manual and ABR 4, Naval Storekeeping Manual will be amended.

(DW 512/76/53.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

673.—Books—Libraries—Central Reference Libraries—Additions.

A list of books added to the Central Reference Libraries in HMA ships ALBATROSS, CERBERUS and WATSON during the quarter ending 31st August, 1961, 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 libraries.

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

APPENDIX.

Classification and Reference Number.	Author.	Title.	Where Held ALBATROSS, CERBERUS or WATSON.
Philosophy—Ethics—			
160/6 ..	Latta and Macbeath	The Elements of Logic	W.
160/7 ..	Cohen and Nagel	An Introduction to Logic and Scientific Method	W.
190/2 ..	Hospers ..	An Introduction to Philosophical Analysis	W.
Religion—			
290/7 ..	Yutang ..	From Pagan to Christian.. ..	C.
Statistics—			
311.2/10..	Ilersic ..	Statistics (12th Edition)	C.
Political Science—			
323.2/1 ..	Crozier ..	The Rebels. A Study of Post-War Insurrections	C.
Economics—Law—			
330.1/6 ..	Kurihari ..	Introduction to Keynesian Dynamics	W.
332.41/1..	Wilson ..	Inflation (Causes and Remedies) ..	C.
333.3/4 ..	Collins and Flattery	Hogg's Conveyancing and Property Law in New South Wales (2nd Edition)	W.
342/2 ..	Wheare ..	Modern Constitutions	W.
Naval Forces—			
359.09/42	Calvert ..	Surface at the Pole. (Voyage of U.S.S. SKATE)	C.
359.09/43	Warner ..	Great Seamen. (From Drake to Cunningham)	A
Education—			
371.26/1..	Schonell ..	Diagnostic and Attainment Testing	C
Commerce—			
382/2 ..	Matthews ..	The Trade Cycle	W
Languages—			
499.2/4 ..	Pino	Bahasa Indonesia, Vol. I. (A Course for English-Speaking Students (2nd Edition)	ACW
499.2/5 ..	Pino	Bahasa Indonesia, Vol. II. ..	ACW
Pure Science—			
530/26 ..	Booth	Physics—Fundamental Laws and Principles with Problems and Worked Solutions	A
Engineering—			
621.4/10..	Fox	Diesel Operation and Fault Diagnosis	C
621.7/1 ..	Davies and Skeat (Eds.)	The Encyclopaedia of Workshop Practice	W
621.9/14..	Town	Cutting Tools, Jigs and Fixtures ..	W

APPENDIX—*continued.*

Classification and Reference Number.	Author.	Title.	Where Held ALBATROSS, CERBERUS or WATSON.
Engineering—continued.			
623.873/2	Sothern ..	Verbal Notes and Sketches for Marine Engineer Officers. (A Manual of Marine Steam Engineering Practice), Vol. I. (19th Edition)	C
623.872/3	Sothern ..	Verbal Notes and Sketches for Marine Engineer Officers. (A Manual of Marine Steam Engineering Practice). Vol. II. (19th Edition)	C
Seamanship—			
623.88/7..	Crenshaw ..	Naval Ship Handling. (2nd Edition)	W (3)
Agriculture—Animal Husbandry—			
631.3/1 ..	—	Farm Handbook	A
636.7/9 ..	Frankling ..	Practical Dog Breeding and Genetics..	W
Catering—			
641.57/4..	Heaton and Stockman	Quantity Catering	W
641.57/5..	Brodner *et al.*	Profitable Food and Beverage Operation	W
Arts—Recreation—			
709/6 ..	Van Loon ..	The Arts of Mankind	W
796.3/2 ..	Preston (Ed.) ..	Wisden Cricketers' Almanac, 1961	ACW
796.33/5..	Higham ..	High Speed Rugby	W
796.352/11	Middlecoff ..	Master Guide to Golf	A
Geography—			
915.2/3 ..	Trewartha ..	Japan—A Physical, Cultural and Regional Geography	W
919/6 ..	Robequain ..	Malaya, Indonesia, Borneo and the Philippines	W
Biography—			
928/12 ..	Holland ..	Oscar Wilde, A Pictorial Biography	A
History—			
940.42/3..	Gardner ..	The Big Push (the Somme Battle) ..	C
940.541/5	Wigmore ..	Australia in the War of 1939-45, Series I. (Army), Vol. IV—The Japanese Thrust	W
940.541/6	Dexter ..	Vol. VI—The New Guinea Offensives	W
940.542/19	Heckstall-Smith and Baillie Groham	Greek Tragedy 1941	C
940.542/20	Colliers ..	The Sands of Dunkirk	W
940.545/73	Seth	The Fiercest Battle (Convoy ONS 5)	A
940.545/74	Connell ..	Return of the Tiger (Raids on Japanese Shipping in Singapore)	C

APPENDIX B—*continued.*

Classification and Reference Number.	*Author.*	*Title.*	*Where Held ALBATROSS, CERBERUS or WATSON.*
History—continued.			
940.545/69	—	History of U.S. Naval Operations in World War II—Vol. XIV, Victory in the Pacific, 1945	ACW
954.08/2..	Masani ..	Britain in India. (An Account of British Rule)	A
994/45 ..	Brissenden and Higham	They Came to Australia. (An Anthology)	C
994.02/3..	Tench	Sydney's First Four Years ..	C

(DNES 451/51/18.)

UNCLASSIFIED.

674.—Commonwealth Employee's Compensation Act 1930-1959—Revision of Statutory Forms A, B and D.

The following existing Statutory Forms prescribed in the regulations under the Commonwealth Employees' Compensation Act, 1930–1959, have been revised—

Form A—Claim for compensation by incapacitated employee.

Form B—Claim for compensation by dependant of employee.

Form D—Report by a Medical Referee or Medical Board.

2. The revised forms are available on demand from SNSO, Sydney, and should be demanded as soon as possible. Existing forms are now obsolete and should not be used once the new forms have been received.

(Sec. 464/70/163.)

UNCLASSIFIED.

675.—Form AS 1188—Colours and Markings of Piping and Gearing in HMA Ships (Ocean Minesweepers and Above)—Amendment.

Form AS 1188 (Revised 1959) has been modified to meet a new service and colour markings for Hydraulic Oil Return, and to amend the existing service marked "Hydraulic Oil" to read "Hydraulic Oil Supply".

2. This will be done by an Addendum Slip, which may be stuck on the original form, and will be issued to all holders, without demand, by the SNSO, Sydney.

3. The Addendum Slip will also be issued without demand, to all holders of ABR 19 to amend the Form AS 1188 incorporated in the publication.

(DNAS 464/54/321.)

UNCLASSIFIED.

676.—Ratings—Inclusion of Specialist Qualifications and Trades in Service Correspondence.

(*AFO* 1453/1961.)

It is important that all Service correspondence and documents concerning ratings should show the specialist qualification or trade of the rating concerned. Qualifications, trades and abbreviations are shown in Navy Order 957 of 1960.

2. Attention is also drawn to RI Article 5211 which shows the correct method of writing personal particulars, e.g.—

Leading Seaman (RP2) A. Brown, R.12345.
Able Seaman (SG(Q))(GOW). B. Green, R.23456.
ERA2 (FT). C. Black, R.34567.
SBA(ORA). D. Grey, R.45678.
Writer (ST)(HG). E. White, R.56789.
POM(E) (ABCDI). F. Pink, R.67890.

3. Inspecting officers are to check that Specialist Qualifications and trades are shown in the "Rating" column of Service Certificates at the annual inspection in accordance with QR & AI Article 1071 (8).

(DMT 303/40/7.)

(*Navy Order* 957 *of* 1960.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
14th September, 1961.

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

By direction of the Naval Board.

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

UNCLASSIFIED.

677.—Books—Distribution of Non-Accountable Publications during July, 1961.

The non-accountable publications, amendments to AP's, miscellaneous publications, &c., and AFO "SC" Series, contained in the appendix to this order, have been distributed to ships and services during July, 1961.

2. Article 2518 of ABR 4 is relevant.

3. Copies of AFO "P" Series amendments and AP 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 Article 2518 (7) of ABR 4.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date.*
Aeroplane	4th May, 1961.
Aeroplane	11th May, 1961.
Aeroplane	18th May, 1961.
Aeroplane	25th May, 1961.
Aircraft	Volume 40, No. 10, July, 1961.
C.I.S. Card	13th Series, 1961.
The Communicator	Volume 15, No. 1, Easter, 1961.
Journal of the R.N. Medical Service	Volume XLVII., No. 1, Winter, 1961.
Journal of the R.N. Scientific Service	Volume 16, No. 2, March, 1961.
List of Radio Determination and Special Stations	1st Edition, October, 1960, Supplement No. 1.
Manual of the Audit Act and Treasury Regulations	Issue No. 47, Section 32, dated 1st March, 1961—Pages 1–14.
Manual of the Audit Act and Treasury Regulations	Issue No. 48 (Part I Preliminary), dated 17th March, 1961—Pages 1–5.
Manual of the Audit Act and Treasury Regulations	Issue No. 49, Section 10, dated 27th April, 1961—Pages 1–3.
Manual of the Audit Act and Treasury Regulations	Issue No. 50, Sections 20 and 21, dated 16th March, 1961—Pages 1–9.
Manual of the Audit Act and Treasury Regulations	Issue No. 51, Section 15, dated 24th March, 1961—Pages 1 and 2.
Manual of the Audit Act and Treasury Regulations	Issue No. 52, Section 4, dated 27th March, 1961—Pages 1 and 2.
Manual of the Audit Act and Treasury Regulations	Issue No. 53, Sections 16 and 32, dated 28th March, 1961—Pages 1–6.
Manual of the Audit Act and Treasury Regulations	Issue No. 54, Section 28, dated 14th April, 1961—Pages 1 and 2.
Manual of the Audit Act and Treasury Regulations	Treasury Circular, 1961/A3 (B.A. 59/933).
Standardization Design Memorandum	Regulation 97.
United Nations Review	Volume 8, No. 5, May, 1961.
United States Naval Institute Proceedings	Volume 87, No. 5, May, 1961.

AMENDMENTS TO B.R.'s, ETC.

B.R. No.	*Amendment No.*
A.B.R. 4	7.
A.B.R. 10	10.
N.Z.B.R. 32	Change No. 1/61.
B.R. 70	Cumulative Supplement, dated 31st March, 1961.
B.R. 109/1957	Amendment No. 2.
B.R. 125	Supplement No. 11, May, 1961.
B.R. 125	New Entries, No. 11, May, 1961.
B.R. 129 (4) (1)—17th Edition	Supplement No. 5.
B.R. 129 (4) (1)—17th Edition	Supplement No. 6.
B.R. 129 (4) (2)—17th Edition	Supplement No. 5.
B.R. 129 (4) (2)—17th Edition	Supplement No. 6.
B.R. 155C (2)	Amendment No. 11.
B.R. 291/45	Australian Amendment No. AN. 1.
B.R. 472 (15)	Amendment No. 1.
B.R. 664	47.
B.R. 672 (51)	14.
B.R. 677/1958	6.
B.R. 768/1958	2.
B.R. 763—6th Edition, dated 31st March, 1959	Supplement No. 7 to the Preface.
B.R. 763—Volume 3, 6th Edition, dated 31st March, 1959	Supplement No. 7.
B.R. 819 (2)—R.N.A.S., Part 2	Amplification to Amendment No. 6.
B.R. 819 (2)—R.N.A.S., Part 2	Amendments 11, 12, 13, 14, 15, 17, 19, 21, 23, 26 and 27.
B.R. 819 (5)—R.N.A.S., Part 5	Circular Letter (A.C.) No. 9, AS/D31/1/61, dated 15th June, 1961.
B.R. 819 (5)—R.N.A.S., Part 5	Amendment No. 28.
B.R. 911/1958	2.
B.R. 922/1958	Australian Amendment No. A.N. 2.
B.R. 1152/1958	Amendments 4 and 5.
B.R. 1159	Amendment No. 16.
B.R. 1168 (1)	7.
B.R. 1168 (2) 1958	3.
B.R. 1174	3.
B.R. 1615	1.
B.R. 1664 (1)	6.
B.R. 1664 (2)	2.
B.R. 1680 (1)	2.
B.R. 1680 (2)	3.
B.R. 1788	3.
B.R. 1806/1958	1.
B.R. 1917 (1)	48.
B.R. 1917 (2A)	37.
B.R. 1923 (1)—Addendum	2.
B.R. 2014C/1957	Amendment No. A.N. 3 (Plate 73).
B.R. 2050 (348)	Amendment No. 3.
B.R. 2050 (369)	6.
B.R. 2050 (532)	3.
B.R. 2050 (632)	5.
B.R. 2050 (653)	3.

AMENDMENTS TO B.R.'S, ETC.—*continued.*

B.R. No.	*Amendment No.*
B.R. 2050 (686)	Amendment No. 2.
B.R. 2111 (6)	Australian Amendment No. A.N. 1.
A.L.P. 4 (Navy)	Change No. 1.
A.C.P. 121 (C)	Change No. 3.
A.C.P. 121 (C)	Change No. 3.
A.C.P. 124B	Commonwealth Supplement No. 1 (December, 1960).
A.C.P. 124B	Commonwealth Supplement No. 2 (December, 1960).
A.C.P. 124B	Change No. 1 to United States Supplement No. 1.
A.C.P. 126	Change No. 4.
A.C.P. 129A	Change No. 2.
A.C.P. 134A	Change No. 2.
A.C.P. 167A	Change No. 1.
N.A.M.A.N.	Volume 16, N.2214–N.2224, dated 31st May, 1961.
N.A.M.A.N.	Volume 16, N.2225–N.2235, dated 30th June, 1961.

DISTRIBUTION OF AFO "S.C." SERIES.

Publication.	*"S.C." No.*
A.C.P. 118—1 (European Supplement)	S.C. 7/61, Change No. 14.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
113	A.L. 169, 170, 171, 172 and 173.
1086, Book 5 (2nd Edition)	A.L. 89.
1086, Book 6 (2nd Edition)	A.L. 108, 109, 110 and 111.
1086, Book 8, Part 2 (2nd Edition)	A.L. 20.
1086, Book 9 (2nd Edition)	A.L. 147.
1086, Book 10 (2nd Edition)	A.L. 111 and 112.
1086, Book 12, Part 1 (2nd Edition)	A.L. 205.
1181, Vol. 2	(A.L. 138)–B.93 (Alt. 1 inc.) (A.L. 135)–B.98 (Alt. 1) (A.L. 134)–B.112 (A.L. 136)–B.113 (A.L. 137)–B.114.
1181C, Vol. 6, Parts 2, 3 and 4	A.L. 43.
1182 (N), Vol. 1	A.L. 28 and 29.
1182A, Vol. 2, Part 1	E. 26 G. 19 G. 20.
1182B, Vol. 4, Part 6 (Issue 1)	A.L. 16.
1182C (N), Vol. 1	A.L. 24 and 25.
1182C, Vol. 1	A.I.L. 3/61 A.I.L. 4/61 A.I.L. 5/61 A.I.L. 6/61.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1182C, Vol. 4, Part 6 (Issue 1)	A.L. 28 and 29.
1182C, Vol. 6	A.L. 21.
1182D, Vol. 1 and Vol. 6	A.L. 79 and 80.
1182E, Vol. 1	A.L. 87.
1182E, Vol. 2	(A.L. 92)–D.26.
1275A, Vol. 1, Section 13	A.L. 41 and 42.
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1641S, Vol. 1, Parts 1 and 3	A.L. 44.
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1661F, Vol. 1	A.L. 102, 103 and 104.
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1803D, Vol. 1, Book 3	A.L. 125.
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1803D, Vol. 2, Part 2	A.L. 232, 233 and 234.
1803D, Vol. 2, Part 3	A.L. 269 and 270.
1803E, Vol. 1	A.L. 130.
1803E, Vol. 2, Part 2	A.L. 84 and 85.
1803E, Vol. 2, Part 3	A.L. 94 and 95.
1803F, Vol. 1, Book 1	A.L. 31 and 32.
1803F, Vol. 1, Book 2	A.L. 29 and 30.
1803P, Vol. 1	A.L. 118, 119 and 120.
1803P, Vol. 2, Part 2	A.L. 35.
1803R, Vol. 6	A.L. 39 and 40.
1803T, Vol. 1	A.L. 114, 121 and 122 (*Note:* A.L. 122 terminates the single cover and divides Vol. 1 into three Books.)
1803T, Vol. 1, Book 1	A.L. 1, 2, 3, 4 and 5.
1803T, Vol. 1, Book 2	A.L. 1 and Cover
1803T, Vol. 1, Book 3	A.L. 1 and Cover.
1803T, Vol. 6	A.L. 64 (with Covers and O/L's for Parts 2 and 3).
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2276F, Vol. 3	A.L. 14.
2306M, Vol. 1 and 6	A.L. 27.
2306M, Vol. 2	(A.L. 3)–B.1.
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2463	A.L. 167.
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	(A.L. 449)-B.329
	(A.L. 451(-B.330
	(A.L. 452)-B.331
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	(A.L. 455)-B.333.
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	A.I.L. 9./61
	A.I.L. 10/61
	A.I.L. 11/61
	A.I.L. 12/61
	A.I.L. 13/61
	A.I.L. 14/61
	A.I.L. 15/61
	A.I.L. 16/61
	A.I.L. 17/61
	A.I.L. 18/61
	A.I.L. 19/61
	A.I.L. 20/61
	A.I.L. 21/61
	A.I.L. 22/61
	A.L. 98 and 99.
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	A.I.L. 2/61
	A.I.L. 3/61
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4303E, Vol. 1	A.L. 65.
4303E, Vol. 2	(A.L. 6)-B.4.
4303Z, Vol. 1	A.L. 58.
4340, Vol. 1, Book 1	A.I.L. 1/61
	A.I.L. 2/61
	A.I.L. 3/61.
4340, Vol. 2	(A.L. 34)-B.16.
4340, Vol. 4, Part 6, Book 2	A.L. 10.
4343, Vol. 1	A.L. 185.
4343, Vol. 2	(A.L. 11)-A.5.
4343, Vol. 6	A.L. 34.
4343A, Vol. 2	(A.L. 87)-C.30
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4343B, Vol. 1, Book 1	A.L. 18.
4343B, Vol. 1, Book 2	A.L. 33, 34, 36 and 37.
4343B, Vol. 1, Book 3	A.L. 36 and 37.

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	(A.L. 167)-S.4
	(A.L. 168)-Z.4 (A.L. 2 inc.).
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	(A.L. 64)-C.16
	(A.L. 63)-Z.7.
4343C, Vol. 1, Book 1	A.L. 34, 35, 36 and 37.
4343C, Vol. 1, Book 2	A.L. 60, 61, 62 and 64.
4343D, Vol. 1, Book 1	A.L. 10.
4343D, Vol. 1, Book 2	A.L. 30 and 31.
4343D, Vol. 1, Book 3	A.L. 74, 75, 76 and 77.
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4343G, Vol. 1	A.L. 56.
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	(A.L. 7)-B.6
	(A.L. 8)-B.7.
4471A, Vol. 1, Part 1	A.L. 138.
4471A, Vol. 1, Part 2, Book 1	A.L. 145, 149 and 150.
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A.P. (N) 378	A.L. 128.
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R.A.N.A.M.O. Gannet	L.7 (June, 1961) STI/RAN. 92 (May, 1961).
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Air Pictorial	March, 1961 April, 1961.

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D.C.A. Aeronautical Information Publications	A.G.A. (A.L. 24) RAC/2 (A.L. 42) RAC/2 (A.L. 42A).
D.C.A. Airways operations Instructions, Vol. 1	A.L. 7.
D.C.A. Airways Operations Instructions, Vol. 2	A.L. 15.
D.C.A. Aviation Safety Digests	No. 26 (June, 1961).
I.C.A.O. Bulletins	No. 10 (1960).
Smiths Aviation Division	Mod. Leaflet 526 (May, 1960).
A.A.P. No. 2, Table of Contents (12th Edition)	Sub A.L. 102 (A.L. 11946).
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A.A.P. No. 2, Group Y, Section 110H (Parts 1 and 2) (6th Edition)	Sub A.L. 28 (A.L. 11924).
A.A.P. No. 2, Group Y, Section 110K (7th Edition)	Sub A.L. 26 (A.L. 12007) Sub A.L. 27 (A.L. 12180).
A.A.P. No. 2, Group Y, Section 110KB (8th Edition)	Sub A.L. 27 (A.L. 11925).
A.A.P. No. 2, Group Y, Section 110M (4th Edition)	Sub A.L. 25 (A.L. 11997).
A.A.P. No. 2, Group Y, Section 110U (7th Edition)	Sub A.L. 16 (A.L. 11900).
A.A.P. 382, Vol. 2	A.L. 5.
A.A.P. 702.1	A.L. 120.
A.A.P. 711.16, Vol. 3, Part 1, Section 1 (1st Edition)	A.L. 3.
A.A.P. 721.79, Vol. 2, Part 2	A.L. 186, 218 and 223.
A.A.P. 742.21, Vol. 3, Part 1 (1st Edition)	A.L. 5.
R.A.A.F. Dakota Instructions	A.L. 27.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
R.A.A.F. Dakota Orders	A.L. 83.
R.A.A.F. Summary of Defect Reports ..	Engine Accessories Serial No. 25—Period January, 1961 to March, 1961. Instrument No. 21—January to March, 1960.
R.A.A.F. Twin Wasp Instructions ..	A.L. 54.
Air Diagrams	S.R. 1572/N.B.
	S.R. 1573/N.B.
	S.R. 1575/N.B.
	S.R. 1576/N.B.
	S.R. 1577/N.B.
	S.R. 1578/N.B.

ADDENDUM.

The undermentioned items, distributed during May and June, 1961, were inadvertently omitted from Appendixes to the relevant Navy Orders.

A.P. No.	*A.L. or Leaflet.*
880C, Vol. 1	A.L. 19.
1086, Book 3, Part 1 (2nd Edition) ..	A.L. 79.
1086, Book 2 (2nd Edition)	A.L. 104 and 105.
1086, Book 3, Part 2 (2nd Edition) ..	A.L. 139 (Corrigendum) and 140.
1086, Book 4, Part 1 (2nd Edition) ..	A.L. 122.
1086, Book 7 (2nd Edition)	A.L. 126.
1086, Book 10 (2nd Edition)	A.L. 110.
1086, Book 12, Part 1 (2nd Edition) ..	A.L. 198, 200, 201, 202, 203 and 204.
1182 (N), Vol. 4, Part 6..	A.L. 3.
1182E, Vol. 1	A.I.L. 3/60
	A.L. 86.
1234A	A.L. 9.
1275A, Vol. 1, Section 12	A.L. 9.
1275A, Vol. 1, Section 13	A.L. 40.
1275A, Vol. 1, Section 17	A.L. 41.
1275B, Vol. 1, Section 11	A.L. 30.
1275E, Vol. 1	A.L. 103.
1275Q	A.L. 4 and 5.
1355C, Vol. 1	A.L. 67.
1464G, Vol. 1	A.L. 169 and 170.
1641F, Vol. 6	A.L. 9.
1803D, Vol. 1, Book 3A	A.L. 30.
1803D, Vol. 1, Book 4	A.L. 97.
1803N, Vol. 1, Book 2	A.L. 19.
1803R, Vol. 6	A.L. 38.
2337, Vol. 1, Book 1	A.L. 52.
2531J, Vol. 1	A.L. 14.
2531J, Vol. 6, Part 2 (Advance Information)	A.L. 8.
2850A, Vol. 1 and Vol. 6, Part 1.. ..	A.L. 128.
2892F, Vol. 1	A.L. 46.
A.V.P. 4089D	D/456 (Issue 3).
4117B, Vol. 1 and 6	A.L. 42.
4282B, Vol. 1	A.L. 31.

Addendum—*continued.*

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
4288, Vol. 1, Part 1	A.L. 65.
4288, Vol. 1, Part 2	A.L. 99.
4288, Vol. 4, Part 6 (N) (Issue 2)	A.L. 6.
4288, Vol. 5	A.L. 96 and 97.
4303B, Vol. 1, Book 2	A.L. 21.
4303E, Vol 1	A.L. 64.
4320B and C, Vol. 6, Part 3	A.L. 8.
4340, Vol. 1, Book 2	A.L. 52 and 53.
4343A, Vol. 1	A.L. 97, 98, 99, 100, 101, 102 and 103.
4343B, Vol. 1, Book 1	A.L. 16 and 17.
4343B, Vol. 1, Book 3	A.L. 33, 34 and 35.
4343C, Vol. 1, Book 2	A.L. 59.
4343D, Vol. 1, Book 4	A.L. 33.
4343G, Vol. 1	A.L. 57.
4343S, Vol. 1	A.L. 99, 100, 101, 103 and 104.
4360A, B and D, Vol. 5, Part 4 (N) (Issue 1)	A.L. 4.
4411A, Vol. 1	A.L. 14 and 15.
4471A, Vol. 1, Part 2 (Book 1)	A.L. 143, 144, 147 and 148.
4509G, Vol. 1	A.L. 66.
4509G, Vol. 5, Part 2 (N) (Issue 2) ..	A.L. 9.
4515R, Vol. 3, Part 1	A.L. 7.
4677A and B, Vol. 1 and 6	A.L. 35.
4685, Vol. 1	A.L. 18, 19 and 21.
A.P. (N) 1.	A.L. 24, 25, 26, 27 and 28.
A.P. (N) 383	A.L. 116.
A.P. (N) 1024, Vol. 4, Part 6	A.L. 8 and A.L. 9 and addendum.
A.P. (RAN) 101	A.L. 46, 47 and 48.
A.P. (RAN) 140 (2nd Edition)	A.L. 10.
N.A.M.O. Engines	E (AS) 11 (Issue 4) (10.2.61)
	E (AS) 19 (9.2.61).
N.A.M.O. Gannet	L.10 (6.2.61).
N.A.M.O. General	A.82 (24.2.61)
	G.51 (20.1.61) and Diagram (20.1.61)
	L.117 (6.2.61)
	L.118 (6.2.61)
	O.107 (31.1.61)
	O108 (6.2.61)
	STI/Instrument/94 (6.2.61)
	STI/RAA/169 and Diagram (2.2.61)
	STI/RAA/173 (6.2.61)
	STI/RAA/174 (6.2.61).
N.A.M.O. Vampire	A.24 (24.2.61).
N.A.M.O. Westland Whirlwind	A.19 (23.1.61).
Air Clues	February, 1961.
Air Pictorial	February, 1961.
Aviation Studies (International) Ltd. ..	Engine Data Sheets and Weapons Compendium dated March, 1961 (4 Sheets)
	Army Vehicle and Military Aircraft Data Sheets dated March, 1961 (12 Leaves).

Addendum—*continued.*

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
D.C.A. Aeronautical Information Circulars	22/1961 (24.5.61) 23/1961 (19.5.61).
I.C.A.O. Bulletins	No. 9, 1960.
Sperry Publications	" Sperryscope ", Fourth Quarter, 1960.
Standardization Design Memoranda (Air Services)	S.D.M. (A) 127-3 (Issue 3) (9.11.60) S.D.M. (A) 251-2 (Issue 2) (5.1.61) S.D.M. (A) 286-2 (A.L. 1) S.D.M. (A) 313-2 (Issue 2) (30.12.60). Alphabetical Index (Issue 16) Numerical Index (Issue 40).
R.A.A.F. Conversion List Group/Class K.1 to A.B.C.S.C. Identification	No. 54.
R.A.A.F. Conversion List Group/Class K.2 to A.B.C.S.C. Identification	No. 55 (Errata) (25.5.61) No. 55 (with Addendum) No. 55 Addendum No. 2 (25.5.61).
R.A.A.F. Conversion List Group/Class Y.110QB to A.B.C.S.C. Identification	No. 53.
A.A.P. 121	A.L. 11.
A.A.P. 382, Vol. 2	A.L. 4.
A.A.P. 702.1, Part 3 (March, 1961) ..	A.L. 116, 117 and 118.
A.A.P. 716.0, Vol. 2, Part 2	A.L. 39.
A.A.P. 721.79, Vol. 2, Part 2	A.L. 216, 219, 220, 220 (Corrigendum), 221 and 222.
A.A.P. 742.00, Vol. 2, Part 2	A.L. 11.
A.A.P. 750.00, Vol. 2, Part 2	A.L. 167 and 169.
R.A.A.F. Dakota Orders	A.L. 80, 81 and 82.
R.A.A.F. Repair and Maintenance General Instructions	A.L. 346 and 347.
R.A.A.F. Special Technical Instructions ..	Aircraft—General/14 Armament—Ammunition and Explosives/24 Armament—Miscellaneous/18 Armament—Miscellaneous/19 Electrical/31 Fuels and Lubricants/24 Fuels and Lubricants/25 Gas Turbine Fuel Equipment/10 Propeller/24 Propeller/25 Propeller/26 Propeller/27 Rotol Accessory Drive Equipment/16 Rotol Accessory Drive Equipment/17 S.51/6 Safety Equipment/41 Safety Equipment/42 Support Equipment/1 Twin Row Wasp P.P./13 Winjeel/22.
R.A.A.F. Twin Wasp Orders (February, 1961)	A.L. 59.

LLOYD'S REGISTER OF SHIPPING.

Lloyd's Register of Shipping	3rd July, 1961
Lloyd's Register of Shipping	10th July, 1961
Lloyd's Register of Shipping	17th July, 1961
Lloyd's Register of Shipping	24th July, 1961
Lloyd's Register of Shipping	31st July, 1961.

(DNAS 465/51/47.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

7349/61.—3

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
21st September, 1961.

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

By direction of the Naval Board.

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

7517/61.

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686. Gun Mountings—4.5-in. Mark 6 Series Mountings, Communications, Captain of Turrets' and Captain of Gunhouse's Headsets—Modification No. 95 (Mark 6 and Mark 6* Mountings)—Modification No. 34 (Mark 6* Mod. 1 Mountings).
687. Guns, Machine Bren .303-in. and OML 2-in. Mortar—Gauges for Armourers Tool Kits.
688. Alteration and Addition Item—Daring Class Destroyers.
689. Alteration and Addition Item—Daring Class Destroyers—Amendment.
690. Naval Stores (General) (Class B, Group 7)—Aluminium Alloy Bar, Round—Introduction.
691. Naval Stores (General) (Class E, Group 7B)—Filling Compound, Patterns E7/10627 and E7/10628 for Multiple Cable Glands (Rubber Filled)—Introduction.
692. Naval Stores (General) (Class E, Group 12, Part A)—Stretchers, Ambulance, War Office, Mark II—Revised Accounting.
693. ABCD—Respirators, Anti-Gas—Policy as to Type and Scale of Supply.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

678.—Diving—Symptoms of Illness Underwater.

A case has recently occurred of a diver at 25 feet, experiencing a feeling described as " thumping sensations in the head and upper thorax, not painful but uncomfortable ". These symptoms subsided on surfacing and he immediately dived again, and five minutes later was brought inboard unconscious.

2. Diving Officers are to ensure that all divers are fully aware of the necessity for immediate surfacing (except when under some decompression routines), and reporting any abnormal physiological symptoms or malfunctioning of equipment experienced underwater.

3. In all cases the diver is to be brought inboard and the following action taken—

(*a*) Equipment is to be checked and should a defect be found (e.g., incorrect flow rate), the officer in charge, may, at his discretion, allow the diver to dive again after rectification of the defect and ascertaining that the diver is in a fit condition to complete the dive.

(*b*) Should, however, no defect be found then the diver is not to enter the water again prior to a medical examination.

(DW 1623/251/19.)

UNCLASSIFIED. Cancelled vide CNO 340/63

679.—Helicopter Winching Rescue Instructions.

(*AFO* 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.

4. Navy Order 946 of 1959 is hereby cancelled.

(DAWOT 1623/1/2.)

(*Navy Order* 946 *of* 1959.)

RESTRICTED. Cancelled C N O 594/62

680.—Holdings of Support Craft in the RAN.

The Appendix to this order shows the allocation of Support Craft to the various Naval Authorities. A muster of all craft held is to be carried out and any variations to those shown in the Appendix is to be reported. Where no variations are found nil returns are required.

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*) Register number.

5. In cases of urgency, approval to transfer craft may be sought by signal.

6. Reporting of re-allocation of support craft within commands is not required except that administrative authorities are to report craft issued to ships under construction or recommissioning.

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

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

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

10. Navy Order 252 of 1960 is hereby cancelled.

APPENDIX.

ABC Class Reference.	*Type.*	*Registered No. of Individual Craft.*	*Authority to whom allocated.*	*Remarks.*
1915	Motor Water Lighter	MWL 251	NOIC WA	On Charter.
		MWL 253	FOICEA	Reserve.
		MWL 254	FOICEA	
		MWL 255	FOICEA	Reserve.
		MWL 256	NOIC Vic.	
		MWL 257	FOICEA	
1915	Motor Refrigerator Lighter	MRL 252	FOICEA	
		MRL 253	NOIC New Guinea	

Appendix—*continued.*

ABC Class Reference.	*Type.*	*Registered No. of Individual Craft.*	*Authority to whom allocated.*	*Remarks.*
1915	Motor Stores Lighter	MSL 701	FOICEA	Reserve.
		MSL 702	FOICEA	Diving Tender.
		MSL 703	FOICEA	
		MSL 706	NOIC New Guinea	To be disposed of when beyond economical repair.
		MSL 707	FOICEA	
1915	General Purpose Vessel	GPV 821	NOIC SA	
		GPV 901	FOICEA	
		GPV 902	FOICEA	
		GPV 957	NOIC Qld.	
		GPV 958	NOIC Vic.	
		GPV 961	FOICEA	
		GPV 962	FOICEA	
		GPV 968	NOIC Vic.	
1925	Diving Boat	DB 1	FOICEA	
		DB 2	FOICEA	
1925	Diesel Tug 93-ft.	DT 931	FOICEA	Reserve
		DT 932	FOICEA	
1925	Steam Tug	ST 336	FOICEA	
1925	Towboat, 45-ft.	TB 5	NOIC New Guinea	To be disposed of when beyond economical repair.
		TB 7	FOICEA	
		TB 9	FOICEA	
		AT 1536	CST FND	
1940	Seaward Defence Boat	SDB 1321	FOICEA	
		SDB 1324	NOIC Tas.	
		SDB 1325	NOIC WA	
1940	Search and Rescue Craft, 63-ft.	SAR 910	FOICEA	
		SAR 916	FOICEA	
		SAR 918	FOICEA	
		SAR 919	FOICEA	
		SAR 6301	FOICEA	
1940	Search and Rescue Craft, 48-ft.	SAR 02–12	CST FND	
		SAR 02–14	CST FND	
1940	Torpedo Recovery Vessel	TRV 2	FOICEA	

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Appendix—*continued.*

ABC Class Reference.	*Type.*	*Registered No. of Individual Craft.*	*Authority to whom allocated.*	*Remarks.*
1940	Motor Dory, 26-ft.	DR 3	FOICEA	
		DR 5	FOICEA	To be disposed of when beyond economical repair.
		DR 6	FOICEA	Declare for disposal.
		DR 10	FOICEA	To be disposed of when beyond economical repair.
		DR 13	FOICEA	To be disposed of when beyond economical repair
		DR 14	FOICEA	To be disposed of when beyond economical repair.
		DR 653	FOICEA	To be disposed of when beyond economical repair.
	Motor Whaler, 1 ex USN.	1138	FOICEA	
1940	Australian Work Boats, 40-ft.	AWB 403	NOIC SA	
		AWB 404	FOICEA	
		AWB 405	FOICEA	
		AWB 407	FOICEA	
		AWB 409	NOIC New Guinea	
		AWB 411	NOIC WA	
		AWB 412	CST FND	
		AWB 413	NOIC WA	
		AWB 416	FOICEA	
		AWB 417	FOICEA	
		AWB 418	FOICEA	
		AWB 419	FOICEA	
		AWB 420	FOICEA	
		AWB 421	FOICEA	
		AWB 422	FOICEA	
		AWB 423	NOIC Tas.	
		AWB 424	FOICEA	
		AWB 425	FOICEA	
		AWB 426	NOIC Vic.	Diving tender.
		AWB 427	FOICEA	
		AWB 428	GMWD	
		AWB 430	FOICEA	

Appendix—*continued.*

ABC Class Reference.	*Type.*	*Registered No. of Individual Craft.*	*Authority to whom allocated.*	*Remarks.*
1940	Australian Work Boat, 40-ft.	AWB 431	NOIC Qld.	
		AWB 432	NOIC Qld.	
		AWB 433	FOICEA	
		AWB 434	CST FND	
		AWB 435	CST FND	
		AWB 436	FOICEA	
		AWB 437	NOIC Vic.	
		AWB 438	NOIC WA	
		AWB 439	FOICEA	
		AWB 440	FOICEA	
		AWB 441	FOICEA	
		AWB 442	FOICEA	
		AWB 443	NOIC NA	
		AWB 444	FOICEA	
		AWB 445	NOIC Vic.	
		AM 1658	FOICEA	
		AM 1873	FOICEA	
		AM 2008	FOICEA	
		AM 2009	FOICEA	
	Work Boat, 26-ft. (GRP Hull)	WB 2601	FOICEA	
1940	Motor Survey Boat, 34-ft.	328	WARREGO	
		329	RNZN	
		380	PALUMA	
		381	FOICEA	
		1393	FOICEA	
1940	Motor Cutter, 32-ft.	158	FOICEA	
		271	CST FND	
		5338	MELBOURNE	
		5376	MELBOURNE	
		5377	MELBOURNE	
		441458	FOICEA	
		441459	FOICEA	
		44893	FOICEA	
1940	Motor Cutter, 25-ft.	602	QUEEN-BOROUGH	
		603	GASCOYNE	
		604	FOICEA	
		605	FOICEA	
		606	VOYAGER	
		607	VOYAGER	
		809	QUIBERON	
		810	FOICEA	
		811	ANZAC	
		812	QUICKMATCH	
		813	QUIBERON	
		814	NOIC WA	

Appendix—*continued.*

ABC Class Reference.	*Type.*	*Registered No. of Individual Craft.*	*Authority to whom allocated.*	*Remarks.*
1940	Motor Cutter, 25-ft.	818	RNZN	
		819	FOICEA	
		820	FOICEA	
		821	FOICEA	
		822	DIAMANTINA	
		830	PARRAMATTA	
		831	WARREGO	
		833	FOICEA	
		834	FOICEA	
		836	FOICEA	
		837	VAMPIRE	
		1146	FOICEA	
		1147	YARRA	
		1148	FOICEA	
		1149	QUICKMATCH	
		1150	FOICEA	
		1203	FOICEA	
		1204	FOICEA	
		1385	SWAN	
		1387	ANZAC	
		1394	FOICEA	
		1395	SWAN	
		431144	NOIC WA	
	Motor Dinghy, 14-ft.	183	FOICEA	
1940	Motor Dinghy, 16-ft.	255	FOICEA	
		311	FOICEA	
		312	FOICEA	Hull only.
1940	Motor Dinghy, 17-ft. 6-in.	114	FOICEA	
		115	KOALA	
		128	FOICEA	
		129	FOICEA	
		130	KIMBLA	
		131	FOICEA	
		199	FOICEA	
		200	BANKS	
		201	FOICEA	
		202	FOICEA	
		307	FOICEA	Hull only.
		342	FOICEA	
		343	RNZN	
		347	FOICEA	
		493	WARREEN	
		663	FOICEA	
		668	FOICEA	
		677	FOICEA	Declare for disposal

Appendix—*continued.*

ABC Class Reference.	*Type.*	*Registered No. of Individual Craft.*	*Authority to whom allocated.*	*Remarks.*
1940	Motor Dinghy, 17-ft. 6-in.	678	FOICEA	
		679	FOICEA	
		686	FOICEA	
		794	FOICEA	
		796	FOICEA	
		799	FOICEA	
		803	FOICEA	
		804	FOICEA	
		808	FOICEA	
		1117	FOICEA	
		1118	NOIC WA	
1940	Boom Working Boat, 17-ft. 4-in.	257	KOALA	
		293	FOICEA	
		376	KANGAROO	
1940	Fast Motor Boat, 35-ft.	207	FOCAF	
		250	FOICEA	
1940	Fast Motor Boat, 30-ft.	251	FOICEA	
		8001	MELBOURNE	
		44413	FOICEA	
		45802	FOICEA	
		45805	MELBOURNE	
		45810	FOICEA	
		45811	FOICEA	
1940	Fast Motor Boat, 25-ft.	206	FOICEA	All 25-ft. Fast Motor Boats are to be disposed of as they become uneconomical to maintain and operate.
		313	FOICEA	
		314	FOICEA	
		316	FOICEA	
		317	FOICEA	
		427	FOICEA	
		587	FOICEA	
		588	FOICEA	
		1201	FOICEA	
1940	Miscellaneous Motor Boats	168	FOICEA	
		171	FOICEA	
		172	FOICEA	
		203	FOICEA	
		266	FOICEA	Declare for disposal
		296	FOICEA	
		373	FOICEA	
		585	FOICEA	
		586	FOICEA	
		1310	NOIC New Guinea	
1930	Aircraft Lighter	ACL 302	FOICEA	
		ACL 303	FOICEA	

Appendix—*continued.*

ABC Class Reference.	*Type.*	*Registered No. of Individual Craft.*	*Authority to whom allocated.*	*Remarks.*
1930	Harbour Sullage Lighter	HSL 541	FOICEA	
		HSL 542	FOICEA	
		HSL 543	FOICEA	
		HSL 544	FOICEA	
		HSL 546	FOICEA	
		HSL 584	FOICEA	
		HSL 771	FOICEA	
1930	Dumb Lighter for Mooring	DPL 3	FOICEA	
1930	Flat Top Lighter	FTL 601	FOICEA	
		FTL 603	FOICEA	
		FTL 604	FOICEA	
		FTL 605	FOICEA	
		FTL 607	FOICEA	
		FTL 608	FOICEA	
		FTL 610	FOICEA	
		FTL 615	FOICEA	
		FTL 616	FOICEA	
		FTL 764	FOICEA	
		FTL 765	FOICEA	
1930	Boom Net Punt	1234	NOIC Qld.	
1930	Oil Fuel Lighter	OFL 1201	FOICEA	
		OFL 1202	FOICEA	
		OFL 1203	GMWD	
		OFL 1204	FOICEA	
		OFL 1205	FOICEA	
		OFL 1206	NOIC NA	
		OFL 1207	NOIC New Guinea	
		OFL 1208	FOICEA	
		OFL(S) 1	NOIC WA	(S) Denotes fitted with separation equipment.
		OFL(S) 2	FOICEA	
		OFL 4	FOICEA	
	Aviation Fuel Lighter	AFL 501	NOIC Vic.	
1930	Distillate Lighter	DL 1	FOICEA	
1930	Steel Ammunition Lighter, 30 tons	SAL 3	FOICEA	
1930	Concrete Ammunition Lighter	CAL 501	FOICEA	50 tons
		CAL 502	NOIC New Guinea	50 tons
		CAL 503	FOICEA	50 tons
		CAL 504	FOICEA	50 tons
		CAL 506	NOIC New Guinea	50 tons
		CAL 508	FOICEA	50 tons

Appendix—*continued.*

ABC Class Reference.	*Type.*	*Registered No. of Individual Craft.*	*Authority to whom allocated.*	*Remarks.*
1930	Concrete Ammunition Lighter	CAL 101	FOICEA	100 tons.
		CAL 102	FOICEA	100 tons.
		CAL 201	FOICEA	200 tons.
		CAL 202	FOICEA	200 tons.
		CAL 203	FOICEA	200 tons.
		CAL 204	FOICEA	200 tons.
		CAL 205	FOICEA	200 tons.
		CAL 206	FOICEA	200 tons.
		CAL 208	FOICEA	200 tons.
		CAL 209	FOICEA	200 tons.
1930	Steel Phillippine Lighter	SPL 102	GMWD	100 tons.
		AB 1302	FOICEA	100 tons.
		AB 1283	FOICEA	300 tons.
		AB 2262	FOICEA	300 tons.
		AB 2263	FOICEA	300 tons.
1930	Steel Barge (Ship Shaped)	SB 592	FOICEA	30 tons.
		SB 693	FOICEA	30 tons.
1930	Sectional Steel Lighter, 100 tons	SSL 564	NOIC WA	
1930	Lock-up Lighter	LUL 501	FOICEA	
		LUL 507	FOICEA	
1930	Steel Lighter	SL 1	FOICEA	
		SL 2	FOICEA	
1930	Well Lighter	WL 277	FOICEA	
1935	Self Propelled Derrick lighter	SPDL 1	FOICEA	
1935	Diving Barge	DB 3	FOICEA	
1935	Deperming Lighter	DGL 1	FOICEA	
		DGL 2	NOIC WA	Reserve.
1935	Battle Practice Target	BPT 1	FOICEA	
		BPT 2	FOICEA	
1945	Flat Top Lighter	FTL 260	FOICEA	
		FTL 262	FOICEA	
		FTL 1388	FOICEA	

(DCNTS 1275/251/6.)

(*Navy Order* 252 *of* 1960.)

Section 2.

PERSONNEL.

UNCLASSIFIED. Cancelled vide C.N.O. 322/63

681.—Educational Test 1 and Higher Educational Test—Scale of Supply of Question Papers.

Question papers will be forwarded to all ships and establishments in accordance with the scales set out hereunder. It will be necessary for ships to demand papers only when their requirements exceed the scale.

2. HET scale—

Group.	Ship or Establishment.	Gen. Know.	History.	Geography.	Navigation.	Prac. Maths.	Mechanics.	Mag. and Elect.	Eng. Exp.
1	NIRIMBA	20	12	12	6	90	90	24	12
2	CERBERUS	60	30	30	15	60	15	15	60
	WATSON								
3	ALBATROSS	20	10	10	10	20	10	10	20
	MELBOURNE								
4	DESTROYERS ..	10	6	6	4	10	6	6	10
	*FRIGATES								
	HARMAN								
	LEEUWIN								
	PENGUIN								
5	BARCOO	6	4	4	4	6	4	4	6
	DIAMANTINA ..								
	GASCOYNE								
	LONSDALE								
	MELVILLE								
	SWAN								
	TARANGAU								
	WARREGO								
6	All other ships and establishments	4	2	2	2	4	2	2	4

* Excluding those shown in group 5.

3. ET1 scale—

Group.	Ship or Establishment.	Paper I. Arithmetic.	Paper II. English.	Paper II. English. (Examiners Copy.)
1	ALBATROSS	40	40	4
	MELBOURNE			
	WATSON			
2	DESTROYERS	20	20	2
	*FRIGATES			
	HARMAN			
	KUTTABUL			
	NIRIMBA			
	PENGUIN			
3	BARCOO	10	10	2
	DIAMANTINA			
	GASCOYNE			
	LONSDALE			
	MELVILLE			
	SWAN			
	TARANGAU			
	WARREGO			
4	All other ships and establishments ..	5	5	1
5	LEEUWIN—			
	(i) February and August	200	200	6
	(ii) All other tests	100	100	4
6	CERBERUS—(All tests)	200	200	6

* Excluding those shown in group 3.

(HPB 325/54/2.)

UNCLASSIFIED.

682.—Engagements and Re-engagements in the Permanent Naval Forces.

Engagements.

Engagements for all new entries and re-entries into the Permanent Naval Forces are to be as follows—

(*a*) Naval Artificer Apprentices and Junior Recruits are to enter for a period of twelve years.

(*b*) Other recruits under the age of 18 or of the age of 21 or over may enter for nine or twelve years. Recruits over the age of 18 and less than 21 may enter 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. Ratings serving on an initial engagement of twelve years are not permitted to transfer to a nine years' engagement.

(*c*) Re-entries are normally re-entered for an initial period of six years. However, re-entries with short periods of previous service may be required to enter initially for nine years.

(*d*) Conditions of entry, re-entry and re-engagement in the WRANS are contained in the WRANS Instructions.

Re-engagements.

2. Members of the PNF (Sea-going) or NDP may apply to re-engage as follows—

(*a*) Ratings serving on an initial six year engagement—For three three-yearly periods or for three years followed by six years or for six years followed by three years to complete fifteen years' service. Thereafter re-engagements are to be for three-yearly periods up to attaining retiring age. *See also* sub-paragraphs (*d*) and (*g*).

(*b*) Ratings serving on an initial nine year engagement—For two three-yearly periods or for six years to complete fifteen years' service. Thereafter re-engagements are to be for three-yearly periods up to attaining retiring age. *See also* sub-paragraphs (*d*) and (*g*).

(*c*) Ratings serving on an initial twelve year engagement—For three-yearly periods up to attaining retiring age. *See also* sub-paragraphs (*d*) and (*g*).

(*d*) Re-engagements to complete twenty years' service over the age of twenty years—

(i) Ratings who entered for an initial engagement of twelve years and who are within eighteen months of the expiration of their current engagement may apply to re-engage to complete twenty years' service over the age of twenty years.

(ii) Ratings who entered on other than twelve years initial engagements may apply to re-engage to complete twenty years' service over the age of twenty years, providing that they are within eighteen months of the expiration of an engagement which would give them a minimum of fifteen years' continuous PNF Service.

(iii) Ratings on re-engagements beyond fifteen years' continuous PNF service may apply to re-engage to complete twenty years' service over the age of twenty years, providing they are within eighteen months of the expiration of their current engagements.

(*e*) Re-engagements to attain retiring age—Where the period to attain retiring age is more than two years, but less than six years, re-engagements are to be for one period of either two or three years followed by the period up to the day before attaining retiring age, but no such re-engagement is to be for less than two years nor more than four years.

(*f*) Re-engagement to qualify for benefits under Section 42A of the DFRB Act—Ratings entered or re-entered on engagements of not less than six years but less than twelve years desirious of qualifying for advance payment of gratuity under Section 42A of the DFRB Act 1948–59, may apply to re-engage to complete twelve years' service at any time after completion of 4½ years' service and prior to completion of six years' service.

(*g*) Minimum engagements—The minimum period for re-engagement is two years, in accordance with Section 25 of the Naval Defence Act.

Re-engagement Rules for Ratings Undergoing Courses.

3. 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, Hygiene Inspector's Course and Chiropodist Course.

Group B.—Courses which are compulsory before advancement to the Petty Officer rating and courses for instructor specialist qualification.

Group C.—Courses for Sick Berth specialist qualification (except as listed in Group A) and courses for first class specialist qualifications in the Seaman Branch.

Group D.—Courses of more than four weeks in duration which are not covered in groups A, B or C.

4. 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.—Three years.

Group C.—Two years.

Group D.—One year.

5. When a rating's current engagement is due to expire before he will complete the period appropriate to his course, he is required to re-engage before commencing the course or before embarkation, as appropriate. Re-engagement is to be for either the unexpired portion of his current engagement plus a period necessary to ensure compliance with paragraph 4, or the unexpired portion of his current engagement plus the next normal re-engagement period provided this period ensures compliance with paragraph 4, except that no re-engagement is to be less than two years.

6. A rating who wishes to be selected for a course is to indicate when being recommended for the course whether he is willing to re-engage, the remarks columns of the appropriate form AS 1303 or other form of recommendation being endorsed accordingly.

7. Ratings who have attained 40 years of age are not given courses unless there are special circumstances.

8. Re-engagements effected in accordance with paragraph 5 remain valid in the event of failure on course.

Re-engagement Procedure.

9. Except as stated in sub-paragraph 2 (*g*) applications for re-engagements are not to be submitted earlier than eighteen months prior to the date of expiration of the current engagement. When an application is received the following procedure is to be observed—

(*a*) A medical examination is to be carried out by a Medical Officer who is to certify on the re-engagement form that the rating is medically fit. (*See also* paragraph 19.) 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, recommended applications are to be signalled to ACNB quoting this order and stating—

(i) Rating, name and initials and official number of applicant.

(ii) Period of re-engagement required and reason for such period, e.g., to complete twelve years' continuous service, to complete twenty years' service from age twenty.

(iii) Character and efficiency assessment at date of application.

(iv) If member is under 21 years of age, that form AR 2 (parent's consent) has been completed.

(v) Whether medically fit for sea service including medical category and any current ailments.

(vi) Whether advised of possibility of retrenchment (FAA personnel only).

(*c*) Where a rating is not recommended for re-engagement, the application is to be made by letter, accompanied by report and the rating's Service Certificate (including AS 264).

(*d*) Decisions on applications will be signalled and will include any necessary drafting action where required.

(*e*) On receipt of approval to re-engage, the re-engagement is to be effected as soon as possible on form AS 55.

(*f*) When completed, forms AS 55 are to be prepared in duplicate. The original is to be forwarded together with the member's Certificate of Service and enclosures thereto and form AR 2, where appropriate, to Navy Office, Canberra. The duplicate copy of form AS 55 is to be forwarded to the Director of Navy Accounts, Melbourne.

10. The Captain's recommendation is the best safeguard against the re-employment of unsuitable personnel.

11. The period of a re-engagement is to date from the date of the signal or letter forwarding the application. However, should a member's engagement expire before the date he actually signs form AS 55, the commencing date of the engagement is to be the date following the date on which his previous engagement expired.

12. The period of re-engagement is to be calculated as follows—

To basic date (i.e., date of signal or letter forwarding the application to re-engage) add the number of years of the desired re-engagement period, then add the number of years and/or days, in that order, of the unexpired portion of the current engagement, e.g.

Date of Application	30th September, 1960.
Current engagement	Nine years from 6th March, 1952.
Re-engagement	Three years to complete twelve years.
30th September, 1960 and three years	30th September, 1963.
EE after twelve years	5th March, 1964.
Unexpired portion 30th September, 1963 to 5th March, 1964	158 days.
Re-engagement period	Three years 158 days from 30th September, 1960.

13. Should a member decide against re-engagement after approval for him to re-engage is received, Navy Office is to be informed by signal and he is to be discharged engagement expired in the normal course.

14. 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.

15. 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.

16. When an application is not approved on grounds other then medical, the applicant is to be discharged " engagement expired " in the normal course.

17. Navy Office is to be informed of all applicants not recommended by the Captain on medical grounds as to whether they fall under the category described in paragraphs 14 or 15.

18. 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. This procedure is also to apply in the case of applications to transfer to the Naval Dockyard Police. In both cases, before the application for transfer is forwarded, the member is to be medically examined using form AM 48 to ensure that he is fit for the branch to which he desires to transfer. Particular attention is to be paid to vision and hearing in these cases.

Medical Examination Prior to Re-engagement.

19. In addition to the certificate of the Medical Officer on form AS 55 a record of the medical examination is to be made on form AM 48. The original copy is to be placed in the rating's form AF med. 4 and the duplicate forwarded to MDG. Re-testing of colour vision is not to be carried out for this examination unless the Medical Officer has reason to consider it necessary.

General Rules.

20. In all cases where entry, re-entry or re-engagement is effected under the age of 21 years, parent's or guardian's consent is to be obtained on form AR 2. Pending reprint, declaration (1) on form AR 2 is to be amended as appropriate, initialled by the parent or guardian and witnessed by a Justice of the Peace or Commissioner for Declarations.

21. The following forms of the AS 55 series are to be used when engagements or re-engagements are being effected—

AS 55—For all engagements and re-engagements in the Permanent Naval Forces (Sea-going).

AS 55C—For all engagements and re-engagements in the WRANS.

AS 55X—For all engagements and re-engagements in the Naval Dockyard Police.

22. Navy Orders 969 of 1959 and 169 of 1960 are hereby cancelled.

(HPB 307/4/6.)

(*Navy Orders* 969 *of* 1959 *and* 169 *of* 1960.)

UNCLASSIFIED.

683.—Ratings—Drafting for Courses.

Difficulty is being experienced in obtaining sufficient volunteers for courses, particularly specialist qualification courses and office writer courses.

2. In future, when reporting ratings recommended to undergo courses other than advancement courses, the names of all ratings whether volunteers or not, are to be recorded on the front of forms AS 1303 series. The remarks column is to show whether or not ratings are volunteers. When reporting ratings for advancement courses only recommended volunteers are to appear on the front of forms AS 1303 series.

3. As far as possible, only volunteers will be appropriated for courses. However, where insufficient volunteers are available non-volunteers will be selected. Names of non-volunteers are to be placed in order of recommendation.

4. Forms AS 1303 series will be amended in due course.

5. ACNB 167F of August, 1961 is hereby cancelled.

(HPB 311/4/73.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

684.—Aircraft—Signalling Appliances—EV 060 Pistols Signal, 1½-in., Electrically Operated—Allowance to Aircraft Carriers.

(*AFO* 1320/1961.)

The allowance of the following item is increased as shown—

Item	EV 060 Pistols, Signal, 1½-in. Electrically Operated.
Revised Allowance ..	Six for HMAS MELBOURNE.
Reason for Increase ..	To avoid the possibility of an aircraft carrier being without signal appliances in the event of the two EV 060 Pistols situated on the flight deck becoming unserviceable whilst the other two are being serviced.
Action by HMAS MELBOURNE	A demand is to be placed on the RAN Armament Depot, Sydney, for the quantity of EV 060 Pistols required to bring holdings up to strength.

2. Admiralty has advised that CB 4485B will be amended accordingly.

(DAS 709/51/45.)

UNCLASSIFIED.

685.—Ammunition—Propellant—Landing—Destruction—Report.

(*AFO* 1464/1961.)

Propellant of the following lots and sub-lots is due for withdrawal from service having reached the age limit—

Propellant lots and sub-lots affected.	*Type.*	*Nature of ammunition, etc., which may be involved.*
RNC 4205XL ..	SC 048 ..	QF 4.7-in.; QF 4-in.
RNC 1330XA ..	SC 061 ..	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in. (F.A.).
RNC 1341XA ..		
RNC 1515XB ..		
RNC 1693XC ..	SC 103 ..	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in.
RNC 2741XH ..		
RNC 1209 ..		
RNC 1221 ..		
RNC 1348XA ..	SC 109 ..	QF 4.7-in.
RNC 1507XB ..		
RNC 1527XB ..		
RNC 1208 ..	SC 122 ..	QF 4.7-in.; QF 4.5-in.
RNC 1207 ..	SC 150 ..	Impulse torpedo.
BS 18524XA ..	SUK/C 029 ..	Motor rocket 2-in.
BS 18532XA ..		
BS 18308 ..	SUK 1.7-0.6..	Motor rocket 2-in.
KA 979 ..	FNHP 022 ..	QF 40/60.
KA 983 ..		

Propellant lots and sub-lots affected.	*Type.*	*Nature of ammunition, etc. which may be involved.*
SPDN 7494 ..		
SPDN 7505 ..		
SPDN 7542 ..		
SPDN 7543 ..		
SPDN 7601 ..		
SPDN 7603 ..	FNHP 020-021	QF 40/60.
SPDN 7714 ..		
SPDN 7717 ..		
SPDN 7739 ..		
SPDN 7756 ..		
SPDN 7758 ..		

Action to be taken by HMA ships, etc. Return to nearest RANA Depot as early as practicable; if unable to comply within three months from the date of this order, report specially to Navy Office for instructions. NM and ER 1960, BR 862, Article 1126 refers.

Action to be taken at RANA Depots Separate instructions have been issued.

(DAS 729/57/109.)

UNCLASSIFIED.

686.—Gun Mountings—4.5-in. Mark 6 Series Mountings, Communications, Captain of Turrets' and Captain of Gunhouse's Headsets—Modification No. 95 (Mark 6 and Mark 6* Mountings)—Modification No. 34 (Mark 6* Mod. 1 Mountings).

(*AFO* 1619/1961.)

Navy Order 479 of 1961 is to be amended as follows—

In the title of the Navy Order *delete* " Modification No. 35 " and *insert* in lieu " Modification No. 34 ".

(DW 736/59/100.)

(*Navy Order* 479 *of* 1961.)

UNCLASSIFIED.

687.—Guns, Machine Bren .303-in. and OML 2-in. Mortar—Gauges for Armourers Tool Kits.

(*AFO* 1292/1961.)

So that the protrusion of the firing pin of Guns, Machine Bren .303-in. may be gauged by armourers in HMA ships the following gauge is hereby authorized for issue as follows—

ET 694 Gauge, firing pin protrusion, No. 9, Mark 1 (SM 680).

Allowance—1 per set of armourers tools.

2. In addition, ET 382 Gauge, striker protrusion, for OML 2-in. Mortar will be allowed one in each set of armourers tools instead of the present allowance of one per ship.

3. Issue will be made without demand to ships and establishments by RAN Armament Depot, Sydney, when supplies are available.

4. Vocabulary of Naval Armament Stores, Naval Proportion Book and Ship's Warrants will be amended in due course.

(DAS 709/51/25.)

UNCLASSIFIED.

688.—Alteration and Addition Item—Daring Class Destroyers.

The following alteration and addition item is approved for Daring Class Destroyers—

Class List Item No. 56. *Classification A.*

Item:

(*a*) To remove the toaster-griller from the Aft Galley, and fit a deep fryer in lieu.

(*b*) To reposition the toaster-griller removed from the Aft Galley, in the Aft Cafeteria.

References:

(*a*) HMAS VOYAGER's memorandum 130/1 dated 2nd March, 1961.

(*b*) Navy Office letter 1215/255/28 dated 7th June, 1961.

(*c*) FOICEA memorandum N20/1/37 dated 11th July, 1961.

(DCNTS 1215/255/28.)

UNCLASSIFIED.

689.—Alteration and Addition Item—Daring Class Destroyers—Amendment.

Navy Order 1002 of 1959, is to be amended as follows—

Class List Item No. 26.

Delete Item (*b*) and *insert* in lieu—

" (*b*) Remove the mixing and mincing machine from Aft Galley and fit a dough mixing machine. The legs of the 20-gallon stockpot are to be cropped."

(DCNTS 1215/51/38.)

(*Navy Order* 1002 *of* 1959.)

UNCLASSIFIED.

690.—Naval Stores (General) (Class B, Group 7)—Aluminium Alloy Bar, Round—Introduction.

(*AFO* 1288/1961.)

It has been decided to introduce the following sizes of aluminium alloy bar, round, for the manufacture of fittings for HMA ships. The accounting classification of all items is " consumable ".

Class B, Group 7—

Aluminium Alloy Bars, round, to BS 1476/NE 6—

Pattern No.	*Diameter. ins.*	*Length. ft.*
12832	$\frac{1}{4}$	12 to 15
12833	$\frac{5}{16}$	12 to 15
12834	$\frac{3}{8}$	12 to 15
12835	$\frac{1}{2}$	12 to 15
12836	$\frac{5}{8}$	12 to 15
12837	$\frac{3}{4}$	12 to 15
12838	$\frac{7}{8}$	12 to 15
12839	1	12 to 15
12840	$1\frac{1}{8}$	12 to 15
12841	$1\frac{1}{4}$	12 to 15
12842	$1\frac{1}{2}$	12 to 15
12843	$1\frac{3}{4}$	12 to 15
12844	2	8 to 12
12845	$2\frac{1}{2}$	8 to 12
12846	3	8 to 12

2. Admiralty has advised that the Rate Book and Authorized List of Naval Stores (BR 810) will be amended accordingly.

(DNAS 505/84/45.)

UNCLASSIFIED.

691.—Naval Stores (General) (Class E, Group 7B)—Filling Compound, Patterns E7/10627 and E7/10628 for Multiple Cable Glands (Rubber Filled)—Introduction.

(*AFO* 219/1961.)

Filling Compound for Multiple Cable Glands (Rubber filled) in 1-quart sets pattern E7/10627 and in 8-oz. sets pattern E7/10628 has been introduced into service and added to the Rate Book and Authorized List of Naval Stores, BR 810 under Class E, Group 7b.

2. The filling compound consists of two ingredients which are packed separately and mixed at time of use. Instructions for use are shown on the relevant gland drawings (Drawing DEEG 36748 is typical).

3. The 8-oz. sets pattern E7/10628 are primarily for use in Type 182 Asdic sets and will be supplied in accordance with the appropriate Establishment List. Provision of 8-oz. sets has been deferred pending the fitting of Type 182 Asdic in the RAN. One-quart sets pattern E7/10627 are for use by Dockyards in the new type bulkhead. and Multiple Cable Glands (rubber filled).

4. Initial supplies have been arranged of 1-quart sets for shipbuilders but as the compound has a limited shelf life the 1-quart sets will not normally be stocked. Further requirements for sets of this size should be demanded at least six months prior to the date needed for use.

(DNAS 512/80/85.)

UNCLASSIFIED.

692.—Naval Stores (General) (Class E, Group 12, Part A)—Stretchers, Ambulance, War Office, Mark II—Revised Accounting.

(*AFO* 1575/1961.)

In future, the three components of Stretchers, Ambulance, War Office, Mark II will be accounted for and supplied separately as follows—

Pattern No.	*Description.*	*Denom.*	*Accounting Classification.*
E12/9141 ..	Stretcher, Ambulance, War Office, Mark II, less slings and pillow	No.	P
E12/9142 ..	Sling for Stretcher, Pattern E12/9141	No.	C
E12/9143 ..	Pillow for Stretcher, Pattern E12/9141	No.	C

2. Existing stocks of complete Stretchers, Pattern E12/14148, should now be accounted for under the pattern numbers detailed in paragraph 1.

3. Admiralty has advised that the Rate Book and Authorized List of Naval Stores BR 810, is being amended.

(DAS 514/62/95.)

UNCLASSIFIED. Lie no. 649/62

693.—ABCD—Respirators, Anti-Gas—Policy as to Types and Scale of Supply.

Two types of respirators anti-gas are in general supply in the Navy, viz., the Light type and the GS type. The GS respirator (with tube and separate container) is just as effective as the Light type, but speech is less clear as it has no speech device. Both types will continue in service until replaced by a new respirator designed to give a greater degree of comfort.

2. Light type respirators are to be issued to officers and Communication Branch ratings. For all other ratings the GS respirator is to be the normal issue. Stocks of light type respirators are available in ships for issue to those personnel whose action duties necessitate clear speech, e.g., communication numbers, quartermasters and telephone switchboard operators. Officers and Communication Branch ratings at present holding the General Service type respirator should exchange it for a light type respirator in the ship or establishment in which they are serving.

3. Both types of respirators are available in three sizes small, normal and large. The light type respirator has the container mark 2 on the left cheek, and a holder valve L.3 or L.5 which incorporates a speech device enabling speech to be carried on with minimum loss of clarity.

4. The undermentioned facepieces anti-dermatitis for respirators, anti-gas light type, have been introduced for supply to individuals who are sensitive to the rubber of the respirator's standard facepiece—

FW 705—Facepiece, light type, Derm, normal assembly.
FW 718—Facepiece, light type, Derm, large assembly.
FW 731—Facepiece, light type, Derm, small assembly.

5. These facepieces are made of black rubber and can be identified by the word "DERM" stamped in yellow on the exterior of the mask underneath the chin and inside the mask on the reinforced nose portion.

6. Two Derm facepieces are issued per person and both are held on permanent loan by the individual concerned, together with the container, haversack, already held. The standard facepiece is to be withdrawn. The facepiece in use, viz., that to which the container is fitted is to be identified by the normal method of marking. The second facepiece which acts as a spare is to be fitted with a tally of the usual type, secured to one end of the lower head harness buckles and is to be stowed with the recipient's kit, care being taken to avoid damage.

7. The fact that Derm facepieces have been issued is to be recorded on the Medical History Sheet. When the individual is drafted to another ship or establishment the Medical Officer will, on receipt of the Medical History Sheet, inform the Anti-gas Officer and the Divisional Officer concerned so that appropriate decontamination arrangements and periodic inspection of the facepiece can be initiated.

8. Demands for Derm facepieces specifying size required are to be forwarded to the RAN Armament Depot, Spectacle Island, Sydney, together with a certificate from the Dermatologist that issue is necessary.

9. Personal issues of anti-gas respirators are to be made as follows—

(*a*) Midshipmen—on joining the Fleet.

(*b*) Direct Entry Officers—during Preliminary Defence Course which follows the Indoctrination Course at Flinders Naval Depot.

(*c*) Adult Entry Recruits—during Preliminary Defence Course at Flinders Naval Depot.

(*d*) Junior Recruits—during Preliminary ABCD Course at HMAS LEEUWIN.

(*e*) Apprentices—during Junior ABCD Course at HMAS PENGUIN.

(*f*) WRANS—respirators are not to be issued.

10. Allowances of light type respirators, spare GS type respirators, containers and accessories are shown in Ships Warrants.

11. The attention of Commanding Officers is drawn to BR 1062 (instructions regarding the supply, care and maintenance of anti-gas apparatus and anti-gas training).

12. Navy Orders 789 and 1073 of 1960 are hereby cancelled.

(DW 710/251/3.)

(*Navy Orders* 789 *and* 1073 *of* 1960.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar.

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CNO's 694-704/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
2nd October, 1961.

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

By direction of the Naval Board.

Thos. P. Hawkins

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

RESTRICTED.

7958/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

694.—Purchase of Text and Reference Books.

Treasury Instruction 19/16 (*c*) provides that the cost of purchase of text books and books of reference shall be charged to the item in the departmental estimates providing for " Office Requisites and Equipment, Printing and Stationery ".

2. In future expenditure of this nature is to be charged to Division 475/0/03 and not, as previously, to different votes according to the purpose for which they were purchased.

(DEA 451/52/17.)

UNCLASSIFIED.

695.—Use of " Not Under Command " Lights and Shapes by Vessels Under Tow.

(*AFO* 1392/1961.)

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. NUC lights should not be displayed indiscriminately, but the following procedure is to be adopted in future—

(*a*) *Tows that are manned* are to exhibit NUC 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 NUC 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 HMA ships.

6. Navy Order 873 of 1959 is hereby cancelled.

(DOD 161/1/8.)

(*Navy Order* 873 *of* 1959.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

696.—Introduction of Cap, Field, Denim.

A cloth cap, which may be worn with action/working dress in hot climates to give protection from sun and spray, is available for issue on repayment as an optional item of kit for officers and ratings.

2. The cap, which is to be known as " cap, field, denim ", will be supplied in three sizes, small, medium and large, each with an adjustable headband to ensure correct fitting for all head sizes.

3. This item has been included in the current issue of the " Official Memorandum, Prices of Clothing, &c., Maintained for Issue to Ships' Companies ", the price being 12s. 9d. each.

4. Stocks will be made available on demand from the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney.

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

(DV 917/73/5.)

Section 3.
HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

697.—Wireless—Automatic HF/DF Calibration Equipment.

Automatic HF/DF calibration equipment has 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 EETU or ship's officers are contained in BR 1935 (B) " Instructions for the use of Automatic HF/DF Calibration Equipment ".

3. The equipment may be drawn on loan by HMA ships fitted with HF/DF from EETU at Sydney, and from the General Manager, Williamstown Dockyard.

(DNAS 518/251/457.)

UNCLASSIFIED.

698.—Fire Control—Cable Assemblies for Use With AGE Dummy Directors, Duplex Pen Recorders and Recorder Amplifiers.

Cable assemblies associated with the abovementioned testing and tuning instruments are issued with the individual instrument and when a transaction takes place, it is essential that the cable assemblies accompany the associated instrument. Ships and establishments are to adjust their holdings of cable assemblies to comply with paragraph 2, surpluses being returned to and deficiencies demanded from the nearest Gunnery Equipment Depot.

2. Cable assemblies associated with individual instruments are listed hereunder—

Equipment.	*Cable Assembly.*
(*a*) Dummy Directors, 2P, 2PF, 2PM and 4PHS	CZ.63027
(*b*) Misalignment Amplifier MA 47	CZ.61248
(*c*) Duplex QR Recorder Mk. 1 (Type QU/RD5)	CZ.61245
Recorder Amplifier Mk. M.R. 1 (Type PA 10H)	CZ.61246 CZ.61247 CZ.61248
(*d*) Duplex QR Recorder Mk. 2 (Type QU/RD 15D)	X.6858C X.7029
Recorder Amplifier Mk. MR 2 (Type PA 10HA)	X.7030 X.7031 X.7032
(*e*) Duplex QR Recorder Mk. 3 (Type QU/CR.D4)	As for (*d*) above with the addition of X.7622 for 24 volt DC supply cable for the Mk. 3 Recorder.
Recorder Amplifier Mk. MR2 (Type PA 10HA)	

Note.—Recorder amplifiers Mk. MR1 and MR2 are NOT interchangeable.

3. Admiralty has advised that the relevant BR's will be amended in due course

(DW 736/252/10.)

UNCLASSIFIED.

699.—Anti-submarine—Asdic Types 170 and 170B—Relays, Patterns Z530003 and Z530004.

Following further reports on form AS 2022 and the examination of relays forwarded therewith, it has been decided to replace relay Z530003 in its board control (RLC) application in asdic 170B and relay Z530004 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 for 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 SNSO, Sydney, quoting this order as authority.

3. The new relays and associated modifications will be introduced by BR 1653 in due course.

(DNAS 518/52/2.)

UNCLASSIFIED.

700.—Alteration and Addition Item—AS Frigates (Converted Fleet).

The following alteration and addition item is approved for AS Frigates (Converted Fleet)—

Class List Item No. 584. *Classification* A.

Item: To fit the following toilet equipment, with drainage facilities, in the crew's WC compartment 56.2/3-60 Stations, No. 2 deck.

Washbasin, stainless steel—Pattern B10D/7889.

Soap dispenser—Pattern 6896.

Hot and cold water taps—Pattern B8E/7901 and 7901A.

References:

(*a*) Navy Office Letter 1224/251/63 dated 11th January, 1961.

(*b*) FOICEA's memorandum N20/1/38 dated 13th April, 1961.

(*c*) GMWD's memorandum 238/41/502 dated 1st August, 1961.

(DCNTS 1224/251/63.)

UNCLASSIFIED.

701.—Alteration and Addition Item—AS Frigates, Type 12.

The following alteration and addition item is approved for AS Frigates Type 12—

Class List Item No. 250. *Classification* A.

Item:

(*a*) To fit a Mk.15** telephone at the after damage control section base, connected to the TCB in the after switchboard room.

(*b*) To fit a Mk. 15** telephone at the forward damage control section base, connected to a new 4-way TCB at the forward switchboard in diesel generator compartment, and re-connect existing lines D25 and D35 into the TCB.

(*c*) To fit a direct line between the bridge operations room, and ABCD HQ comprising a telephone Mk. 17* at the bridge and operations room, and a Mk. 16* in the ABCD HQ. Existing line D24 in the operations room to be disconnected.

References:

(*a*) Navy Office letter 1205/53/193 dated 9th January, 1961.

(*b*) FOICEA's memorandum N18/8/45 dated 24th April, 1961.

(*c*) GMWD's memorandum 245/42/95 dated 29th June, 1961.

(DCNTS 1224/51/74.)

UNCLASSIFIED.

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

The following alteration and addition item is approved for Battle Class Destroyers—

Class List Item No. 145. *Classification* A.

Item: "To fit one in number domestic automatic refrigerator Type 804A in Crew Space 3C."

References:

(*a*) HMAS ANZAC's form AS 1182 dated 17th April, 1961.

(*b*) FOCAF's memorandum dated 3rd May, 1961.

(*c*) Navy Office letter 1215/53/50 dated 14th August, 1961.

(DCNTS 1215/53/50.)

UNCLASSIFIED.

703.—Alteration and Addition Item—HMAS QUEENBOROUGH (AS Frigate (Converted Fleet)).

The following alteration and addition item is approved for HMAS QUEENBOROUGH (AS Frigate (Converted Fleet)).

Class List Item No. 583. *Classification* A.

Item: To fit complete TAS Plotting System in accordance with Drawings DEE 25412 Series by the installation of the following equipment—

(*a*) Data selection section of TASCO panel, relay box, target plot attachments to the Mk. 10 plotting table and range transmitter adjacent the plot;

(*b*) Mk. 25 AA amplifier assembly and associated resistance box;

(*c*) combined TAS/ALO sights, and

(*d*) changes in wiring.

Note: This item is applicable only to HMAS QUEENBOROUGH. An appropriate notation is to be made in the fair copy of form AS 345—"Record of Alterations and Additions Approved"—of other ships of the class.

References:

(*a*) HMAS QUEENBOROUGH's memorandum No. 230/46 dated 17th March, 1960.

(*b*) NOL 1224/64/60 dated 19th December, 1960.

(*c*) FOICEA's memorandum NC20/18/11 dated 6th March, 1961.

(DCNTS 1224/64/60.)

UNCLASSIFIED. Cancelled vide C.N.O. 612/63

704.—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.

3. Navy Order 786 of 1959 is hereby cancelled.

(DNC 1275/68/19.)

(*Navy Order* 786 *of* 1959.)

With reference to Navy Order 1094 of 1959, Navy Orders 643 to 704 of 1959 are now over two years old and may be disposed of.

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

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CNO's 705-719/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
2nd October, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

7976/61.

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Section 2.

PERSONNEL.

UNCLASSIFIED. Cancelled. C NO 520/62

705.—Uniform and Clothing Issuing Prices—Annual Revision.

The issuing prices of uniform and clothing have been revised with effect from 1st September, 1961. Copies of the pamphlet "Official Memorandum—Prices of Clothing, &c., maintained for issue to Ships' Companies", together with copies of the poster, showing the revised prices, details of arrangements made for the supply of made-to-measure garments and details of consequential gratuities have been distributed to all HMA ships and establishments. Further copies may be obtained, if required, on application to the Director of Victualling, Department of the Navy, Melbourne.

2. Copies of the posters are to be displayed in positions which will permit scrutiny by ships' companies.

3. Navy Order 754 of 1960 is hereby cancelled.

(DV 930/52/9.)

(*Navy Order* 754 *of* 1960.)

UNCLASSIFIED. Cancelled C NO - 521/62

706.—Alteration of Braiding of Uniforms, &c., of WRANS Officers at Melbourne—1961-62.

The following prices will be charged for the alteration of braiding of WRANS Officers uniforms by the Commonwealth Government Clothing Factory, Miles-street, South Melbourne, during the period 1st September, 1961, to 30th June, 1962—

Rank.	*Jacket Superfine or Barathea.* £ s. d.	*Shoulder Straps.* £ s. d.
On promotion to—		
3rd Officer	1 6 0	1 2 0
2nd Officer	1 6 0	1 2 0
1st Officer	1 5 0	1 2 0
Chief Officer	1 6 0	1 2 0
On reversion from—		
Acting 2nd Officer to 3rd Officer	1 1 6	1 3 0
Acting 1st Officer to 2nd Officer	1 2 0	1 3 0
Acting Chief Officer to 1st Officer	1 1 6	1 3 0

2. Navy Order 755 of 1960 is hereby cancelled.

(DV 930/52/9.)

(*Navy Order* 755 *of* 1960.)

UNCLASSIFIED. Cancelled CNO 522/62

707.—Alteration of Lacing of Uniforms, &c., of RAN Officers at Melbourne—1961-62.

The cost of alteration of lacing of RAN Officers' uniforms at Melbourne during the period 2nd August, 1961, to 30th June, 1962, are detailed in appendixes A and B to this order.

2. Navy Order 756 of 1960 is hereby cancelled.

APPENDIX A.

Commonwealth Government Clothing Factory, Miles-street, South Melbourne.

Alteration of Lacing of Uniforms, &c.

On promotion to— Rank.	*Undress Coat and Mess Jacket.* £ s. d.	*Shoulder Straps.* £ s. d.
Lieutenant	2 2 6	1 6 0
Lieutenant-Commander	2 9 0	1 7 0
Commander	2 15 6	1 8 6
Captain	3 16 6	1 8 6
Commodore	5 13 6	2 19 6
Rear-Admiral (from Captain)	4 17 6	6 16 6
Rear-Admiral (from Commodore)	6 15 0	6 2 6
Vice-Admiral (from Rear-Admiral)	2 19 6	2 11 0
Removal of Gorget patch from shoulder straps of Midshipman and relacing on promotion to A/Sub-Lieutenant		1 6 6
Replacement of collar of Undress Coat of Midshipmen—		
Superfine Cloth		1 1 6
Lightweight Serge		0 18 6
Replacement of peak of cap on promotion to—		
Commander		2 19 6
Rear-Admiral		3 3 0
Replacement of and sewing on buttons on promotion to Rear-Admiral—		
Undress Coat		0 19 6
Greatcoat		1 7 0
Mess Jacket, blue		0 15 0
Mess Waistcoat, blue		0 10 0
Removal of letter from lacing of Reserve Officer transferred to RAN		0 5 0
On reversion from—	£ s. d.	£ s. d.
Acting Lieutenant-Commander to Lieutenant	1 10 0	1 1 6
Acting Commander to Lieutenant-Commander	2 9 0	1 5 0
Acting Captain to Commander	2 15 6	1 1 6
Commodore to Captain	6 15 0	2 19 0
Replacement of peak of cap on reversion from Acting Commander to Lieutenant-Commander		0 10 0
Replacement of peak of cap on reversion from Commodore or Captain		3 2 6

APPENDIX A—*continued.*

On reversion from—	£ s. d.
Replacement and sewing on of buttons on reversion to Commodore or Captain—	
Undress Coat	1 0 6
Greatcoat	1 15 0
Mess Jacket, blue	0 14 6
Mess Waistcoat, blue	0 11 0

Prices net and f.o.b./f.o.r., Melbourne.

APPENDIX B.

Commonwealth Government Clothing Factory, Miles-street, South Melbourne.

Relacing of Uniforms and Shoulder Straps (i.e. where removal of lace is involved).

Rank.	*Undress Coat and Mess Jacket.* £ s. d.	*Shoulder Straps.* £ s. d.
Sub-Lieutenant	3 5 6	1 19 6
Lieutenant	4 8 6	2 4 0
Lieutenant-Commander	5 5 6	2 12 0
Commander	5 12 0	2 13 0
Captain	6 15 0	3 0 0
Commodore	5 12 0	2 12 6
Rear-Admiral	6 9 0	—
Vice-Admiral	7 14 0	—

Prices net and f.o.b./f.o.r. Melbourne.

(DV 930/52/9.)

(*Navy Order* 756 *of* 1960.)

UNCLASSIFIED. Cancelled CNO 522/62

708.—Alteration of Lacing of Uniforms, &c., of RAN Officers at Sydney—1961-62.

The costs of alteration of lacing of RAN officers' uniforms at Sydney during the period 1st July, 1961, to 30th June, 1962 are detailed in Appendixes A and B to this order.

APPENDIX A.

Segrave Pty. Ltd., 213 George-street, Sydney.

Relacing of Uniforms and Shoulder Straps (i.e. where removal of old lace is involved).

Rank.	Undress Coat and Mess Jacket.		Shoulder Straps.	
	Without Distinctive Cloth.	With Distinctive Cloth.	Without Distinctive Cloth.	With Distinctive Cloth.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Sub-Lieutenant	4 4 0	4 8 0	2 17 0	2 19 6
Lieutenant	5 18 6	6 2 6	3 6 3	3 8 9
Lieutenant-Commander	6 13 3	6 17 3	3 13 3	3 15 9
Commander	7 3 3	7 7 3	3 15 6	3 18 0
Captain	8 4 0	8 8 0	4 4 6	4 7 0

Reduction for Permanent Officers for whom the letters " R " or " A " are not to be inserted in the curl of lace—4s. 6d. per uniform.

APPENDIX B.

Segrave Pty. Ltd., 213 George-street, Sydney.

Alteration of Lacing of Uniforms, &c.

On promotion to—

Rank.	Undress Coat and Mess Jacket.		Shoulder Straps.	
	Without Distinctive Cloth.	With Distinctive Cloth.	Without Distinctive Cloth.	With Distinctive Cloth.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lieutenant	3 5 6	3 9 6	1 14 9	1 17 3
Lieutenant-Commander	3 4 0	3 8 0	1 18 3	2 0 9
Commander	3 15 0	3 19 0	1 19 9	2 2 3
Captain	4 0 9	4 4 9	2 4 9	2 7 3

APPENDIX B—*continued.*

On reversion from—

Rank.	Undress Coat and Mess Jacket.		Shoulder Straps.	
	Without Distinctive Cloth.	With Distinctive Cloth.	Without Distinctive Cloth.	With Distinctive Cloth.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Acting Lieutenant to Sub-Lieutenant	1 15 6	1 19 6	1 10 6	1 13 0
Acting Lieutenant-Commander to Lieutenant	2 0 9	2 4 9	1 10 6	1 13 0
Acting Commander to Lieutenant-Commander	2 3 6	2 7 6	1 17 6	2 0 0
Acting Captain to Commander ..	2 15 9	2 19 9	1 10 6	1 13 0

(DV 930/52/9.)

UNCLASSIFIED Cancelled CNO 524/62

709.—Commonwealth Government Clothing Factory Prices for Made-to-Measure Uniforms for Naval Dockyard Police—1961-92.

The following prices will apply to Naval Dockyard Police made-to-measure uniforms obtained from the Commonwealth Government Clothing Factory, Melbourne, during the period 2nd August, 1961, to 30th June, 1962—

	£ s. d.
Jacket, diag. serge, for Inspector and Sub-Inspector, with buttons..	13 2 0
Jacket, diag. serge, for Inspector and Sub-Inspector, without buttons	13 0 0
Jacket, diag. serge, police, with buttons	12 3 0
Jacket, khaki drill, for Inspector and Sub-Inspector, without buttons	5 15 0
Jacket, khaki drill, police, with buttons	5 1 6
Jacket, khaki drill, police, without buttons	4 18 0
Jacket, L/W serge, for Inspector and Sub-Inspector, with buttons..	13 5 0
Jacket, L/W serge, for Inspector and Sub-Inspector, without buttons	13 2 0
Jacket, L/W serge, police, with buttons	12 6 0
Overcoat, police, with buttons	14 6 0
Trousers, khaki drill, police	2 2 0

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

3. Navy Order 758 of 1960 is hereby cancelled.

(DV 930/52/9.)

(*Navy Order* 758 *of* 1960.)

UNCLASSIFIED. Cancelled CNO 523/62

710.—Commonwealth Government Clothing Factory Prices for Made-to-Measure Uniforms for Ratings—1961-62.

The following prices will apply to ratings' made-to-measure uniforms obtained from the Commonwealth Government Clothing Factory, Melbourne, during the period 2nd August, 1961, to 30th June, 1962—

Ratings, Classes I, II and III.

	£	s.	d.
Blouse, L/W serge, working dress	5	6	0
Blouse, seaman's, serge, working dress	5	6	0
Jacket, diag. serge, for Chief Petty Officer, with gilt buttons	12	15	0
Jacket, diag. serge, for Petty Officer, over one year's service, with gilt buttons	12	11	0
Jacket, diag. serge, with gilt buttons (without cuff buttons)	12	8	0
Jacket, diag. serge, other ratings with horn buttons	12	1	0
Jacket, L/W serge, for Chief Petty Officer, with gilt buttons	12	18	0
Jacket, L/W serge, for Petty Officer, over one year's service, with gilt buttons	12	14	0
Jacket, L/W serge, with gilt buttons (without cuff buttons)	12	11	0
Jacket, L/W serge, other ratings with horn buttons	12	4	0
Jumper, seaman's, serge	3	16	0
Jumper, white drill	1	9	6
Overcoat, with gilt buttons	14	12	6
Overcoat, with horn buttons	14	5	0
Raincoat	11	4	0
Trousers, diag. serge, Classes I and III	4	8	6
Trousers, L/W serge, Classes I and III	4	11	0
Trousers, L/W serge, working dress	5	3	0
Trousers, seaman's serge, Class II	4	0	0
Trousers, seaman's serge, working dress	5	3	0
Trousers, serge, gymnastic (PT rating only)	3	16	0
Trousers, white, drill, Class II	1	17	6
Trousers, white, drill, Classes I and III	1	16	0
Tunic, white, drill, for Chief Petty Officer, with gilt buttons	2	17	0
Tunic, white, drill, for Petty Officer, over one year's service, with gilt buttons	2	9	0
Tunic, white, drill, other ratings, with white buttons	2	5	0
Tunic, white, drill, without buttons	2	3	6
Tunic, white, drill, with blue facings without buttons	2	7	0

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

3. Navy Order 759 of 1960 is hereby cancelled.

(DV 930/52/9.)

(*Navy Order 759 of 1960.*)

UNCLASSIFIED. Cancelled 525/62

711.—Commonwealth Government Clothing Factory Prices for Officers' Uniforms—1961-62.

The prices detailed in Appendixes A to C of this order will apply to Naval Officers' uniforms obtained from the Commonwealth Government Clothing Factory during the period 2nd August, 1961, to 30th June, 1962.

2. Navy Order 757 of 1960 is hereby cancelled.

APPENDIX A.

MADE TO MEASURE UNIFORMS FOR RAN OFFICERS.

—	Superfine Cloth.				Cloth for Officers' Uniforms.		Lightweight Serge.	Greatcoat with Shoulder Straps.	Shoulder Straps per Pair, Plain.	Superfine Cloth (Australian).	
	Undress Coat.*	Mess Jacket.	Undress Tail Coat.		Undress Coat.*	Mess Jacket.	Undress Coat.*			Undress Coat.	Mess Jacket.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Midshipmen (gorget patches extra)	17 5 0	15 15 0	—		14 7 0	13 10 0	13 15 0	17 7 6	1 7 6	14 0 0	13 5 0
Sub-Lieutenant	19 11 0	18 1 0	—		16 13 0	15 16 0	16 1 0	18 5 0	2 5 0	16 6 0	15 11 0
Lieutenant	20 14 0	19 4 0	—		17 16 0	16 19 0	17 4 0	18 9 6	2 9 6	17 9 0	16 14 0
Lieutenant-Commander	21 11 0	20 1 0	—		18 13 0	17 16 0	18 1 0	18 17 6	2 17 6	18 6 0	17 11 0
Commander	21 17 6	20 7 6	—		18 19 6	18 2 6	18 7 6	18 18 6	2 18 6	18 12 6	17 17 6
Captain	23 0 6	21 10 6	26 10 6		20 2 6	19 5 6	19 10 6	19 5 6	3 5 6	19 15 6	19 0 6
Commodore 2nd Class	21 17 6	20 7 6	25 7 6		18 19 6	18 2 6	18 7 6	18 18 0	2 18 0	18 12 6	17 17 6
Rear-Admiral	22 14 6	21 4 6	26 4 6		19 16 6	18 19 6	19 4 6	23 8 0	7 8 0	19 9 6	18 14 6
Vice-Admiral	23 19 6	22 9 6	27 9 6		21 1 6	20 4 6	20 9 6	24 2 0	8 2 0	20 14 6	19 19 6

* Additional cost where shanked buttons are used on the idle of Undress Coats, Nil.

Note: Above prices include distinction cloth between lace where required.

UNIFORMS FOR OFFICERS—RANR (S), RANR AND RANVR.

The above schedule of prices is applicable, with the addition of 10s. per garment or per pair of shoulder straps for the addition of letter "R". Where letters "SC" are added, additional cost is 15s. per pair.

APPENDIX A—*continued.*

All Officers.	*Superfine Cloth.*	*Cloth for Officers' Uniform.*	*Lightweight Serge.*	*White Drill.*	*Marcella.*	*Gabardine.*	*Superfine Cloth (Australian).*
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Mess jacket, white, without buttons	—	—	—	2 15 0	—	—	—
Mess Jacket, white, with buttons .. .	—	—	—	3 6 6	—	—	—
Waistcoat, mess, blue	4 15 6	4 1 0	3 18 0	—	—	—	3 19 0
Trousers, plain	7 9 0	5 3 0	4 11 0	2 0 0	—	—	4 17 0
Tunic, with buttons	—	—	—	3 0 0	—	—	—
Tunic, without buttons..	—	—	—	2 11 0	—	—	—
Waistcoat, mess, white	—	—	—	—	2 1 0	—	—
Jacket, white, bush, for Captain and above ..	—	—	—	5 2 6	—	—	—
Cape, boat	16 15 0	13 10 0	—	—	—	—	13 2 0
Raincoat	—	—	—	—	—	10 13 0	—

	£ s. d.
Lace, gold, complete with curl ready for placing on cuffs, ¼-in. per pair	1 3 6
Lace, gold, complete with curl ready for placing on cuffs, $\frac{9}{16}$-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

OFFICERS TAKING UP APPOINTMENTS IN THE USA WITH A BRITISH DELEGATION.

		£ s. d.
As per plate 17 of 1937 edition "Uniform Regulations for Officers of the Fleet"	Jackets, khaki, gabardine, made-to-measure ..	15 9 0
	Trousers, khaki, gabardine made-to-measure.	5 3 0
	Jackets, khaki, drill, made-to-measure ..	6 0 0
	Trousers, khaki drill, made-to-measure ..	2 17 0

Permanent creasing of Superfine, Australian Superfine and khaki gabardine trousers by Si-Ro-Set method can be effected if desired at an additional cost of 2s. per pair.

APPENDIX B.

UNIFORM OF NAVAL CHAPLAINS.

—	*Superfine Cloth.*	*Cloth for Officers' Uniform.*	*Lightweight Serge.*	*Black Cloth Serge.*	*White Drill.*
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Undress coat (without gold lace)	17 5 0	14 7 0	13 15 0	14 0 0	—
Trousers	7 9 0	5 3 0	4 11 0	4 16 0	2 0 0
Jacket, dinner	—	—	—	—	—
Tunic or coat, with buttons	—	—	—	—	3 0 0
Tunic or coat, without buttons	—	—	—	—	2 11 0
Jacket, mess, white, with buttons	—	—	—	—	3 6 6
Jacket, mess, white, without buttons	—	—	—	—	2 15 0

	£ s. d.
Greatcoat (with plain shoulder straps)	16 0 0
Shoulder straps, plain, per pair	0 18 6

APPENDIX C.

UNIFORM FOR WRANS OFFICERS.

—	Superfine Cloth.		Cloth for Officers' Uniform.		Lightweight Serge.		Blue Barathea.		Greatcoat w/plain shoulder straps.	Shoulder straps, per pair.	Superfine Cloth (Australian).	
	Jacket.	Skirt.	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.	£ s. d.	£ s. d.
Chief Officer	16 5 0	5 11 6	13 15 0	3 18 6	13 4 0	3 12 0	13 15 0	4 0 0	14 0 0	0 14 0	13 8 0	3 14 0
1st Officer	16 5 0	5 11 6	13 15 0	3 18 6	13 4 0	3 12 0	13 15 0	4 0 0	14 0 0	0 14 0	13 8 0	3 14 0
2nd Officer	16 5 0	5 11 6	13 15 0	3 18 6	13 4 0	3 12 0	13 15 0	4 0 0	14 0 0	0 14 0	13 8 0	3 14 0
3rd Officer	16 5 0	5 11 6	13 15 0	3 18 6	13 4 0	3 12 0	13 15 0	4 0 0	14 0 0	0 14 0	13 8 0	3 14 0

Braiding £1 extra for all ranks.

Prices quoted net and f.o.r./f.o.b., Melbourne.

(Navy Order 757 of 1960.)

(DV 930/52/9.)

UNCLASSIFIED.

712.—Contract for Made-to-Measure Uniforms at Canberra—1961-62.

The following prices will apply until 30th June, 1962, for made-to-measure uniforms obtained from the Canberra contractor, viz. " Joseph " (Mr. G. Aloisi), Bunda-street, Canberra. The contractor is required to visit HMAS HARMAN at approximately fortnightly intervals and orders for uniforms may be placed through that establishment.

RAN Officers.	*Superfine Cloth.*	*Cloth for Officers' Uniform.*	*Lightweight Serge.*
	£ s. d.	£ s. d.	£ s. d.
Coat, Undress—			
Sub-Lieutenant	23 0 0	20 5 0	18 14 0
Lieutenant	23 10 0	20 15 0	19 4 0
Lieutenant-Commander ..	23 16 0	21 1 0	19 10 0
Commander	25 5 0	22 5 0	20 19 0
Captain	25 15 0	23 0 0	21 9 0
Trousers	11 5 0	9 0 0	8 2 0

	£ s. d.
RAN Ratings—	
Jacket, lightweight serge, for—	
(*a*) CPO, with gilt buttons	14 15 0
(*b*) PO, with gilt buttons	14 7 0
(*c*) Other ratings, with horn buttons	14 4 0
Trousers, lightweight serge, Classes I and III	7 19 6
Jumper, seaman's serge	11 12 0
Trousers, seaman's serge, Class II	8 2 0
Overcoat, with gilt buttons	22 15 0
Overcoat, with horn buttons	22 5 0
Naval Dockyard Police—	
Jacket, lightweight serge, police	14 6 0
Women's Royal Australian Naval Service—	
Officers—	
Jacket, superfine—	
1st Officer	23 10 0
2nd Officer	23 0 0
3rd Officer	22 10 0
Skirt, superfine	9 15 0
Greatcoat—	
1st Officer	22 10 0
2nd Officer	22 5 0
3rd Officer	21 15 0
Ratings—	
Jacket, diagonal serge	13 15 0
Skirt, diagonal serge	7 5 0

Extra charges—	*s. d.*	
Attaching badges, chevrons, letters, &c.	1 9	each
Alteration to length of Skirts	15 0	each
Sleeves	8 0	per jacket
Trousers	10 0	pair.

Terms—

Net.

2. The conditions of the contract for ratings are—

(*a*) When ordering garments, the rating must present to the contractor a written authority, on form AS 87X, signed by the Supply Officer of his ship, if one is borne, otherwise by the Commanding Officer or an Officer delegated by him. This authority is to state the rating's name, official number, rating, ship or establishment in which serving, and must specify in detail the articles and quantities thereof authorized to be purchased. Unless form AS 87X containing the full details required is lodged with the contractor at the time of ordering the order may not be accepted.

(*b*) The rating must sign the order book of the contractor when placing the order and all orders are to be paid in full on delivery.

(*c*) The garments ordered are to be made by the contractor to the measurements of the rating and are to be tried on at the contractor's premises at least once in the basted or unfinished condition and again in the finished state.

(*d*) The garments are to be made to the complete satisfaction of the rating but must conform to service requirements and specifications held by the contractor.

(*e*) Completion of garments is to be effected as soon as possible after the date of measurement of the rating, or as otherwise arranged by mutual consent between the rating and the contractor.

(*f*) Delivery of garments is to be taken at the contractor's premises, otherwise at the rating's expense.

3. Ratings are warned that they are responsible for ensuring that uniforms obtained under the contract or from private fitters are made strictly to the approved patterns and that they are liable to disciplinary action if incorrect uniform is worn.

4. In addition to the supply of personal requirements of made-to-measure garments, the contract provides for the supply of garments against official orders in circumstances where this may be necessary. In these circumstances the following conditions shall apply—

(*a*) Orders shall be placed by Supply Officers on Treasury Form 11 accompanied by a properly completed self-measurement form (if ratings are unable to attend for measurement) and form NA 4.

(*b*) Garments shall be completed as soon as possible after receipt by the contractor of the official order and delivered by parcel post to the address shown thereon, postal charges being to the account of the ship or establishment concerned.

(*c*) Unsatisfactory garments supplied against official orders shall be returned to the contractor to be altered to the complete satisfaction of the ordering officer and at the contractor's expense, including forwarding charges each way.

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

6. Navy Order 760 of 1960 is hereby cancelled.

(DV 930/52/9.)

(*Navy Order* 760 *of* 1960.)

UNCLASSIFIED. Cancelled CNO 523/62

713. Contracts for Ratings' Made-to-Measure Uniforms at Sydney and Perth—1961-62.

The following prices will apply until 30th June, 1962, for ratings' made-to-measure uniforms obtained from the Sydney and Perth contractors, viz., Evers & Cohen Pty. Ltd., 16 Wentworth-avenue, Sydney, Sydneys Pty. Ltd., 194 Chalmers-street, Sydney, and Wende Bros., 80 Barrack-street, Perth.

Items.	*Evers & Cohen Pty. Ltd.*	*Sydneys Pty. Ltd.*	*Wende Bros.*
RAN Ratings—			
Jacket, lightweight serge for—	£ s. d.	£ s. d.	£ s. d.
(*a*) CPO with gilt buttons	11 10 3	—	9 17 9
(*b*) PO with gilt buttons	11 5 3	—	9 17 9
(*c*) Other ratings with black horn buttons	10 16 8	—	9 0 0
(*d*) Naval Artificer Apprentices ..	—	10 12 3	—
Trousers, lightweight serge, Classes I and III	4 14 3	4 11 9	4 12 6
Jumper, seaman's serge	5 14 4	—	8 14 6
Trousers, seaman's serge, Class II ..	4 14 11	—	7 10 6
Overcoat, with gilt buttons	13 12 2	—	17 15 0
Overcoat, with horn buttons	13 1 1	—	17 5 0
Blouse, seaman's serge, working dress, for Naval Artificer Apprentices	—	6 19 6	—
Trousers, seaman's serge, working dress, for Naval Artificer Apprentices ..	—	5 0 0	—
Naval Dockyard Police—			
Jacket, lightweight serge, police ..	10 17 2	—	9 0 0
Overcoat, police	13 1 1	—	—
Extra charges—			
Sewing on of badges, chevrons, &c. ..	0 10 0 per uniform	0 5 0 per uniform	0 12 6 each
Taping of bottoms of trousers, seaman's serge, Class II	—	—	0 12 6 per pair

Terms—

Evers & Cohen Pty. Ltd., 2½ per cent., 30 days.
Sydneys Pty. Ltd.—Net.
Wende Bros.—Net.

2. The conditions of the contracts are—

(*a*) When ordering garments, the rating must present to the contractor a written authority, on form AS 87X, signed by the Supply Officer of his ship, if one is borne, otherwise by the Commanding Officer or an officer delegated by him. This authority is to state, the rating's name, official number, rating, ship or establishment in which serving, and must specify in detail the articles and quantities thereof authorized to be purchased. Unless form AS 87X containing the full details required is lodged with the contractor at the time of ordering, the order may not be accepted.

(*b*) The rating must sign the order book of the contractor when placing the order and make an initial payment of at least the sum shown at * below. All orders are to be paid in full on delivery.

(*c*) The garments ordered must be made by the contractor to the measurements of the rating and are to be tried on at the contractor's premises at least once in the basted or unfinished condition and again in the finished state.

(*d*) The garments are to be made to the complete satisfaction of the rating but must conform to service requirements and specifications held by the contractor.

(*e*) Completion of garments is to be effected within the time shown at * below from the date of measurement of the rating or as otherwise arranged by mutual consent between the rating and the contractor, the delivery period to be subject to the rating attending for a try-on on the date specified by the contractor.

(*f*) Delivery of garments is to be taken at the contractor's premises, otherwise at the rating's expense.

3. Ratings are warned that they are responsible for ensuring that uniforms obtained under the contracts or from private fitters are made strictly to the approved patterns and that they are liable to disciplinary action if incorrect uniform is worn.

4. In addition to the supply of personal requirements of made-to-measure garments, the contracts provide for the supply of garments against official orders in circumstances where this may be necessary. In these circumstances the following conditions shall apply—

(*a*) Orders shall be placed by the Supply Officers on Treasury Form 11, accompanied by a properly completed self-measurement form (if ratings are unable to attend for measurement) and form NA4.

(*b*) Garments shall be completed within the time shown at * below of receipt by the contractor of the official orders and delivered by parcel post to the address shown thereon, postal charges being to the account of the ship or establishment concerned.

(*c*) Unsatisfactory garments supplied against official order shall be returned to the contractor to be altered to the complete satisfaction of the ordering officer and at the contractor's expense, including forwarding charges each way.

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

6. Navy Order 761 of 1960 is hereby cancelled.

* *Note:*

	Initial Payment. s.	d.	*Delivery.*
Sydney—Evers & Cohen Pty. Ltd.	25	0	21 days.
Sydneys Pty. Ltd.	25	0	21 days.
Perth—Wende Bros.	5	0	14 days.

(DV 930/52/9.)

(*Navy Order* 761 *of* 1960.)

UNCLASSIFIED.- Cancelled C NO/ 524/62

714.—Contract for Made-to-Measure Uniforms for RAN and RANR Officers at Perth—1961-62.

The following prices will apply until 30th June, 1962, for Officers' made-to-measure uniforms obtained from the Perth contractor, viz., Wende Bros., 80 Barrack-street, Perth.

Item.	*Price.* £	s.	d.
Coat Undress (including buttons)—			
Cloth, superfine, Australian	12	17	6
Cloth, superfine, imported	16	2	6
Serge, lightweight	10	15	6
Tunic, white, drill (without shoulder straps)—			
Without buttons, 28/29-in. material	6	15	5
Without buttons, 36-in. material	6	17	7
With buttons, 28/29-in. material	7	10	7
With buttons, 36-in. material	7	12	9
Trousers—			
Cloth, superfine, Australian	5	18	3
Cloth, superfine, imported	8	7	9
Serge, lightweight	4	17	9
White, drill, 28/29-in. material	3	17	11
White, drill, 36-in. material	3	18	3

Affixing Gold Lace to Coat Undress—	*Machine Sewn.* £	s.	d.	*Hand Sewn.* £	s.	d.
Captain	5	18	2	6	18	2
Commander	4	15	6	5	15	6
Lieutenant-Commander	4	9	1	5	9	1
Lieutenant	3	12	10	4	7	10
Sub-Lieutenant	2	15	6	3	15	6
Affixing of letters "R" or "A" (2 per uniform)	0	9	0 per uniform.			
Affixing of Distinction Cloth—						
Between rows of gold lace	0	9	0 per strip.			

Delivery—14 days for all items.

Prices: Firm. *Terms*—Net.

(DV 930/52/9.)

UNCLASSIFIED.— Cancelled C NO. 526/61

715.—Women's Royal Australian Naval Service—Made-to-Measure Uniforms for Officers—Melbourne and Sydney—1961-62.

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 Sydneys Pty. Ltd., 194 Chalmers-street, Sydney.

2. Details of the 1961-62 contract at Sydney and the Commonwealth Government Clothing Factory prices have been communicated direct to the authorities concerned. Clothing Factory Prices are also promulgated in Navy Order 711 of 1961.

3. Navy Orders 757 and 762 of 1960 are hereby cancelled.

(DV 930/52/9.)

(*Navy Orders* 757 *and* 762 *of* 1960 *and* 711 *of* 1961.)

UNCLASSIFIED. Cancelled C NO 527/62

716.—Women's Royal Australian Naval Service—Made-to-Measure Uniforms for Ratings at Melbourne—1961-62.

Made-to-measure uniforms for ratings of the Women's Royal Australian Naval Service may be obtained from the Commonwealth Government Clothing Factory, Miles-street, South Melbourne.

2. The following prices will operate during the period 2nd August, 1961, to 30th June, 1962—

	£ s. d.
Jacket, diagonal serge	11 16 0 net.
Skirt, diagonal serge	3 2 0 net.

3. Navy Order 763 of 1960 is hereby cancelled.

(DV 930/52/9.)

(*Navy Order* 763 *of* 1960.)

UNCLASSIFIED. Cancelled C NO 527/62

717.—Women's Royal Australian Naval Service—Made-to-Measure Uniforms for Ratings at Sydney—1961-62.

Made-to-measure uniforms for ratings of the Women's Royal Australian Naval Service may be obtained from Sydneys Pty. Ltd., 194 Chalmers-street, Sydney.

2. The following prices will operate during the period 1st July, 1961, to 30th June, 1962—

	£ s. d.
Jacket, diagonal serge	9 18 6 net.
Skirt, diagonal serge	3 19 6 net.

3. Navy Order 763 of 1960 is hereby cancelled.

(DV 930/52/9.)

(*Navy Order* 763 *of* 1960.)

Cancelled vide N.O. 515/62

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES, UNCLASSIFIED.

718.—Officers' Mess Traps—Replacement Allowances for 1961-62.

Consequent on the revision of prices to be charged for Mess Gear, details of which have been distributed, the authorized amounts to which free replacement of consumable items of officers mess traps may be made for the financial year 1961–62 are as follows—

	In Stationary Ships and Establishments. £ s. d.	*In Seagoing Ships.* £ s. d.
Mess—		
Flag Officer	—	174 9 5
Commodore or Captain	67 18 11	81 10 8
Flag Captain	—	44 10 10
Commander or Lieutenant-Commander in Command of detached Independent Command	36 15 6	44 2 7

	In Stationary Ships and Establishments. £ s. d.	*In Seagoing Ships.* £ s. d.
Ward Room—		
Mess of one officer	11 15 1	14 2 1
Mess of two officers	20 5 11	24 7 1
For every officer borne in excess of two ..	4 8 10	5 6 9

2. All consumable stores drawn against the above allowances are to be valued at the prices shown in the "Official Memoradum—Fixed Issuing Price List for Mess Gear" dated 1st July, 1961.

3. Replacement allowances are to be calculated in accordance with ABR 93, Chapter 22, paragraph 13.

4. Navy Order 764 of 1960 is hereby cancelled.

(DV 914/52/46.)

(*Navy Order* 764 *of* 1960.)

UNCLASSIFIED. Cancelled vide 516/62

719.—Ratings' Mess Utensils—Replacement Allowances for 1961-62.

Consequent on the revision of prices to be charged for Mess Gear, details of which have been distributed, free replacement of consumable items of mess utensils will be allowed for Chief Petty Officers, Petty Officers, and Seaman's Messes in HMA ships and establishments during the financial year 1961–62 up to the following amounts—

	£ s. d.
(*a*) Chief Petty Officers and Petty Officers ..	2 9 11 per head
(*b*) All other ratings	1 7 8 per head
(*c*) WRANS ratings messed separately ..	2 9 11 per head
(*d*) Junior Recruits and Apprentices when messed separately	1 18 8 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, 1961.

3. Replacement allowances are to be calculated in accordance with ABR 93, Chapter 22, paragraph 13.

4. Navy Order 765 of 1960 is hereby cancelled.

(DV 914/52/46.)

(*Navy Order* 765 *of* 1960.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
3rd October, 1961.

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

By direction of the Naval Board.

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

8090/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

720.—Processing of Advances in HMA Ships Cash Accounts.

The Chief Auditor for Victoria has advised that a check of cash account transactions in certain HMA ships has disclosed that in some instances temporary acquittances had been obtained for amounts advanced to personnel pending adjustment on final assessment of entitlement. These payments were not processed as they occurred through the Ship's Cash Account but were included in the Cash Balance Book as part of the public money in hand until the member's entitlements had been assessed. When assessment was eventually finalized, a voucher was prepared for the total amount, acquitted by the member, and included in the Ship's Cash Account, the temporary acquittance then being destroyed. This practice of obtaining multiple acquittances for one payment is contrary to correct procedure and cannot be accepted.

2. NAR & I Article 80 provides that the Ship's Cash Account shall contain a complete record of every item of receipt or payment of public funds. To comply with this requirement all payments of amounts of public moneys are to be made by acquitted vouchers and included as they occur in the Ship's Cash Account, excepting those for which specific regulation provision is made.

3. Sub-advances made in accordance with NAR & I Articles 59 and 62 are excluded from the above requirement in accordance with the provisions of the respective Articles (Article 88 (2) also refers) as they do not represent final expenditure of public funds.

4. Action is to be taken to ensure that in all cases correct procedures are observed and advances of pay to members not included in the pay accounting system and all other advances to personnel in the nature of Travelling Allowances, &c., are processed by acquitted vouchers and included in the Ship's Cash Account as they occur. Action is also to be taken to ensure that the amount of the advance is subsequently adjusted.

(DNA 206/52/17.)

Section 2.
PERSONNEL.

RESTRICTED.

721.—Examination for Command of Destroyers.

Navy Order 553 of 1961 is to be amended as follows—

(*a*) ***Page 5:*** *Delete* the first seven references and substitute the following—

" RI Chapter 30, Section I.
Chapter 31, Section IV.
Chapter 33, Section I.
Chapter 34, Sections II and III.
Chapter 42, Section IV.
Chapter 43, Section II.
QR & AI Chapter 54, Section II."

(*b*) ***Page 6:*** *Amend* " CB 3189/59 " to read " CB 3189, Addendum No. 2 ".

(*c*) ***Page 6***, paragraph 7: *Add* " ABR 9 " to references.

(*d*) ***Page 8,*** paragraph 23 (*h*): *Delete* " QR & AI, Chapter 35 " and substitute " RI Chapter 36 ".

(*e*) ***Page 10,*** paragraph 27 (*g*):

Delete " Radar Anti Jamming Technique (BR 1719) " and substitute " From CB 04814 Radar Manual, Vol. II, Chapter 3 (*g*) General Appreciation of Jamming and its Countermeasures ".

Delete " Queen's Regulations and Admiralty Instructions " and substitute " RI Chapter 35 ".

Amend " BR 862 (45) " to read " BR 862 (60) ".

(*f*) ***Page 12,*** paragraph 35 (1): *Delete* " latest order " and substitute " Australian Supplement to ATP 10 ".

(*g*) ***Page 13,*** paragraph 37 (*e*):

Amend " Drill Book and Operating Procedure for Asdic Sets " to read " Drill Book and Operating Control of Asdic Sets ".

Amend " Relevant Fleet Orders " to read " Relevant Navy Orders ".

(*h*) ***Page 14,*** paragraph 48:

Amend " Ship ABCD Manuel " to read " Ship ABCD Manual ".

Delete " BR 16 (50)—Engineering Manual " and substitute " BR 3000 Marine Engineering Manual ".

Amend " BR 2052 (54) " to read " BR 2092 ".

(*i*) ***Page 14,*** section F:

After " Supply Duties " *delete* " (ABR 93) ".

After " *Victualling* " *insert* " (ABR 93) ".

(*j*) ***Page 16:*** after (*k*) *add*—

" (*l*) *Accounting for Secret and Confidential Books.*—A thorough knowledge of the responsibilities of the Commanding Officer, and of the proper procedures to be followed in the handling of and accounting for Secret and Confidential Books on CB register charge.

References—BR Form U2D (1944)—shortly to be replaced by BR 150.

ACP 122 (B) RN Supplement.

ABR 9 dated 1952 and RAN Supplement No. 1, 1961.

CB Circulars Orders Nos. 1 to 4 issued annually."

(HNB 311/4/49.)

(*Navy Order* 553 *of* 1961.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

722.—Aircraft—Drill for Aircraft Movements—Steering Orders.

(*AFO* 1669/1961.)

To ensure standardization, steering orders for aircraft movements are in future to be given relative to the tail of the aircraft.

2. Navy Order 879 of 1960 is hereby cancelled.

(DAWOT 1311/3/8.)

(*Navy Order* 879 *of* 1960.)

UNCLASSIFIED.

723.—Ventilation—Fans, Axial Flow—AC Type.

(*AFO* 1317/1961.)

The Admiralty has advised that reports received from RN ships have shown that Axial Flow Fans (AC Type), particularly those used in machinery spaces, are prone to the accumulation of condensate within the terminal box and fan casing. Condensate in the terminal box results in a tendency to low insulation resistance, and within the fan casing it can result in severe corrosion—in one instance reported a fan which had not been turned during refit was found to be seized.

2. Condensate found in the terminal box is due to—

(*a*) " Breathing " of the motor, i.e., " inhaling " and " exhaling " of air due to the temperature of the motor.

(*b*) Imperfections in the watertight enclosure of the motor—i.e., ingress of moisture, particularly in fans used in machinery spaces and galleys. In both cases the moisture would tend to condense more rapidly in the relatively cool terminal box.

3. The axial flow fans fitted in RAN AS Frigates Type 12 are of generally similar construction to those referred to above and to reduce the possibility of defects of this nature occurring, it is recommended that on the next occasion these fans are dismantled, the following should be undertaken—

(*a*) The joints between the end shields and the yoke should be cleaned and remade with red lead.

(*b*) The joints between the bearing cap and the end shield should be cleaned and remade with a jointing compound such as " Heldite ". When this is being done it may be necessary to pack this joint with a stout paper ring as in some cases the gap may be as much as 0.005-in. Care should be taken not to use too much jointing compound.

(*c*) The terminal blocks of the motor should be recoated with anti-tracking Varnish AP 4290. In order to secure complete coverage the blocks should be completely dismantled before applying the varnish, and it is advisable to file off the sharp edges of the terminal bars at the point of contact with the blocks.

4. Where low insulation is due to condensate in terminal boxes, it is recommended that the spaces between the cables and the conduit at the terminal boxes be filled with Compound AP 19546.

5. In order to avoid the possibility of impellers becoming seized as a result of the build up of corrosion deposits, fans should, wherever possible, be run or turned by hand at regular intervals during lengthy refits or when not in regular use.

(DEE 1114/51/27.)

UNCLASSIFIED. Cancelled vide N.O. 800/63

724.—Armament Stores—Cox Gun Equipment—Allowances.

The allowances of Cox Gun equipment in the RAN are as shown in the appendix to this order.

2. The composition of sets is shown in the appendix to Navy Order 13 of 1961.

3. Complete sets of expendable items are not to be held by establishments marked (*a*) in the appendix. Quantities held are to be limited to those required for training only. A full set of expendable items will be maintained at the RAN Armament Depot, Byford, for use, if required, by HMAS LEEUWIN and similarly at the RAN Armament Depot, Maribyrnong, for the General Manager, Williamstown Dockyard.

Appendix.

COX GUN EQUIPMENT—ALLOWANCES.

Service.	Sets.						Timbering Items Outfits.
	LZ 210.	LZ 222.	LZ 223.	LZ 235.	LZ 236.	LZ 248.	
HMAS MELBOURNE ..	1	2	1	1	—	—	1
HMAS WATSON for—							
Subsunk	1	2	1	1	1	1	1
EA Mobile CD Team ..	1	2	1	1	1	1	1
Diving School	1	2	1	1	1	1	1
HMAS TARANGAU ..	1	2	1	1	1	1	1
HMAS CERBERUS (a)	1	2	1	1	—	—	—
HMAS LEEUWIN (a)	1	2 (b)	1	1 (b)	1	1 (b)	1
HMAS MORETON (a)	1	2	1	1	1	1	—
HMAS LONSDALE (a)	1	2	1	1	1	1	—
HMAS HUON .. (a)	1	2	1	1	1	1	—
HMAS TORRENS (a)	1	2	1	1	1	1	—
HMAS PENGUIN (a)	1	2	1	1	1	1	—
General Manager—							
Williamstown Dockyard ..	1	2 (b)	1	1 (b)	1	1 (b)	1

Notes—

(*a*) Complete sets of expendable items are not to be retained but quantities held to be limited to training requirements only.

(*b*) Sets to be kept in the nearest Armament Depot for issue when required.

(DAS 728/67/12.)

(*Navy Order* 13 *of* 1961.)

UNCLASSIFIED.

725.—Armament Stores—Cox Submerged Bolt Driving Punching and Air Bolt Units—Accounting.

(*AFO* 339/1961.)

Navy Order 13 of 1961 is to be amended as follows—

Appendix—*Non-explosive Items*—

(*a*) In contents of Cox Box A19 *amend* 058 Barrel Bolt *to read* 068 Barrel Bolt.

(*b*) *Delete* the headings from the last two columns.

(*c*) Under Timbering Items, against LZ020 Ferrule, Wooden, *insert* (*a*) in second last and last columns.

(*d*) *Insert* at the foot of the page—
"(*a*)—To be packed in a suitable hessian bag."

(DAS 728/67/12.)

(*Navy Order* 13 *of* 1961.)

RESTRICTED.

726.—MRS 3—AFCB Mark 10.

Appendix A to this order lists certain basic modifications referred to as " MR's ", which are to be carried out on AFCB's mark 10 as indicated, during the next refit to bring all RAN equipments to a common standard.

2. Modification parts should be available from Gunnery Equipment Depots on receipt from the manufacturers in November, 1961.

3. Drawings will be forwarded to Dockyards.

4. Appendix B lists approved Admiralty modifications designated " Mod. No. ".

5. Appendix C refers to local modifications promulgated by Navy Orders. These have been designated Mods. AN1 and AN2.

6. Defect items are to be raised to have outstanding MR's (referred to in Appendix A) carried out by Dockyards, quoting this order as the authority.

7. Modifications issued subsequent to this order are not to be undertaken until all MR's referred to are completed.

8. As each modification is completed a notation is to be made in the Ordnance Engineer's Master Record, and Director of Weapons, Department of the Navy, Victoria Barracks, Melbourne, is to be informed when all MR's referred to in this order are completed.

Appendix A.

AFCB MARK 10—MODIFICATIONS.

MR No.	Description of Modification.	Drawings DNO Series.	Supply of Parts.	Remarks.
13	Target Ship Element. Section T3—TCB scale and pointer added to target ship dial to give target compass bearing of target ship	7616, dated 25.7.57	Mod. Kit to be supplied	Outstanding on Boxes Nos. 105, 106, 107. See MR's 16 and 24
16	Repeat Dials. Section M1—Additional gear added to correct the direction of rotation of Director Training dial, and to provide drive to TCB dial	7665, Sheet 4, dated 19.7.57 or later	Parts to be supplied	Outstanding on Boxes Nos. 105, 106, 107. See MR's 13 and 24
20	Star Shell Elevation Difference. Section AS3. Flange added to cam roller pivot and diameter of pivot increased	7687, dated 2.12.57, items 112 and 113	Parts to be supplied	Outstanding on Box No. 105. See MR 21

Appendix A—*continued.*

MR No.	Description of Modification.	Drawings DNO Series.	Supply of Parts.	Remarks.
21	Star Shell Fuze Cam and transmitters. Section AS4 — Flange added to cam roller pivot and diameter of pivot increased	7688, dated 2.12.57 7687, items 112 and 113	Parts to be supplied	Outstanding on Box No. 105. See MR 20
24	Own Ship Element. Section T2—Idler inserted in gear train to own ship dial to correct direction of rotation reversed by the introduction of MR 16	7615, dated 17.1.58	Parts to be supplied	Outstanding on Boxes Nos. 105, 106, 107. See MR's 13 and 16
27	Cathode Follower. Section M7—470 resistor, 5905 - 99 - 022 - 1195 added to cathode followers and to spares	7671, Sheet 4, dated 22.4.59	Parts to be supplied	Outstanding on Boxes Nos. 105, 106. See MR 30
29	Gun Data Unit. Section M2 — Insulating bush fitted over boss of cam item 34 and secured by Araldite to prevent possible shorting to "earth" through the steel securing pin	7666, dated 26.2.59 or later. 7666/34	Parts to be supplied	Outstanding on Boxes Nos. 105, 106, 107
30	Cathode Follower. Section M7— (*a*) Erie Resistor Type 16 RC 7K replaced by resistor RC 7-11, 5905-99-022-2174, 22K ± 10 per cent. (½ W at 70° G) (*b*) 3 in No. holes, ¼-in. dia., drilled in case (*c*) Anti-track varnish (AP 4290) finish added to case and cover (*d*) Pin numbers corrected on assembly drawing	7671, Sheet 4, dated 22.4.59	Parts to be supplied	To raise the rating of the 22K resistor when operating in hot climates. Outstanding on Boxes Nos. 105, 106, 107. See MR's 27 and 33

Appendix A—*continued.*

MR No.	Description of Modification.	Drawings DNO Series.	Supply of Parts.	Remarks.
31	Frame Work. Section F5 — Indicator lamp and DP change-over switch added for the control of GS torque	7611 ..	Parts to be supplied	Outstanding on Boxes Nos. 105, 106, 107. See MR's 32 and 33
32	Console Wiring. Wiring diagram amended to conform to MR 31	7604/8, Sheets 1 and 2, dated 3.6.59	—	Outstanding on Boxes Nos. 105, 106, 107
33	Terminal Chamber. Section F4 — Additional tally strips added to spare terminal grid "R" to conform to MR's No. 30 and 31	7613 ..	Parts to be supplied	Outstanding on Boxes Nos. 105, 106, 107

Appendix B.

AFCB MARK 10—ADMIRALTY MODIFICATIONS.

Mod. No.	Description of Modification.	Drawings.	Supply of Parts.	Remarks.
1	To remove incorrect spring from firing control key, and fit correct spring	DNO 7627/15	—	Completed in all RAN Boxes
2	To apply additional markings to the fine sector indicating dial of the GRU wander correcting mechanism	DNO 11249	—	Completed in all RAN Boxes

Appendix C.

AFCB MARK 10—AN MODIFICATIONS.

Mod. No.	*Description of Modification.*	*Drawings.*	*Supply of Parts.*	*Remarks.*
AN 1	Circular perspex face of target compass bearing dial to be engraved with inclination readings	DW-A/51210	—	Promulgated by Navy Order 455 of 1960
AN 2	Redesignation of " Normal/Bombardments " COS, " Range " COS, and " Range Clutch " Tally Plates	DNO 7626 . .	—	—

(DW 737/259/6.)

(*Navy Order* 455 *of* 1960.)

UNCLASSIFIED.

727.—Naval Stores (General) (Class E, Group 6)—Calcium Chloride.

(*AFO* 1474/1961.)

Calcium Chloride is at present purchased for use as follows—

Pattern E6/2	For ice making machines.
Pattern E6/4	For oxygen producing plant.
Pattern E6/3600	For refrigeration plant.

2. Calcium Chloride, Pattern E6/4 has now been superseded by silica gel in oxygen producing plant. Patterns E6/2 and E6/3600 have similar properties but are supplied in different forms. Calcium Chloride, Pattern E6/3600 is flaked and is more easily handled.

3. It has accordingly been decided to discontinue the use of Patterns E6/2 and 4. All future requirements of calcium chloride should be met by demanding Calcium Chloride, flaked, Pattern E6/3600, but SNSO, Sydney, is to issue existing stocks of Pattern E6/2 first, where this is acceptable.

(DNAS 512/76/52.)

UNCLASSIFIED.

728.—Losses, Deficiencies and Damage to Stores and Equipment (All Categories) in HMA Ships and Commissioned Establishments.

The procedure for writing off charge lost, deficient or damaged stores is set out in this order which is divided into four parts—

Losses, by Theft, Robbery or Fraud.
Losses, Deficiencies or Damage other than Stocktaking Discrepancies.
Deficiencies Disclosed at Stocktaking.
Valuation of Stores for Write Off Purposes.

2. RI and ABR 4 will be amended.

3. Navy Order 978 of 1959 is hereby cancelled.

LOSSES BY THEFT, ROBBERY OR FRAUD.

4. 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.

5. 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.

(*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.

(*c*) *Advise Commonwealth Audit.*—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) HMA 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.

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.

(*d*) *Head of Department concerned to investigate and report result to the Captain.*—Form AS 126 is to be used.

(*e*) *Forward detailed report to Administrative Authority for forwarding to Navy Office with his remarks and recommendations.*—The report should be a comprehensive and carefully considered one under the signature of the Captain. Statements from officers or ratings or copies of evidence taken at ship investigations are not to be forwarded with the report. 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? If the date of loss is not known, the date the item was last sighted is to be stated.

(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) Whether the articles were recovered and if not what steps were taken to recover them, or 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. If such statements are not readily forthcoming, the rendition of the report should not be delayed, the police statement being forwarded when available.

(vii) Full particulars of any disciplinary action taken or proposed or the reasons why such action is not considered appropriate.

(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 AS 126 is to be attached to the above report.

(*f*) *Provisionally adjust the store account.*—Copy No. 3 of Form AS 126 is to be used and then filed with vouchers supporting the account.

(*g*) *Provisionally adjust the loan, custody list, &c.*—If stores concerned are on a loan, custody list, &c., copy No. 4 of Form AS 126 is to be used and retained by the custodian of the stores to support the list.

(*h*) *Endorse copies Nos. 3 and 4 of Form AS 126* with particulars of formal approval after receipt from Navy Office.

6. 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 3 (*b*) and (*c*) is to be taken. In cases of attempted theft (i.e., an unsuccessful attempt to obtain physical possession of stores, &c., unlawfully) it is not necessary to inform the local Audit Inspector but Navy Office is to be advised.

LOSSES, DEFICIENCIES OR DAMAGE OTHER THAN STOCKTAKING DISCREPANCIES.

7. Action to be taken is—

(*a*) *Head of Department concerned to investigate and report result to the Captain.*—Form AS 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 his remarks and recommendations.*—The report should be a comprehensive and carefully considered one under the signature of the Captain. Statements from officers or ratings or copies of evidence taken at ship investigations are not to be forwarded with the report—

(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? If the date of loss is not known, the date that the item was last sighted is to be stated.

(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) What steps have been taken to recover the stores or the resultant financial loss?

(E) Full particulars of any disciplinary action taken or proposed or the reasons why such action is not considered appropriate.

(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 AS 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 AS 126 to Navy Office for covering approval. To be forwarded quarterly under cover of Forms AS 558, except for losses of victualling stores which are to be forwarded monthly.

(*e*) *Provisionally adjust the store account.*—Copy No. 3 of Form AS 126 is to be used and then filed with vouchers supporting the account.

(*f*) *Provisionally adjust the loan list, custody list, &c.* If stores concerned are on a loan list, custody list, &c., Copy No. 4 of Form AS 126 is to be used and retained by the custodian of the stores to support the list.

(*g*) *Endorse copies Nos. 3 and 4 of Form AS 126 with particulars of formal approval*, after receipt from Navy Office.

DEFICIENCIES DISCLOSED AT STOCKTAKING.

8. 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 accordingly.

9. 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 HMA 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.

VALUATION OF STORES FOR WRITE OFF PURPOSES.

10. In all cases the value used must ignore the condition at the time of loss or damage.

11. *Naval Stores.*—To be valued in accordance with article 1403 of ABR 4—Naval Storekeeping Manual.

12. *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.

13. *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 Armament Supply, Department of the Navy, Victoria Barracks, Melbourne.

14. *Victualling Stores.*—The value of lost, 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.

15. *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.

(DNAS 400/51/27.)

(*Navy Order* 978 *of* 1959.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES, UNCLASSIFIED.

729.—Accounting—Victualling Stores—Procedure for Ordering, Receipt and Inspection of Provisions.

Audit examinations of HMA ships and establishments have disclosed some laxity in the procedures governing the ordering, receipt and inspection of provisions from contractors.

2. Whilst the general procedures are set out in ABR 93, Chapters 3, 4 and 5, the following specific requirements are drawn to the attention of all concerned—

(*a*) Official orders, Form AS 1046Z, are to be raised to cover all orders for provisions, either fresh or dry, lodged with a contractor. If an order is lodged by telephone, a confirming AS 1046Z is to be handed to the contractor or his representative, when the stores are delivered.

(*b*) All stores received on board are to be inspected for quality and where applicable, compliance with the relevant Commonwealth Food Specification. Without exception, all deliveries are to be checked for quantity, either by weighing or counting by a responsible member of the Supply Staff.

(*c*) The docket or invoice covering delivery of the stores is invariably to be posted daily to Form AS 92.

(DV 206/52/16.)

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Registrar

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CNO's 730-761/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
20th October, 1961.

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

By direction of the Naval Board.

Thos J Hawkins

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

RESTRICTED.

8501/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

RESTRICTED.

730.—Replenishment at Sea—Maximum Approved Facilities in HMA Ships.

Navy Order 1011 of 1960 is to be amended by *deleting* the " Maximum Approved Facilities—Receiving " shown in the Appendix opposite Darings and inserting in lieu—

" 1 a/d, 2 a/d, 6d, 7h/k, 8k."

(DTSR 1211/251/33.)

(*Navy Order* 1011 *of* 1960.)

UNCLASSIFIED. Cancelled vide N.O. 815/63

731.—Warships of the Royal Navy and of Other Navies—Charges for Supplies and Services.

The following instructions set out the procedure to be followed in connection with charges for supplies and services 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 connection with other operational tasks.

3. Charges for supplies or services as under to ships of the Royal Navy or Pakistan Navy are to be dealt with as follows—

Nature of Service.	*Formal Visits or Informal Visits.*	*Operational Visits.*
(*a*) Port dues ..	Unless special services are rendered or special accommodation provided, cost of berths and mooring facilities is to be accepted as a RAN liability. *See also* note below	As for formal visits
(*b*) Cars for duty journeys	Cost is to be accepted as a RAN liability for such occasions as Flag Officers or Commanding Officers paying calls on naval administrative officers or local dignitaries	As for formal visits

Nature of Service.	*Formal Visits or Informal Visits.*	*Operational Visits.*
(*c*) Pilotage and services incidental thereto, e.g., towing, mooring, making fast	Cost is to be accepted as a RAN liability where such services are provided from RAN sources and in respect of claims by non-naval authorities for pilotage. The cost of other such services, e.g., towage rendered by non-naval authorities is the liability of the visiting ship	Cost is the liability of the visiting ship except for services provided from RAN sources
(*d*) Removal of ashes, rubbish, &c.	Unless removal involves considerable inconvenience and expense, charges are to be accepted as a RAN liability. *See also* note below	Cost is the liability of the visiting ship
(*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, such cost is to be accepted as a RAN liability. If the cost, assessed as above, exceeds £20, the total cost is the liability of the visiting ship	Cost is the liability of the visiting ship
(*f*) Telephone, teletype facilities	Except where special arrangements are necessary charges for the connection of visiting ships to the ship shore telephone or teletype systems are to be accepted as a RAN liability. (*See also* note below.) Charges for local telephone calls are also to be accepted as a RAN liability; but calls beyond the local area are the liability of the visiting ship	Cost is the liability of the visiting ship
(*g*) Motor transport for journeys organized officially for ship's companies, e.g., for organized games or for sight seeing tours	Cost is to be accepted as a RAN liability. Transport is not to be hired from other sources, e.g., Department of Supply, except where service transport cannot be made available	Cost is the liability of the visiting ship

Note.—Concerning services as at (*a*), (*d*) and (*f*) above, where special services are rendered or considerable inconvenience and expense is involved, or where special arrangements are necessary, full particulars are to be submitted for Naval Board consideration as to incidence of liability.

4. The services to be rendered free to ships of the Royal Navy and Pakistan Navy in accordance with the foregoing are limited in the aggregate to £300 for each visiting ship at each naval port or dockyard visited, and costs within this limitation may be charged to RAN votes. Where facilities which may be charged to RAN votes are provided at a cost in excess of the limit of £300, a detailed statement of the expenditure incurred is to be submitted to Navy Office for consideration as soon as practicable after the visit. Pending Naval Board decision claims for the excess charges involved are to be held in abeyance.

5. The cost of stores supplied or services rendered other than those provided for at paragraph 3 is the liability of the visiting warship. Instructions concerning the procedure for supply and payments are contained in Appendix B.

6. Charges for supplies or services of a similar nature to those itemized in paragraph 3, to Service aircraft of the Royal Navy or Pakistan Navy, e.g., landing, parking and housing fees, may be met under the same conditions as are applicable to visiting warships of the Royal Navy and Pakistan Navy.

7. Where invitations are issued by the Commonwealth Government for warships of other than the RN or Pakistan Navy to visit Australia, expenditure on services as at paragraph 3 (*b*) (*f*) and (*g*) only, is to be met as a charge to RAN votes within the limitations set out above for ships of the RN and Pakistan Navy on formal or informal visits.

8. Navy Office will advise Administrative Authorities, at the time, the nature of the visit of a ship and whether the visit is at Government request. Where visits are not at Government request, except in the case of ships of the Royal Navy or Pakistan Navy, all expenditure is the liability of the visiting warship. The instructions contained in Appendix B refer.

9. All matters pertaining to supplies or services to United States Naval Ships (except where visit is by invitation of the Commonwealth Government and paragraph 7 becomes relevant) are covered by the terms of the reciprocal agreement between the Commonwealth and USA Governments. The terms of the agreement and the instructions in connection therewith are set out in Appendix A.

10. Navy Order 866 of 1959 is hereby cancelled.

APPENDIX A.

Reciprocal Agreement with the USA for Services and Supplies to Naval Vessels.

The terms of agreement are—

Article 1.—Routine port services, such as pilotage, tugs, garbage removal, line handling, and utilities, will be furnished by each of the Governments to visiting Naval vessels of the other Government on a reimbursable basis without an advance of funds.

Article 2.—Miscellaneous supplies, such as fuel, provisions, spare parts and general stores, will be furnished by each of the Governments to visiting Naval vessels of the other Government on a reimbursable basis without an advance of funds, on the condition that such miscellaneous supplies are available in the Naval supply system of the host Government.

Appendix A—*continued.*

Article 3.—Services, such as overhauling, repairs, alterations, and installation of equipment, together with supplies incidental thereto, will be furnished by each of the Governments to visiting Naval vessels of the other Government when funds to cover the estimated cost of such supplies and services have been made available in advance by the benefiting Government, on the condition that such supplies are available in the Naval supply section of the host Government or readily obtainable from commercial sources.

Article 4.—Supplies which are distinctive to the Naval Service of the host Government, and supplies which have been duly classified under applicable security regulations of such Naval service, shall not be required to be furnished under the terms of this Agreement.

Article 5.—Costs of services to be furnished in accordance with Article 1 of this Agreement will be reimbursed to the host Government at the standard rate prescribed for use within the Naval service of the host Government. In the absence of a standard rate, such costs will be reimbursed to the host Government in full, including the costs of labour, material and overhead incurred by the Naval activity performing the services. Costs of services to be performed in accordance with Article 3 of this Agreement will be reimbursed to the host Government in full, including the cost of labour, material and overhead incurred by the Naval activity performing the services, plus charges covering the cost of military pay and allowances and depreciation of machinery and equipment.

If such services covered by either Article 1 or Article 3 are obtained commercially, reimbursement will be made in the amount of the contract cost to the host Government. Costs of supplies to be furnished in accordance with Article 2 of this Agreement will be reimbursed at the prices at which such supplies are regularly made available for use within the Naval service of the host Government, plus accessory charges covering costs of such items as packing, crating, handling and transportation.

Article 6.—Prior to departure of a visiting Naval vessel or vessels from a port or Naval authority of the host Government, the Commanding Officer of such visiting Naval vessel or vessels will be presented with one bill covering the total value of all services rendered and supplies furnished by the port or Naval authority. Where time does not permit the compilation of a detailed bill, an itemized list of services and supplies furnished, without charges, will be presented to the Commanding Officer for his certification of receipt and acceptance. The bill or list, as certified, will be returned to the appropriate Naval representative at the port or Naval activity, who will forward it (with the addition of charges in the case only where a list has been certified) in such a manner as may be prescribed by regulation of his Naval service for ultimate presentation to the appropriate representative of the benefiting Government. The bill will be due and payable within a period of thirty (30) days from the time of presentation to such representative.

Article 7.—In the case of an extended visit, intermittent accounts for the supplies and services furnished hereunder will be presented to the Commanding Officer of the visiting Naval vessel or vessels at such intervals as may be mutually agreed upon between such Commanding Officer and the Naval representative of the port or Naval activity. Such accounts will be certified and processed for payment in the same manner as provided in Article 6 hereof.

Appendix A—*continued.*

Article 8.—All payments for services and supplies covered by this Agreement shall be made in the currency of the host Government.

Article 9.—The Agreement shall come into force on 26th January, 1957, and shall apply to all supplies and services furnished on or after such date. Either Government may terminate this Agreement by giving to the other Government notice of such termination at least ninety (90) days in advance of the effective date thereof.

2. Detailed instructions are—

(*a*) *Services such as Overhauling, Repairs, Alterations and Installation of Equipment—and Supplies Incidental thereto.*—Article 3 of the Agreement provides for such services and supplies to be furnished on a reimbursable basis, subject to an advance of funds by the benefiting Government. Costs of these are to be reimbursed in full including the cost of labour, material and overhead costs (at approved rates current at the time of the work) incurred by the RAN. If supply is arranged commercially, the contract cost only is recoverable, i.e., exclusive of charge of 5 per cent. as laid down in Article 219, Clause 3 of Naval Financial Regulations and Instructions.

(*b*) *Naval and Victualling Stores Transactions and Victualling of US Service Personnel.*—The procedures to be followed in this regard are as provided in ABR 4, Article 1312 and ABR 93, Chapters 41 and 9 except that the basis of valuation of stores and the relevant rates of percentage additions to be applied are as notified by the Naval Board for sale of stores to State Governments and other Administrations (including foreign governments).

(*c*) *Financial Adjustment Procedure*—

(i) Supplies and services not provided directly by the Department are not covered by the terms of the Agreement. Accounts in respect of any such expenditure are to be settled direct by the ship or the appropriate American representative in Australia.

(ii) Disbursements relating to supplies and services provided by this Department are to be processed under the relevant expenditure votes and any advances of funds received in accordance with Article 3 are to be credited accordingly. A separate record of the advance and debits against it is to be kept to ensure that the advance is eventually adjusted.

(iii) It is not intended that visiting American warships should be denied the opportunity of paying for supplies, &c., as received, and, wherever practicable, arrangements are to be made to facilitate early payment by the ship.

(iv) Article 8 provides for services and supplies to be paid for in the currency of the host Government. Although as a general rule this should be strictly observed, in so far as this Department is concerned no objection should be raised if, due to special circumstances, payment is proffered in dollars. Any such payments received are to be the equivalent of the Australian amount claimed. As the rate of exchange US $–£A. varies frequently such receipts are to be brought to account without delay.

Appendix A—*continued.*

(v) For supplies and services furnished by the Department, the Commanding Officer of the visiting American ship is to be presented with one bill or list covering the total services and supplies for which payment is outstanding at the time of the ship's departure. The bill or list is to be certified and returned to the Naval Authority by whom supplies and services were provided. In such cases the certified list should not be forwarded to Navy Office until it is complete (i.e., comprising one bill). Where, however, such action is warranted or necessary the bill may be submitted in parts, each part being supported by a certified copy or photostat of the list together with any supporting documents. The submission is also to indicate the position regarding any advances of funds received in respect of the outstanding expenses.

(vi) Action to effect adjustment in respect of expenses as at (v) above will be taken in Navy Office with the appropriate American representative in Australia.

APPENDIX B.

Stores Supplied and Services rendered to Visiting Warships.

When warships from other countries visit Australia they are to be afforded every assistance in arranging for replenishment of victuals, naval and medical stores, &c.

2. Except where a standing sales authority or a Commonwealth agreement for supply of stores from Naval sources is operative, arrangements should be made for contractors outside the RAN to deal direct with the visiting ship. In special circumstances where this arrangement is found to be impracticable and the intention is to provide supplies from RAN sources, Naval Board approval is to be obtained before supply is effected. NFR & I Article 218b refers.

3. With the exception of American warships (*see* Appendix A) payment by visiting foreign warships for supplies and services rendered other than those provided at paragraph 6 of this order is to be effected as follows—

(*a*) Where practicable expenses incurred should be paid as early as possible by the visiting ship direct to the supplier during the period of stay in Australia.

(*b*) Outstanding accounts on departure of the ship from Australia should be forwarded by the supplier direct to the appropriate embassy or representative in Australia for settlement.

(*c*) Where the service or supply is effected from RAN sources early payment by the ship should be sought. Where payment is not effected prior to the ship's departure the account is to be referred to Navy Office where action will be taken to effect adjustment with the appropriate embassy or representative. Wherever practicable action is to be taken to obtain and forward to Navy Office with the relevant accounts a certified list covering the total services and supplies for which payment is outstanding at the time of the ship's departure as applicable to American warships *vide* paragraph 2 (*c*) (v) of Appendix A.

(DNA 201/58/11.)

(*Navy Order* 866 *of* 1959.)

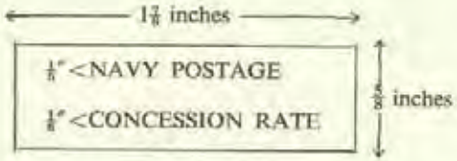
Section 2.

PERSONNEL.

UNCLASSIFIED.

732.—Concessional Postage on Mails Addressed by Members of the United Kingdom Forces Serving in Australia to Their Homeland.

With reference to Appendix B to Navy Order 2 of 1961, as from 1st October, 1961, to be eligible for the relevant concession, all articles posted by members of the Royal Navy serving in Australia, or in HM ships visiting Australia, to addressees in the United Kingdom, are to be impressed with a rubber stamp as below—



and are to bear the name, rank or rating and service number, and service address of the sender, on the reverse side of the article.

2. The Flag Officer-in-Charge, East Australia Area, and Naval Officers in Charge are to issue rubber stamps, as in paragraph 1 above, to visiting HM ships for use whilst in Australian waters. The Commanding Officers of HM ships are to be requested to return all stamps to the Flag or Naval Officer-in-Charge, or Naval Agent at the last port of call in Australia. The rubber stamps should be prominently marked " Return to FOICEA or NOIC concerned ", in order to ensure return to the issuing officer.

3. This postage concession stamp is similar to those used by all HMA ships and establishments before the withdrawal of the postal concessions which applied to the Services generally. After setting aside sufficient to meet the requirements of paragraph 2 of this order, all surplus stamps and those which do not conform to the specifications in paragraph 1 of this order are to be destroyed. Ships and authorities not holding stamps should forward demands to SNSO, Sydney, or obtain them by local purchase as appropriate.

4. Care is to be taken to ensure that the Concession Stamps are adequately safeguarded to ensure no wrongful use occurs.

5. ACNB 186F of August, 1961, is hereby cancelled.

(HNB 68/7/3.)

(*Navy Order* 2 *of* 1961.)

RESTRICTED.

733.—Films and Filmstrips—Instructional—Title " Radiological Defence —Protection—Residual Effects " (Admiralty Serial No. WD1428) —Distribution.

(*AFO* 1396/1961.)

Copies of the United Kingdom War Office film " Radiological Defence—Protection—Residual Effects " (Admiralty Serial No. WD1428) are being obtained, and the initial distribution will be made without demand by SNSO, Sydney, on the following scale—

Service.	*No. of Copies.*
HMAS PENGUIN (for ABCD School)	1
RAN Film Library, Sydney	1

2. The film shows the hazard to personnel from Residual Radiation (induced radiation, fall out and radioactive waste), the decay laws, the protective value of some common materials, vehicles, fieldworks and buildings and explains the principles of protection and the methods of applying them.

3. The film has a running time of 27 minutes, is classified RESTRICTED, and is issued on one spool.

(DNAS 519/256/35.)

UNCLASSIFIED.

734.—Herbert Lott Naval Trust Fund—Award.

(*AFO* 1507/1961.)

The Admiralty has approved that an award of £10 from the Herbert Lott Naval Trust Fund is to be made to LTO S. R. Jameson, O/N R39413 for his suggested Illuminated Fleet Manoeuvring Board.

2. Payment of the award will be made in due course.

(HPB 211/1/1.)

UNCLASSIFIED.

735.—Payment of Travelling Allowance where Travel is by Private Motor Vehicle.

Where a member is permitted to use his private motor vehicle for travel on duty, or on removal, payment of Travelling Allowance at the " capital city ", or " other than capital city " rates, will in future be governed by the normal rules for travel by public transport. " Capital city " rates of Travelling Allowance will be payable to a member using his private motor vehicle where travel is from one capital city to another, or from a non-capital city to a capital city.

2. Instruction 202 of Interim Pay Instructions, which will be amended, should be noted accordingly.

(HPB 252/201/13.)

UNCLASSIFIED.

736.—Uniform—Ratings—Wearing of Badges on Working Dress—Introduction of Woven Badges.

In future, ratings are to wear blue on white branch/specialist qualification badges on action working shirts.

2. Woven badges have been specially introduced for the purpose and are to be worn as follows—

(*a*) By Chief Petty Officers On the left breast, centrally and immediately above the pocket.

(*b*) By all other ratings .. On the right arm so that the centre line of the badge is midway between the point of the shoulder and the point of the elbow.

3. An initial gratuitous issue of one branch/specialist qualification badge for each action working shirt included in the compulsory kit of the rating concerned, is to be made to all qualified serving ratings. Subsequent replacement of worn-out badges and requirements for wear on new garments are to be provided by ratings at their own expense.

4. Woven branch/specialist qualification badges are also to be worn on overalls and woven rating badges on action working shirts and overalls by Petty Officers and Leading rates. Serving ratings will be required to exchange their existing embroidered badges for woven badges in the normal course of replacement from the uniform allowance.

5. Woven badges are not to be considered interchangeable with embroidered badges for wear on white drill jumpers or tunics, or flannels, cotton.

6. To prevent fraying, the upper and lower edges of these badges are to be hemmed or turned in when being stitched to garments.

7. The badges will be identified by the same pattern numbers as for gold embroidered badges but will be suffixed by the letter " W " (e.g., N661 W). Requirements are available on demand from Royal Edward Victualling Yard, Pyrmont.

8. A separate Navy Order will be issued detailing the types and quantities of badges to be issued gratuitously in future.

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

10. ABR 93 will be amended.

(DV 930/51/5.)

RESTRICTED.

737.—Upper Yardmen—Selection and Training.

Navy Order 295 of 1961 is to be amended as follows—

(*a*) *Paragraph* 9, second sentence—*Amend* to read—

" A Board will be held in June of each year, being convened by Flag Officer Commanding, Her Majesty's Australian Fleet, or the Flag Officer-in-Charge, East Australia Area."

(*b*) *Paragraph* 10—

Delete the words " Boards are " and *insert* in lieu " Board is ".

(DOA 303/201/11.)

(*Navy Order* 295 *of* 1961.)

UNCLASSIFIED.

738.—Upper Yardmen—Uniform.

Upper Yardmen candidates who have passed the Preliminary Selection Board in accordance with Navy Order 295 of 1961 are to be issued gratuitously with the following items of kit before proceeding to the United Kingdom—

2 No. covers pillow bed/bunk.

1 No. bag travelling.

2. Arrangements will be made to have the kit of ratings who are promoted adjusted to that approved for a Cadet and later to that for a Midshipman by gratuitous issues at Dartmouth.

3. On promotion to Acting Sub-Lieutenant the gratuity prescribed in Interim Pay Instruction No. 172/1 (1) will be payable together with reasonable reimbursement of expenditure incurred in the purchase of one pair of patent leather shoes.

(DV 917/51/20.)

(*Navy Order* 295 *of* 1961.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

739.—AC Motors—Low Insulation Resistance.

(*AFO* 1404/1961.)

The Admiralty has advised that reports have been received from RN ships of low insulation resistance sometimes encountered in AC motors, due to the absorption of moisture by the unimpregnated leatheroid sheet fitted beneath the standard 12-amp and 21-amp 3-way terminal blocks. (DEE Drawings C19480 and C19853.)

2. In the RAN examples of motors having these types of terminal blocks are the Bilge Pump Motors and Evaporator Coil Drain Pump Motors in Daring Class Destroyers and the Oil Purifier Motors and Coil Drain Pump Motors in A/S Frigates Type 12.

3. Where consistently low insulation readings are attributed to the hygroscopic nature of the backing material, this material should be replaced by 0.10-in. micanite sheet (AP 2224). A suitable mild steel backing plate, 1/16-in. thick, rust-proofed and painted, should be fitted between the micanite and the bottom of the terminal box to support the micanite.

4. In addition, all motors fitted with these terminal blocks should be modified when they are being repaired in Dockyards.

5. The work should be treated as a defect, but in the case of paragraph 3 above, fitting should be by ship's staff.

(DEE 1107/51/40.)

UNCLASSIFIED.

740.—Aircraft—Motors, Rocket—AC 3-in. No. 1, Marks 3TH, 4TH and 5—Instructions for Electrical Testing.

(*AFO* 1312/1959.)

The instructions in AP 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 AP 2802A, as modified by this order. In HMA 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 AP 2802A and BR 862 will be amended.

(DAS 727/60/32.)

UNCLASSIFIED.

741.—Ammunition—Propellant—Landing—Destruction—Report.

(*AFO* 1678/1961.)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached the age limit—

Propellant lots and sub-lots affected.	*Type.*	*Nature of ammunition, &c., which may be involved.*
RNC 1353XA ..	SC 061	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in. (FA).
RNC 1357XA ..	SC 103	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in.
RNC 1544XB ..		
RNC 1555XB ..		
RNC 1708XC ..		
RNC 1727XC ..		
MEC 156XM ..		
RNC 1236 ..	SC 109	QF 4.7-in.
RNC 1364XA ..		
RNC 1546XB ..		

Propellant lots and sub-lots affected.	*Type.*	*Nature of ammunition, &c., which may be involved.*
RNC 1227 ..	SC 150	Impulse torpedo.
RNC 1234 ..		
RNC 1355XA ..		
RNC 1363XA ..		
RNP 1884XA ..	SUK/X 11. ..	Motor rocket a/c 3-in.
BS 18309 ..	SUK 1.7-0.6..	Motor rocket 2-in.
SPDN 7762 ..	FNHP 020-021	QF 40/60.
SPDN 7763 ..		
SPDN 7764 ..		
SPDN 7769 ..		
SPDN 7770 ..		
SPDN 7771 ..	FNHP 020-021	QF 40/60.
SPDN 7778 ..		
SPDN 7780 ..		
SPDN 7788 ..		
SPDN 7790 ..		
SPDN 7791 ..		
SPDN 7811 ..		
SPDN 7812 ..		

Action to be taken by HMA ships, &c. Return to nearest NA Depot as early as practicable; if unable to comply within three months from the date of this order, report specially to Navy Office for instructions. NM and ER 1960, BR 862, Article 1126, refer.

Action to be taken at RANA Depots Separate instructions have been issued.

(DAS 729/57/110.)

UNCLASSIFIED.

742.—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.

3. Navy Order 994 of 1959 is hereby cancelled.

(DAS 726/69/28.)

(*Navy Order* 994 *of* 1959.)

UNCLASSIFIED.

743.—Directors, Marks 6 and 6* and TS—Modification to Surface Elevation Trimmers.

(*a*) *Ships, establishments and authorities concerned* — Ships and establishments so fitted.

(*b*) *Type and mark of equipment* — Marks 6 and 6* directors and TS.

(*c*) *Part of equipment affected* — Surface elevation trimmer.

(*d*) *Purpose of modification* .. — To protect GRU when switching from AA to SU control.

(*e*) *Nature of modification* .. — Reduce the travel of the stop unit in the trimmers from ± 11½° to ± 5° by fitting collars at either end of the screwed spindle.

(*f*) *Drawings* .. .. — DNO 10108. Navy Order Diagram Issue 9/61.

(*g*) *By whom to be done* .. — Ships staff or dockyards.

(*h*) *When to be done* .. — At the earliest opportunity.

(*i*) *How to be recorded* .. — As mod. AN 6 to FPS 2 and 3.

2. Navy Order 760 of 1959 is hereby cancelled.

(DW 737/60/6.)

(*Navy Order* 760 *of* 1959.)

UNCLASSIFIED.

744.—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 Order 870 of 1959 is hereby cancelled.

(DAS 728/58/37.)

(*Navy Order* 870 *of* 1959.)

UNCLASSIFIED.

745.—Gun Mountings—40-mm. Mark 9* Mountings—Modified Training Locking Bolt—Mounting Modification No. 22.

(*AFO* 805/1961.)

(*a*) *Ships, establishments and authorities concerned* — Ships and establishments so fitted; Gunnery Equipment Depots.

(*b*) *Type of equipment* .. — 40-mm. Mark 9* mountings.

(*c*) *Part of equipment affected* — Training Locking Bolt and Bracket.

(*d*) *Purpose of modification* .. — To prevent the locking bolt from falling into one of the four housing positions while the mounting is being trained at speed, under power, thus causing damage to the locking bolt and rear support bracket.

(*e*) *Nature of modification* .. — To remove the existing locking bolt, item 10262, spring, item 10261, and handle, item 10213. Cut away, in place, the upper boss of the aluminium locking bolt bracket and drill one additional ⅞-in. diameter hole in the rear support bracket, as shown in Drawing DWS 359. Fit the modified locking bolt and "FREE" and "LOCK" tally plates; the plates are to be secured by No. 4 BA cheese head, steel screws, $\frac{5}{16}$-in. long. The modified locking bolt and No. 4 BA screws are to be cadmium plated. The tally plates are to be of aluminium.

(*f*) *Operation of modified locking bolt* — To Free the mounting, the locking bolt should be lifted clear of the rear support bracket, turned through 180° and with the arrow head on the handle of the bolt pointing towards the tally plate marked "FREE", should be replaced in the two holes provided in the rear support bracket. To Lock the mounting in any of the four housing positions, the above procedure is reversed, with the arrow head pointing towards the tally plate marked "LOCK".

Note.—Should the bolt fail to line up exactly with the housing position on the fixed structure, the mounting should be trained BY HAND in the necessary direction until the bolt engages. *In no circumstances should the mounting be power operated during this operation.*

(*g*) *Drawings* .. .. — DWS 359 dated (24.8.61).
DWS 359/1.
DWS 359/2.
DWS 359/3.
DWS 359/4.
DWS 359/5.
DWS 359/6 dated (24.8.61).
DWS 359 Item List.

(*h*) *By whom to be done* .. — Dockyards.

(*i*) *When to be done* .. — At the earliest opportunity.

2. Admiralty has advised that BR 209 will be amended in due course.

(DW 736/64/44.)

UNCLASSIFIED.

746.—Hydrographic Items for Training Midshipmen.

(*AFO* 1569/1961.)

The allowances of Hydrographic items for training midshipmen will be—

(*a*) On a scale of issue of one to every four or fraction of four midshipmen borne—

NP Item 99, Vol. 1	Sight Reduction Tables.
NP Item 107	Nautical Almanac.
NP Item 113	Tide Tables, European waters.
NP Item 114	Tide Tables, Atlantic and Indian Oceans.
NP Item 115	Tide Tables, Pacific Ocean.
NP Item 227	Inmans Nautical Tables.
NP Item 243	Star Identifier.
NP Item *401 (1–6)	Tables of Altitude and Azimuth.
Chart No. 5000	Azimuth Diagram—modified Weir (Lat. 0°–65°).
Chart No. 5001	Azimuth Diagram—modified Weir (Lat. 65°–80°).
*Chart No. D.6321–6343	Mercatorial Plotting Sheets.
H.S. 3	Deck watch.

* For the latitudes in which the ship is expected to operate.

(*b*) On a scale of one to every midshipman borne—

NP Item 400 (*a*)	Sight Form Books.

2. The publications should be demanded on Form AH 177 and diagrams on Form AH 38 which should state the number of midshipmen borne. Demands should be addressed to the Hydrographer, RAN, Garden Island, Sydney.

3. Admiralty has advised that Appendix V of the Hydrographic Supplies Handbook (H51) will be amended.

(DTSR 452/51/50.)

RESTRICTED.

747.—Guns—Boxing of Armourer's Tools (Small Arms) for Issue to HMA Ships and Establishments.

(*AFO* 962/1961.)

It has been decided, in order to effect a saving in accounting in Service, that issues of armourer's tools (Small Arms) will be made in a packaged state and packed in a standard box, and accounted for as a complete box, with the exception of cleaning rods which will continue to be issued and accounted for individually.

2. The boxed tool kits have been allocated the following Store Reference number—

ET NIV Box, filled, Armourer's Tools—Assembly.

3. Details of the contents of the box are shown in Appendix A. A contents label will accompany each box. Items, which due to their size cannot be boxed and which will continue to be issued and accounted for separately, are detailed in Appendix B.

4. The issue of boxed outfits and the exchange of existing outfits will be undertaken by the nearest Naval Armament Depot as opportunity occurs.

5. HMA ships are to continue to hold the allowances of Armourer's tools as detailed in the Warrant of Naval Armament stores until such time as the exchange of a boxed kit has been carried out. After exchange, the revised allowances are to be held and the former allowances are to be regarded as cancelled.

6. Warrants of Naval Armament stores will be amended in due course.

APPENDIX A.

SR No. ET NIV Box, filled, Armourer's tools—Assembly. Consisting of one of each of the following—

EH 223—Box, Bren gun magazines (empty).
ET 133—Cleaner, Mark 2, gas regulator—assembly.
ET 212—Drift, No. 1, armourers.
ET 213—Gauge, .064-in. No. 1 armourer headspace.
ET 225—Drift No. 2, armourer's.
ET 227—Guide, No. 2, cleaning tool.
ET 238—Drift, No. 3, Mark 1, armourers.
ET 239—Gauge 0.74-in., No. 1, armourer headspace.
ET 251—Drift, No. 4, Mark 1, armourer's.
ET 256—Stone, slip, 3½-in. or 4-in., Arkansas, or
ET 269—Stone, slip, large, Arkansas.
ET 264—Drift, No. 5, armourer's.
ET 278—Gauge, .301-in., Mark 1, plug armourer.
ET 288—Bit, bore tool.
ET 291—Gauge, .307-in., Mark 1, plug armourer.
ET 297—Tool, No. 1, extractor spring.
ET 301—Bit, No. 2, cleaning armourer brace, Mark 3.
ET 304—Gauge, .308-in., No. 2, Mark 1, plug armourer.
ET 314—Bit, stock bolt armourer brace, Mark 3.
ET 317—Gauge, .310-in., Mark 1, plug armourer.
ET 460—Gauge, .350-in., Mark 1, plug armourer.
ET 332—Plug, bore tool.
ET 356—Gauge, No. 2, Mark 1, plug lead armourer.
ET 375—Tool, No. 2, sight line.
ET 382—Gauge, No. 27, Mark 1, striker protrusion.
ET 386—Tester, trigger B.
ET 388—Tool, No. 2, Mark 2, striker.
ET 405—Bush, bore tool.
ET 418—Bush, rod, No. 2.
ET 425—Stick, cleaning tool.
ET 447—Gauge, .070-in., armourer slip.
ET 694—Gauge, armourer firing pin protrusion, No. 9, Mark 1.
AB 481—Wire, No. 26, SWG hard, in (3-in. lengths)—2 ozs.
ET NIV—Gauge, armourer's, striker point No. 1 (Aust.).

APPENDIX B.

Items which will be issued and accounted for separately—

ET 229—Rod, No. 2, *or*
ET 242—Rod, No. 4.
ET 255—Rod, bore tool.
ET 450—Rod, Mark 2, gauge plug.

(DAS 709/251/4.)

RESTRICTED.

748.—A/S Weapons—A/S Mortar Mark 10 and Associated Equipment—Recording of Modifications.

All ships, establishments and Gunnery Equipment Depots, holding A/S Mortars Mark 10 or associated equipment, are to ensure that all approved modifications, including local modifications prefixed AN which were promulgated in, or subsequent to, Navy Order 1033 of 1959 are entered in BR 1709 (1).

2. All authorities holding BR 1709 (1) are to ensure that approved modifications, including those prefixed AN are entered as they are issued in order to keep up to date.

3. Navy Order 1033 of 1959 is hereby cancelled.

(DW 707/251/10.)

(*Navy Order* 1033 *of* 1959.)

RESTRICTED.

749.—Loading Equipment A/S Mortar Mark 10—Transfer of Projectile Grabs and Transporting Trolleys from Naval Stores to Gunnery and Underwater Weapon Equipment Stores.

Items	Projectile Grabs, Dwg. No. MS/20401. Projectile Transporting Trolleys, Dwg. No. MS/20405/37.
Action to be taken ..	Transfer from Naval Stores to Gunnery and Underwater Weapon Equipment Stores. ABR 4, Article 1812 (*e*).
Ships and Establishments	To raise Forms AS 197/AD 526 adding these items in pages AD 787H of the Ordnance Engineer's List of Equipment under A/S Mortar Loading Equipment.
Naval Store Depots	Stocks of the above items are to be transferred to the nearest Gunnery Equipment Depot.

(DAS 505/251/14.)

UNCLASSIFIED.

750.—Alteration and Addition Item—A/S Frigates (Mod. River).

Navy Order 70 of 1961 is to be amended as follows—

(*a*) *Delete* Class List Item No. 609 which has been cancelled.

(*b*) *Delete* Note and insert in lieu—

"*Note.*—With the exception of Item No. 614, which is also applicable to HMA ships GASCOYNE and BARCOO, the above items are at present applicable to HMAS DIAMANTINA only, and should be entered in the Record of Alterations and Aditions of other ships of the class with appropriate notations."

(DCNTS 1224/56/65.)

(*Navy Order* 70 *of* 1961.)

UNCLASSIFIED.

751.—Alteration and Addition Item—HMAS MELBOURNE.

The following alteration and addition item is approved for HMAS MELBOURNE—

Class List Item No. 141. *Classification A.*

Item: To move the gangway intercom speaker and microphone from compass platform to starboard side of quarter deck. Ship's staff item.

References:

(*a*) HMAS MELBOURNE's Form AS 1182.

(*b*) FOCAF 1904/109 dated 11th June, 1961.

(DCNTS 1213/52/233.)

UNCLASSIFIED.

752.—Naval Stores—Accounting—Stocktaking Discrepancy Reports.

Stocktaking Discrepancy Reports, Forms AS 148 which are prepared to adjust discrepancies of items on permanent loan *vide* ABR 4, Article 1609 (9) (*a*) or discrepancies of furniture in HMA ships *vide* ABR 4, Article 1831 are in future to be signed by the officer responsible for the stores as well as by the Supply Officer.

2. When stocktaking discrepancy reports are prepared to adjust discrepancies of items on permanent loan an additional copy of the report is to be prepared and made available to the Departmental Officer to support the entry in his copy of the permanent loan list.

3. ABR 4, Article 1604, will be amended.

(DNAS 501/51/34.)

UNCLASSIFIED. Cancelled vide c N o 738/63

753.—Naval Stores FIC3—Telephone Head and Breastset, Mark 23—AP12591—Insulating Partition.

(*AFO* 1673/1961.)

Reports from sea have indicated that earth faults can occur between the outer terminal of microphone inset AP 9291 and the transmitter bracket screws of Head and Breastset, Mark 23—AP12591.

2. Details were given in Navy Order 929 of 1959 for manufacturing an insulating ring to prevent this, but in order to reduce the need for skilled labour for its manufacture, a simpler method, using a partition, is shown in Navy Order Diagram Issue 9/61 Drawing DEE A37386.

(DEE 518/55/110.)

(*Navy Order* 929 *of* 1959.)

UNCLASSIFIED.

754.—Naval Stores (General) (Class E, Groups 6 and 7b)—Pattern 4945 Joint Compound (Barium Chromate Paste) now Classified as Inflammable.

(*AFO* 1767/1961.)

The undermentioned item at present stocked under Class E, Group 6, will in future be dealt with under Class E, Group 7, part b, since it is inflammable (Flash-point 110° F.). Transfer of stocks and records should be made accordingly. Pattern number remains unaltered.

Pattern 4945—Jointing Compound (Barium Chromate Paste).

2. HMA ships and commissioned establishments are to adjust their ledgers in accordance with Article 1812 (*a*) of ABR 4.

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

(DNAS 512/51/30.)

UNCLASSIFIED.

755.—Naval Stores (General) (Class F, Group 2B (4)) 1 Gallon Electric Urn, Chief Petty Officers' Mess, River Class Frigates.

To provide water heating facilities in Chief Petty Officers' Messes in River Class Frigates, it has been decided to make available (where required) 1 No. 1 gallon Electric Urn in addition to the present allowance of water heating appliances.

2. Demands to complete to allowances should be lodged with SNSO Sydney.

(DNAS 518/65/19.)

UNCLASSIFIED.

756.—Naval Stores (General)—Instruments for Measuring Thermal Conditions—Class/Group B9A—Care and Custody.

Following the theft of a stop watch from a set of instruments for measuring thermal conditions, it has been decided that this set should be added to the list of Valuable and Attractive Stores contained in ABR 4, Article 1612. ABR 4 will be amended accordingly.

2. The attention of all concerned is to be drawn to the safeguarding and mustering requirements for these items, *vide* ABR 4, Articles 1405 and 1609, i.e., invariably to be locked up when not actually in use and to be mustered every six months and on change of Departmental Officer.

(DNAS 519/53/133.)

UNCLASSIFIED.

757.—Naval Stores (General)—Portable Power Tools—Revised Allowances.

The Appendix to Navy Order 141 of 1961 is to be amended as follows—

Opposite " Pistol, de-rusting pneumatic (Jason VA Model IIIB or equivalent) " under Williamstown Dockyard (Fleet Pool)—

Delete: 2

Insert: 6.

(DNAS 518/57/5.)

(*Navy Order* 141 *of* 1961.)

UNCLASSIFIED.

758.—Return of Naval Stores to HM Dockyards and Depots.

(*AFO* 756/1961.)

A new type of multi-line voucher utilizing the voucher preparing facilities of the Banda Single Line Duplicators installed in Dockyards and Store Depots has been introduced in the Royal Navy, and supplies of the forms are now held on the Far-East Station.

2. HMA ships visiting the area should use the new forms when returning Naval Stores to HM Dockyards and Depots after consultation as necessary with the (S) NSO concerned.

(DNAS 464/54/295.)

UNCLASSIFIED.

759.—Ship Fitting—Galvanizing of Structure and Fittings—HMA Ships.

The maintenance of ship fittings has been found to be appreciably reduced by the use of galvanizing.

2. When, therefore, ungalvanized structures, and fittings, listed in this order become defective, they are to be galvanized or replaced by galvanized materials as appropriate.

3. Fittings in which appearance is important are to be dressed as necessary to remove surface roughness, hot dip galvanized, and then lightly buffed on a calico wheel to give a bright appearance.

4. Ships should raise defect items to cover the work.

List of Weather-deck Fittings to be Galvanized.

Guard rail stanchions (*) and sockets.

Lacing rails or jackrods.

Guard wires and slips for guard rail fittings and running rigging.

Hatch and door clips (*).

Awning stanchions and tackle blocks.

Rigging chains.

Important fittings connected with rig arrangements including deck sockets, eyeplates, &c.

* These items to be buffed.

Structure and eyeplates in connection with depth charge gear.
Anchor and armament fittings.
Wire netting and gratings.
Ventilation mushroom tops.
WT ventilation trunks.
Engine and boiler room vents.
Windscoops.
Carrier plating in exposed positions.
Wash-deck lockers, &c.
Skylight covers.
Scuttle lids and coamings.
Stove flues and smokeheads in exposed positions.
Steel ladders.
Foot strips and treadplates.
Davit pedestals.
Steel conduit tubes and accessories (for electric cables) when fitted in exposed positions.

List of Fittings to be Galvanized in Bilge Areas (including Gland Spaces).

Ladders.
Gratings.
Guardrails.
Propeller shaft guards.
Galvanized items in bilge areas are to be painted in accordance with instructions in ABR 19.

(DNC 1209/51/73.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

760.—Inspector of Naval Ordnance, Sydney—Change of Address.

The office of the Inspector of Naval Ordnance, Sydney, has been transferred to the Gunnery Instructional Centre, Wooloomooloo.

2. The postal address of this officer is—

The Inspector of Naval Ordnance, Garden Island, Sydney.

3. Requests for Series Inspections of Guns and A/S Mortars, for assistance in the event of difficulties or failures of guns, &c., or explosives stores and for MV calibrations by the Type 900 MV ME, should continue to be addressed to the Captain of the Port, Sydney. The Inspector of Naval Ordnance may be contacted by telephone, on 35-5147.

(DW 68/5/39.)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED. Cancelled CNC 470/63
Reinstated now R1 (ABR 5016) 5501-8

761.—Machinery and Plant—Annual Proposals.

The following procedure has been adopted for the presentation, examination and approval of machinery and plant proposals for HMA Naval Establishments.

2. Proposed items, complete with estimated costs and numbered in order of priority are to be forwarded to reach Navy Office not later than 30th November, each year, for decision whether or not the items can be included in the Navy Estimates for the financial year under consideration. Particular attention is drawn to the importance of forwarding proposals to Navy Office by the above date. Proposals received after this date will receive consideration only in exceptional circumstances.

3. Three copies of the annual proposals, as outlined in this order, are to be forwarded on Form AD 148, which is available on demand from SNSO Sydney. When more than one item of machinery or plant of identical type and size is required for the same location, these items may be included on the one copy of Form AD 148.

4. It is essential that *full reasons* be given in support of each proposal. Proposals not supported by full reasons for the requirement will not be included in the programme for the ensuing financial year. Administrative Authorities and General Managers are to ensure that the proposals put forward are the most economical means of meeting the object in view, and that the full implications of the proposals have been taken into account. Details of existing machines already held for the purpose covered by the proposal are to be shown on the Form AD 148, together with certification that the existing machine capacity is insufficient for the tasks to be carried out.

5. Where the proposals will affect the complement, either naval or civilian, necessitating an increase or permitting a decrease, this is to be specifically reported in the submission.

6. Total estimated costs including installation costs and annual maintenance costs, &c., should be shown in the prescribed columns. The basis on which costs have been estimated should be stated.

7. Proposals for the replacement of existing items should satisfy the following conditions—

(*a*) That the existing item is—

(i) beyond economical repair, or

(ii) reaching the condition where repair will be uneconomical, or

(iii) reaching the condition where required production standards cannot be met.

The condition of items proposed for replacement is to be clearly endorsed on the Form AD 148 and supported by a Report of Survey.

(*b*) That the item is still required for essential service and must, therefore, be renewed.

(*c*) The proposed replacement, although not necessarily on a like-for-like basis, should not normally involve any enlargement or extension of the service previously afforded by the existing item other than might follow from a more modern type of machine. It is recognized, however, that it may be desirable to replace an item (or items) beyond economical

repair by equipment offering a wider range of function. Such equipment may be recommended under the provisions of this order but a full report is also to be made on the reasons for increased range of function.

8. Before submitting proposals the following should be ascertained—

(*a*) That items at present installed, but not being fully utilized in their present location, are not available for re-allocation.

(*b*) That suitable items are not held at the Machinery and Spares Depot, Sydney. Forms AD 148 should be endorsed accordingly.

9. One of the greatest causes of the delays which occur between the time machinery and plant proposals are approved and their actual ordering, lies in the time required for the scrutiny of detailed specifications for each approved item prior to the calling of tenders. To this must be added the time required to consider tenderers' submissions. Action, therefore, is to be taken in all instances to ensure that comprehensive specifications are included in the appropriate space or attached to Form AD 148 before forwarding the proposal to Navy Office.

10. The specifications should be complete in all respects and should include full particulars of the items together with all their associated or ancillary accessories, &c., in order that the time required for procurement, viz., raising of orders, scrutiny of tenders and arrangements for delivery, can be reduced to a minimum.

11. Where electrically driven machine tools or similar machinery are involved, particulars of the electric supply and the type of starter and control gear preferred should be included.

12. As a further aid to procurement, originators of proposals should indicate particulars of two or three proprietary items which would alternatively meet requirements.

13. Where applicable, the assistance of dockyard officers may be sought for the above purposes.

14. If the foregoing instructions are fully complied with, it should not be necessary to refer tenders to originators of proposals, and this will be done only in exceptional instances.

15. Proposals are to be forwarded through Administrative Authorities with the exception of Dockyards. HMA Dockyards will continue to forward proposals direct to Navy Office.

16. Supplementary proposals are only to be forwarded in exceptional circumstances, and explanations must be given why they cannot be deferred until the following year. These proposals should indicate the order of priority as related to the main proposals previously forwarded.

17. Administrative Authorities and General Managers will be informed, as soon as possible after the estimates have been approved, of the items which have been included in the Machinery and Plant Programme. On receipt of this advice, confirmation that all items shown therein are still required should be furnished, as a matter of urgency, to obviate delay in procurement action. Should it subsequently be found that any of these items are no longer required, urgent advice should be furnished to Navy Office. Supplementary proposals furnished after despatch of this confirmation should indicate the items in the programme which are to be deferred, until a later year, to permit the admission of the supplementary item.

18. Items not included in the Machinery and Plant Programme referred to in paragraph 17 should be carefully reviewed having regard to possible changed circumstances. If after this review, any item excluded from the programme is more urgently required than others included therein, the matter should be reported to Navy Office indicating the item or items to be deleted to permit the admission of the previously excluded item. In all cases the value of the items to be deleted should not be less than the value of the item to be admitted. Other such items should, if still confirmed as essential requirements, be included on new Forms AD 148 and forwarded with the next series of proposals arranged in appropriate priority. Up-to-date reasons and estimates of costs in respect thereof should be inserted on the Forms AD 148 together with references to previous submissions concerning these items.

19. In special circumstances, where it is desired to substitute an alternative proposal for an outstanding approved item, or to amend such an item, approval should be sought for the cancellation of the outstanding item and the alternative or amended proposal should be submitted as a new item on Form AS 148 in the prescribed manner.

20. Procurement of approved items will normally be arranged at Navy Office, but authority may be delegated to Administrative Authorities to purchase certain items locally. Specific instructions will be issued in these latter cases.

21. It should be specifically noted that Naval Board approval is to be obtained before any machinery or plant is transferred from one workshop to another within an establishment or from one establishment to another. Proposals pertaining to the transfer of machinery and plant should include, in addition to the details required in accordance with paragraphs 4 and 5, the following information—

(*a*) Reasons why the equipment is no longer required in its present location.

(*b*) Precise reasons why the transfer to a new location is required.

(*c*) The cost involved in removal and re-installation including—

(i) Departmental component.

(ii) Works component.

(*d*) Confirmation that the requirement at (*b*) will be economically met by transfer of equipment no longer required in other workshops or establishments.

22. It is essential that full details of any Department of Works component involved in the installation of a proposed item be included on the Form AD 148 or on an attachment thereto. Such components include—

(*a*) Minor alterations or additions to existing buildings together with associated services.

(*b*) Associated services, e.g., electrical and water services.

(*c*) Foundations.

23. The estimated costs of such works, services, &c., are also to be shown on the same Form AD 148 which contains the item of machinery or plant with which they they are associated, but these costs are to be shown as separate amounts from those applicable to the provision, installation by dockyard or ship's staff and maintenance of the item of machinery or plant proposed.

24. Where the Department of Works component involves the installation of a number of proposed items of machinery or plant, the details and cost of the Works component should be included on one Form AD 148 only, and each relevant Form AD 148 cross-referenced thereto.

25. Such works and services should be included in the New Works Proposals submitted by establishments on or before 1st November annually and should be properly described and annotated to indicate clearly the specific items of machinery or plant with which they are associated.

26. The installation of machinery and plant associated with works projects requires very careful advanced planning as it contains two separate and distinct components—

(*a*) The procurement and installation of machinery and plant which is not the responsibility of the Department of Works; and

(*b*) The associated works component which involves the provision of the accommodation for machinery and plant.

27. Apart from the actual buildings required for the proper operation of such equipment, careful attention must be given to the early assessment of the requisite services, particularly electricity as the operation of the equipment may require a marked expansion of the capacity of the local existing electrical services.

28. Where machinery and plant to be purchased by the Naval Board is required for fitting in a proposed works project submitted for inclusion in Design Lists, it is essential that Forms AD 148 completed as above accompany such proposals to enable a proper appreciation to be made at the outset of the extent of the proposed project as a whole. Forms AD 148 for these items are also to be forwarded with the Machinery and Plant Proposals submitted during the following November. They are not to be arranged in order of priority but are to be boldly endorsed with the proposed works project and show details of any approval which has been communicated in regard thereto. Machinery and plant required for installation in projects in the Current Works Programme will be included in the Machinery and Plant Programme in the appropriate year to ensure that, whilst equipment is available at the required time, it is not standing idle awaiting completion of accommodation necessary for its operation.

(DNAS 1100/54/35.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

REGISTRAR.

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CNO's 762-781/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
26th October, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

8801/61.

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Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

762.—Alterations and Additions—Procedure.

This order is applicable to aircraft carriers, destroyers, frigates, boom vessels, other specified warships and support ships and support craft in commission. The Class List System is retained. (*See* Appendix D.)

GENERAL PRINCIPLES.

2. It has become necessary to revise the policy and procedure concerning Alteration and Addition items. Experience has shown that for all ships an ever increasing back log of approved Alterations and Additions has grown, the majority of which will, in fact, never be carried out except at Modernization or Conversion. It is therefore necessary to ensure that only those Alterations and Additions which are truly essential are approved by the Naval Board.

3. In general, Alterations and Additions will now be carried out only during modernization or conversion of a ship to another role. Exceptions to this rule, necessitating carrying out Alterations and Additions concurrently with the ship's annual refit, will only be approved if the proposed Alterations and Additions strictly fulfil any of the following conditions—

(*a*) They are of outstanding value in improving the fighting efficiency of the ship, either directly or by means of greatly improved habitability, and warrant the expenditure of time and money before the end of the relevant half of the ship's operational life. (Ship's life is normally twenty years.)

(*b*) They are essential to overcome a deficiency in existing arrangements (in which case approval may be given by the Naval Board to treat such items as defects).

(*c*) They are of obvious value in materially decreasing the maintenance effort of the ship such that the benefits achieved far outweigh the cost and time involved in carrying out the Alteration and Addition item.

4. As a first step to implement the foregoing principles the Naval Board have reviewed all outstanding approved Alterations and Additions for all ships, and the decisions regarding the retention or otherwise of these Alterations and Additions have been communicated by letter to ships and authorities concerned. An Alterations and Additions Committee has been formed at Navy Office to review all proposed Alteration and Addition items, and to assist and advise the Naval Board in allotting classifications and priorities to existing approved and future proposed Alteration and Addition items (*see* Appendix A).

5. The Repair and Refit vote provides annually an amount of money for each ship which must cover all expenditure for defects, Dockyard Planned Maintenance Schedules, and Alterations and Additions items. It follows therefore that care must be taken to ensure that Planned Maintenance and the making good of essential defects are not prejudiced by carrying out an excessive element of Alterations and Additions.

PROCEDURE FOR RAISING AND FORWARDING PROPOSED ALTERATIONS AND ADDITIONS.

6. Always provided that the item is considered to be strictly within the conditions stated in paragraph 3 above, an Alteration and Addition item may be initiated by—

(*a*) Ships through their Administrative Authorities.

(*b*) Refitting Authorities.

(*c*) Navy Office.

7. *Procedure for Items raised by Ships.*—

(*a*) Proposed Alteration and Addition items considered essential by Commanding Officers of ships are to be forwarded to reach the ship's Administrative Authority on Form AS 1182 in triplicate. (A specimen copy of Form AS 1182 (Revised 1961) is attached as Appendix E to this order.) The item is to be recorded in the ship's rough copy of AS 345 (Record of A's and A's proposed). All proposed Alteration and Addition items raised on Form AS 1182 are to be given a Temporary Distinguishing Letter (TDL) by the originator. The use of a TDL avoids confusion with approved Alterations and Additions which are numbered when promulgated by Commonwealth Navy Order.

(*b*) The Administrative Authority will carefully examine each proposal and recommend a classification for the item in accordance with paragraph 11. A recommendation regarding applicability of the proposal to other ships of the class or to any other ships is invariably to be included. Two copies of the completed Form AS 1182 are then to be submitted to Navy Office.

8. *Procedure for Items raised by Refitting Authorities.*—

(*a*) Proposed Alteration and Addition items raised by Refitting Authorities are to be forwarded through their Administrative Authority on Form AS 1182 in triplicate; to the Administrative Authority of the ship concerned if different from their own. Such proposals are to include estimate of cost, time and weight involved.

(*b*) The Ship's Administrative Authority will carefully examine each proposal and recommend a classification for the items in accordance with paragraph 11. Two copies of the completed Form AS 1182 are then to be submitted to Navy Office.

9. *Procedure for Items raised at Navy Office.*—All proposals for Alteration and Addition items originating within Navy Office are to be referred to the Deputy Chief of Naval Technical Services, who will take action as described in paragraph 10 of this order. Particular care is to be exercised to ensure that procurement action is not taken independently of A and A action to fit equipment in ships.

ACTION AT NAVY OFFICE—APPROVAL AND PROMULGATIONS.

10. On receipt of proposals on Forms AS 1182 or advice from Directors concerned at Navy Office, the Deputy Chief of Naval Technical Services will place the items on the agenda for the next meeting of the Alterations and Additions Committee.

11. The Alterations and Additions Committee will consider each proposal and recommend the appropriate classification to the Naval Board. Classifications are of four categories—Not Approved, Defect Action, Deferred and Retained. The recommended classification will take into account all foreseeable implications of the proposal, including availability and cost of parts and materials, probable cost and time to carry out, effect on fleet programme, &c.

12. When the classification "Retained" is proposed by the Alterations and Additions Committee the refitting Authority and the ship's Administrative Authority will be informed by letter that it is proposed to place the item on the Retained list and the Refitting Authority will be requested to forward without delay an estimate of cost, time, and weight variation involved in carrying out the work. The recommendation of the Alterations and Additions Committee will then be submitted for Board consideration.

13. On receipt of the Naval Board decision regarding each Alteration and Addition, the following action will be taken by the Deputy Chief of Naval Technical Services:—

(*a*) *Not Approved.* The Administrative Authority and the ship and Refitting Authority concerned will be informed by letter. Ships note decision in AS 345 Rough Copy.

(*b*) *Defect Action.* The Administrative Authority, Refitting Authority, and ship concerned will be informed by letter, indicating whether the work should be carried out by Ship's staff or Dockyard. Ship's staff items are to be taken in hand as soon as possible, but not to the prejudice of planned maintenance. Dockyard defect items and those Ship's staff defect items beyond Ship's staff capacity are to be included in the next Main Defect List quoting the Navy Office letter as authority, but these items are not to prejudice the completion of Planned Maintenance work by the Dockyard unless the Navy Office letter expressly states this priority.

(*c*) *Deferred.* The Administrative Authority, Refitting Authority, and ship concerned will be informed by letter. Deferred items are listed at Navy Office by the Deputy Chief of Naval Technical Services for staff consideration when formulating modernization or conversion requirements. The item still retains its TDL.

(*d*) *Retained.* The Administrative Authority, Refitting Authority, and the ship concerned will be informed by letter of the decision and of the target dates for delivery of Naval Board supply items. A Class List number replaces the TDL and the item is promulgated in due course as a Navy Order.

14. *Priorities.*—It is necessary for planning purposes for the Refitting Authorities to know in advance which Alterations and Additions are intended to be carried out during the next financial year so that they can be included in the draft estimates.

15. The Alterations and Additions Committee, with Fleet and Dockyard representatives co-opted as necessary, will meet annually in October or November, to review all the outstanding promulgated retained Alterations and Additions for which all parts and materials are or certainly will be available, and list them in numerical order of priority for carrying out during the next financial year. The priority lists drawn up by this Alterations and Additions Committee meeting will be submitted to the Naval Board for approval. The Naval Board may declare certain items "Mandatory". The approved priority lists will be promulgated by letter to Administrative and Refitting Authorities, followed in due course by promulgation in Navy Orders.

PROCEDURE FOR CARRYING OUT APPROVED ALTERATIONS AND ADDITIONS.

16. Using the priority list as the basis for selection, the Refitting Authority will, after consultation (by letter if necessary) with the ship and the ship's Administrative Authority, determine which Alterations and Additions can be carried out at the main refit during the next financial year. (Mandatory items must of course be carried out).

17. The Refitting Authority will then make provision for these selected Alterations and Additions in the draft estimates for the next financial year.

18. As soon as possible after a ship arrives at a Dockyard for annual refit, a Refit Conference is to be convened by the Refitting Authority. On conclusion of the Refit Conference, the Refitting Authority is to report by TAKON signal which Alterations and Additions will be carried out. (*See* Appendix B.)

19. Immediately on completion of the refit, the ship is to report by ADDON signal which Alterations and Additions were completed or progressed during the refit. (*See* Appendix G.)

20. On completion of the refit, the Refitting Authority is to prepare, in quadruplicate on Form AD 237A (Completion Return), a statement of the Alterations and Additions items completed and progressed (percentages to be shown) during the refit, and any amendments to the previously estimated increase or decrease of weights and their moment. After signature by ship's officers and return to the Refitting Authority, one copy of the statement is to be forwarded to the Naval Board, one to the Commanding Officer of the ship (for insertion in the Ship's Book together with a copy of the ADDON signal) and one copy for retention by the Refitting Authority.

APPENDIX A.

ALTERATIONS AND ADDITIONS COMMITTEE.

Functions.

1. (*a*) To recommend to the Naval Board appropriate classifications for proposed Alterations and Additions, and to recommend re-classification of existing approved Alterations and Additions as necessary.

(*b*) To recommend to the Naval Board annually the order of priorities for carrying out Alterations and Additions.

Composition.

2. Deputy Chief of Naval Technical Services Branch is the Chairman. The Secretary will be an officer of the Naval Technical Services Branch. The following directors or their representatives are regular members—DTSR and DSD (representing the Naval Staff), DNAS, DNC, DEE, DW, DME, DGS. In addition, other directors may be requested to attend for particular items which affect them.

3. Fleet or Dockyard representatives may be co-opted as necessary. This will normally occur at the October or November meeting when priorities are decided for the ensuing financial year.

Frequency of Meeting.

4. Regular meetings will be held. The agenda is raised by Deputy Chief of Naval Technical Services. Other meetings may be called as required for special purposes.

5. The annual meeting for the purpose of recommending priorities will be held in October or November, the actual date being determined to allow Fleet representatives to attend.

APPENDIX B.

TAKON SIGNAL.

Immediately after the Refit Conference, the Refitting Authority is to make a TAKON signal in the following form—

From	Refitting Authority.
To	ACNB.
Info	Administrative Authorities of Ship and Dockyard and the ship concerned,.
Paragraph 1	TAKON followed by Ship's name and terminal date of refit.
Paragraph 2	Serial numbers of A's & A's to be undertaken.
Paragraph 3	Serial numbers of A's & A's to be progressed.
Paragraph 4	Serial numbers of A's & A's which cannot be undertaken due to lack of time available during the refit.
Paragraph 5	Serial numbers of A's & A's which cannot be undertaken due to lack of labour.
Paragraph 6	Serial numbers of A's & A's which cannot be undertaken for any reason other than lack of time or labour. Brief reason to be quoted for each item (e.g., stores, finance, drawings, specification, &c., not available).

2. It will be seen that the A & A items listed in paragraphs 2, 3, 4, 5 and 6 of the TAKON signal comprise all the outstanding promulgated retained A's & A's. Ship's officers should check that this signal tallies with their own records.

APPENDIX C.

ADDON SIGNAL.

On the completion of the refit, immediately after the completion certificate is signed, the Captain of the ship is to make an ADDON signal in the following form—

From	Ship.
To	ACNB.
Info	Refitting Authority, and Administrative Authorities of Ship and Dockyard.
Paragraph 1	ADDON followed by Ship's name.
Paragraph 2	Serial Numbers of A's & A's completed during the refit
Paragraph 3	[illegible]

Paragraph 6....Serial number and percentage of A's and A's progressed prior to a refit and uncompleted at conclus ion of the refit .

APPENDIX D.

ALTERATION AND ADDITION ITEMS—CLASS LIST SYSTEM.

The A & A procedure detailed in this order is applicable to the following ships only—

Aircraft Carriers	MELBOURNE.
Fast Transport	SYDNEY.
Daring Class Destroyers	VOYAGER, VENDETTA, VAMPIRE.
Type 12 Frigates	YARRA, PARRAMATTA, STUART, DERWENT.
Type 15 Frigates (Q's)	QUEENBOROUGH, QUICKMATCH, QUIBERON.

PROCEDURE FOR CARRYING OUT APPROVED ALTERATIONS AND ADDITIONS.

16. Using the priority list as the basis for selection, the Refitting Authority will, after consultation (by letter if necessary) with the ship and the ship's Administrative Authority, determine which Alterations and Additions can be carried out at the main refit during the next financial year. (Mandatory items must of course be carried out).

17. The Refitting Authority will then make provision for these selected Alterations and Additions in the draft estimates for the next financial year.

18. As soon as possible after a ship arrives at a Dockyard for annual refit, a Refit Conference is to be convened by the Refitting Authority. On conclusion of the Refit Conference, the Refitting Authority is to report by TAKON signal which Alterations and Additions will be carried out. (*See* Appendix B.)

19. Immediately on completion of the refit, the ship is to report by ADDON signal which Alterations and Additions were completed or progressed during the refit. (*See* Appendix G.)

20. On completion of the refit, the Refitting Authority is to prepare, in quadruplicate on Form AD 237A (Completion Return), a statement of the Alterations and Additions items completed and progressed (percentages to be shown) during the refit, and any amendments to the previously estimated increase or decrease of weights and their moment. After signature by ship's officers and return to the Refitting Authority, one copy of the statement is to be forwarded to the Naval Board, one to the Commanding Officer of the ship (for insertion in the Ship's Book together with a copy of the ADDON signal) and one copy for retention by the Refitting Authority.

APPENDIX A.

ALTERATIONS AND ADDITIONS COMMITTEE.

Functions.

1. (*a*) To recommend to the Naval Board appropriate classifications for proposed Alterations and Additions, and to recommend re-classification of existing approved Alterations and Additions as necessary.

(*b*) To recommend to the Naval Board annually the order of priorities for carrying out Alterations and Additions.

Composition.

2. Deputy Chief of Naval Technical Services Branch is the Chairman. The Secretary will be an officer of the Naval Technical Services Branch. The following directors or their representatives are regular members—DTSR and DSD (representing the Naval Staff), DNAS, DNC, DEE, DW, DME, DGS. In addition, other directors may be requested to attend for particular items which affect them.

3. Fleet or Dockyard representatives may be co-opted as necessary. This will normally occur at the October or November meeting when priorities are decided for the ensuing financial year.

Frequency of Meeting.

4. Regular meetings will be held. The agenda is raised by Deputy Chief of Naval Technical Services. Other meetings may be called as required for special purposes.

5. The annual meeting for the purpose of recommending priorities will be held in October or November, the actual date being determined to allow Fleet representatives to attend.

APPENDIX B.

TAKON SIGNAL.

Immediately after the Refit Conference, the Refitting Authority is to make a TAKON signal in the following form—

From ..	Refitting Authority.
To	ACNB.
Info	Administrative Authorities of Ship and Dockyard and the ship concerned,.
Paragraph 1 ..	TAKON followed by Ship's name and terminal date of refit.
Paragraph 2 ..	Serial numbers of A's & A's to be undertaken.
Paragraph 3 ..	Serial numbers of A's & A's to be progressed.
Paragraph 4 ..	Serial numbers of A's & A's which cannot be undertaken due to lack of time available during the refit.
Paragraph 5 ..	Serial numbers of A's & A's which cannot be undertaken due to lack of labour.
Paragraph 6 ..	Serial numbers of A's & A's which cannot be undertaken for any reason other than lack of time or labour. Brief reason to be quoted for each item (e.g., stores, finance, drawings, specification, &c., not available).

2. It will be seen that the A & A items listed in paragraphs 2, 3, 4, 5 and 6 of the TAKON signal comprise all the outstanding promulgated retained A's & A's. Ship's officers should check that this signal tallies with their own records.

APPENDIX C.

ADDON SIGNAL.

On the completion of the refit, immediately after the completion certificate is signed, the Captain of the ship is to make an ADDON signal in the following form—

From ..	Ship.
To	ACNB.
Info	Refitting Authority, and Administrative Authorities of Ship and Dockyard.
Paragraph 1 ..	ADDON followed by Ship's name.
Paragraph 2 ..	Serial Numbers of A's & A's completed during the refit.
Paragraph 3 ..	Serial numbers of A's & A's progressed during the refit, indicating percentage complete.
Paragraph 4 ..	Serial numbers of Ship's staff A's & A's completed since last ADDON signal.
Paragraph 5 ..	Serial numbers of retained A's & A's wholly outstanding.

APPENDIX D.

ALTERATION AND ADDITION ITEMS—CLASS LIST SYSTEM.

The A & A procedure detailed in this order is applicable to the following ships only—

Aircraft Carriers	MELBOURNE.
Fast Transport	SYDNEY.
Daring Class Destroyers ..	VOYAGER, VENDETTA, VAMPIRE.
Type 12 Frigates	YARRA, PARRAMATTA, STUART, DERWENT.
Type 15 Frigates (Q's) ..	QUEENBOROUGH, QUICKMATCH, QUIBERON.

Appendix D—*continued.*

Battle Class Destroyers ..	ANZAC, TOBRUK.
Modernized Tribal Class Destroyers	ARUNTA.
AS Frigates (Modified River) ..	BARCOO, GASCOYNE, DIAMANTINA, BARWON, MACQUARIE.
AA Frigates (Modified River) ..	CULGOA, SHOALHAVEN, MURCHISON.
AA Frigates (Sloop)	SWAN, WARREGO.
Boom Vessels	KIMBLA.
Support Ships (Tug)	SPRIGHTLY.
Support Craft (GPV) ..	BASS, BANKS.
Support Craft (MWL) ..	PALUMA.
Support Craft (SAR) ..	AIR SPRITE, AIR TRAIL, AIR MERCY, AIR CHIEF, AIR MASTER.

APPENDIX E.

FORM A.S. 1182 (REVISED 1961).

PROPOSED ALTERATION AND ADDITION ITEM TDL.....

SHIP .. .. HMAS

ORIGINATOR .. .. ..

DATE .. ..

DESCRIPTION OF ITEM .. ..

Advantages which would result from carrying out this proposal.

Disadvantages of not carrying out the proposal.

What compensating or surrender weights are proposed?

Can this work be carried out by SS without detriment to routine maintenance?

Does the proposal affect peace or war complement in any way?

Proposed classification of Item.

(Sgd.).....CAPTAIN.

Remarks of Administrative Authority and Proposed Classification.
Is this item applicable to other ships of the class or to any other ships?

(DCNTS 1211/204/7.)

UNCLASSIFIED.

763.—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.

(DEE 1211/51/66.)

UNCLASSIFIED.

764.—Return of Signalling with Merchant Ships—Quarter Ending 30th June, 1961.

AS174 returns for the quarter ended 30th June, 1961, show a total of 309 successful exercises and 46 reports of failure to establish communication. There were six exercises conducted with RFA's. All exercises were conducted by flashing.

2. Exercises reported by HMA ships were as follows—

HMA Ship.	*British.*	*SEATO/NATO.*
MELBOURNE	16	9
VOYAGER	6	8
VENDETTA	14	16
VAMPIRE	16	18
ANZAC	—	—
QUEENBOROUGH	10	15
QUIBERON	20	5
QUICKMATCH	5	4
DIAMANTINA	6	1
GASCOYNE	9	3
BARCOO	40	3
WARREGO	5	1
SWAN	51	19
KIMBLA	30	10
PALUMA	—	—
BASS	1	—
BANKS	—	—

3. There were thirteen occasions of signalling with Australian merchant ships reported as worthy of special mention and these reports have been communicated to the shipping companies concerned.

4. Form AS174 (revised July, 1960) is to be rendered to Director of Signals Division, in original only, as soon as possible following the end of each quarter. Navy Orders will be compiled one month after the end of the previous quarter. Nil returns are not required.

5. The attention of Commanding Officers is drawn to the necessity for keeping an active interest in merchant ship communications and to ensure that communication officers adequately check details of successful/unsuccessful exercises.

6. Navy Order 453 of 1961 is hereby cancelled.

(DSD 77/5/2.)

(*Navy Order* 453 *of* 1961.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

765.—Films and Filmstrips—Instructional—Title " The Singapore Story " (Admiralty Serial No. H1416)—Distribution.

(*AFO* 1192/1961.)

Copies of the religious film entitled " The Singapore Story " (Admiralty Serial No. H1416) are being obtained, and the initial distribution will be made without demand by SNSO, Sydney, on the following scale—

Service.	*No. of Copies.*
Flinders Naval Depot	1
RAN Film Library, Sydney	1

2. This is the dramatic story of the Right Reverend J. L. Wilson, Lord Bishop of Birmingham, who himself takes part in the introduction to the film. It was in 1943 that, as Bishop of Singapore, he was arrested by the Kempei Tai, the dreaded Japanese Security Police, and charged with spying. Imprisoned under appalling conditions, he was subjected to the most inhuman torture. Yet, in the midst of his ordeal, the Bishop was made vividly aware of the close, abiding presence of the Master. Such was the power derived from the Spirit that the Bishop was not only enabled to endure and to survive but, by his example, to convert one of his brutal, pagan jailers to the Christian faith. " Singapore Story " is in itself proof in our day of the nearness of God. It forms also an authentic and most moving illustration of the triumph of love over hate.

3. The film has a running time of 35 minutes, and is issued on one spool.

(DNAS 519/56/171.)

UNCLASSIFIED.

766.—Payment of Mileage Allowance—Leave Travel.

The rules under which a member may become eligible for payment of Mileage Allowance in respect of leave travel have been reviewed.

2. Where a member has an entitlement to a leave travel concession under Section 4 of Chapter XII of IPI he may be permitted to travel by his motor vehicle and in these circumstances he will be paid Mileage Allowance at the rates specified in instruction 196/2 of IPI. He may be paid an additional 1d. per mile in the circumstances specified in instruction 229/1.

3. Before permission to use his motor vehicle is granted the member must produce evidence to his Commanding Officer showing that—

(*a*) he is the registered owner of the vehicle; and

(*b*) the vehicle is registered.

4. Mileage Allowance will not be payable in respect of leave travel in any other circumstances, e.g., it will not be payable in either of the following cases or in other related circumstances—

(*a*) Where a member who has a leave travel concession entitlement drives a vehicle where he is not the registered owner.

(*b*) Where a member who is not himself eligible for a leave travel concession drives his own vehicle and takes as a passenger another member who is eligible for a leave travel concession.

5. Other conditions of IPI 229 and 229/1 continue to apply. IPI 229 which will be amended in due course should be noted accordingly.

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

(HPB 187/4/7.)

UNCLASSIFIED.

767.—Members Proceeding Overseas on Duty to or from Asian Ports—Method of Travel.

Where a member travels on duty to or from an overseas destination, other than to or from Asian ports, the provisions of IPI 190/35, 36, 38 and 39 govern the method of travel to be used.

2. In the past, normal travel overseas to Asian ports has been restricted to travel by air because of irregular sailings, but, owing to the increased number of ships linking Australia with these countries, it is now practicable to apply the general conditions of overseas travel quoted above to members granted family passages.

3. From the date of this order, the method of travel to or from Asian ports for married members granted family passage, will be determined by whether travel by sea or air proves to be the more economical in the particular case. The provisions of the Interim Pay Instructions quoted *vide* paragraph one are also relevant.

4. The existing provisions of IPI 190/37 will remain unaltered but will henceforth apply to members proceeding on, or returning from, unaccompanied service at Asian ports. New provisions governing travel for accompanied members will be incorporated in IPI in due course. IPI 190/37 should be noted accordingly.

(HPB 187/1/2.)

768.—Uniform Badges—Naval Ratings including Wrans, Reserve Ratings and Naval Dockyard Police.

The existing scales for uniform badges for Naval Ratings, Wrans, Reserve Ratings and Naval Dockyard Police are as follows—

SCALE A.—RAN RATINGS.

	Type of Badge.	*Number to be issued.*	
1. *On advancement to the rating of—*			
(*a*) Leading Rate Petty Officer except Leading Rate and Petty Officer Musician	Appropriate Rating Badge ..	1 No. gold embroidered 2 No. red embroidered 7 No. blue embroidered 2 No. blue woven ..	Class II Ratings.
		1 No. gold embroidered 1 No. red embroidered 4 No. blue embroidered 2 No. blue woven ..	Class III Ratings.
(*b*) Chief Petty Officer and Chief Petty Officer Instructor (except Chief Petty Officer Musician and Master-at-Arms)	Appropriate Branch Badge ..	1 Pr. gold embroidered. 1 Pr. red embroidered. 2 No. blue woven.	
Additional issues to be made to—			
(i) Ratings whose compulsory kit includes 2 No. suits, blue, overall	*PO's and below:* Appropriate Rating Badge *CPO's:* Appropriate Branch Badge	2 No. blue woven.	
(ii) Ratings whose compulsory kit includes 3 No. shirts action/working dress	*PO's and below:* Appropriate Rating Badge *CPO's:* Appropriate Branch Badge	1 No. blue woven.	
(iii) Stewards	Appropriate Rating Badge ..	3 No. blue embroidered.	
(*c*) Master-at-Arms	Appropriate Branch Badge ..	1 Pr. gold embroidered. 1 Pr. red embroidered. 2 No. gold embroidered. 3 No. blue woven.	
(*d*) Chief Petty Officer Musician	Appropriate Branch Badge ..	2 Pr. gold embroidered. 1 Pr. red embroidered. 3 No. blue woven.	
(*e*) Leading Rate Musician	Appropriate Rating Badge ..	2 No. gold embroidered. 1 No. red embroidered. 8 No. blue embroidered. 3 No. blue woven.	
(*f*) Petty Officer Musician	Appropriate Rating Badge ..	2 No. gold embroidered. 1 No. red embroidered. 4 No. blue embroidered. 3 No. blue woven.	
2. *On qualifying for or on advancement in Specialist or Technical qualification—*			
(*a*) Petty Officer Instructor	Appropriate Branch Badge ..	1 No. gold embroidered	
(*b*) Petty Officers and below except Petty Officer Musicians and below		2 No. red embroidered 2 No. blue embroidered 2 No. blue woven	Class II Ratings.
		1 No. gold embroidered 1 No. red embroidered 2 No. blue embroidered 2 No. blue woven	Class III Ratings.
Additional issues to be made to—			
(i) Ratings whose compulsory kit includes 2 No. suits, blue, overall	Appropriate Branch Badge ..	2 No. blue woven.	
(ii) Ratings whose compulsory kit includes 3 No. shirts, action/working dress	Appropriate Branch Badge ..	1 No. blue woven.	
(*c*) Petty Officer Musician	Appropriate Branch Badge ..	2 No. gold embroidered. 1 No. red embroidered. 4 No. blue embroidered. 3 No. blue woven.	
(*d*) Leading Rate Musicians and below except Junior Musicians	Appropriate Branch Badge ..	2 No. gold embroidered. 1 No red embroidered. 3 No. blue embroidered. 3 No. blue woven.	

SCALE A—*continued.*

	Type of Badge.	*Number to be issued.*
(*e*) Junior Musicians	Appropriate Branch Badge ..	1 No. gold embroidered. 1 No. red embroidered. 3 No. blue embroidered. 3 No. blue woven.
3. *On qualifying for Skill and other Special Badges (e.g., Good Shooting Badges)—*		
(*a*) Petty Officers and below except Petty Officer Musicians and below	Appropriate Skill or Special Badge	1 No. gold embroidered 2 No. red embroidered 2 No. blue embroidered } Class II Ratings. 1 No. gold embroidered 1 No. red embroidered 2 No. blue embroidered } Class III Ratings.
(*b*) Chief Petty Officer except Chief Petty Officer Musician	Appropriate Skill or Special Badge	1 No. gold embroidered. 1 No. red embroidered. 2 No. blue embroidered.
(*c*) Chief Petty Officer Musician	Appropriate Skill or Special Badge	2 No. gold embroidered. 1 No. red embroidered. 3 No. blue embroidered.
(*d*) Petty Officer Musician	Appropriate Skill or Special Badge	2 No. gold embroidered. 1 No. red embroidered. 4 No. blue embroidered.
(*e*) Leading Rate Musician and below	Appropriate Skill or Special Badge	2 No. gold embroidered. 1 No. red embroidered. 3 No. blue embroidered.
4. *On qualifying for Good Conduct Badges—*		
(*a*) Petty Officer and below except Petty Officer Musician and below	Good Conduct Badges (Sets 1, 2 or 3 as appropriate)	1 set gold embroidered 2 sets red embroidered 2 sets blue embroidered } Class II Ratings. 1 set gold embroidered 1 set red embroidered 2 sets blue embroidered } Class III Ratings.
(*b*) Petty Officer Musician	Good Conduct Badges (Sets 1, 2 or 3 as appropriate)	2 sets gold embroidered. 1 set red embroidered. 4 sets blue embroidered.
(*c*) Leading Rate Musician and below	Good Conduct Badges (Sets 1, 2 or 3 as appropriate)	2 sets gold embroidered. 1 set red embroidered. 3 sets blue embroidered.
5. *On first occasion after advancement when required to wear foul weather clothing—*		
(*a*) Chief Petty Officers	Appropriate Badge for Foul Weather Hoods	1 No.
(*b*) Petty Officers		

SCALE B.—NAVAL DOCKYARD POLICE.

1. *On advancement to—*		
(*a*) Sergeant, 2nd Class	Rank Chevrons, Silver ..	6 sets (3 bar).
	Rank Chevrons, Khaki ..	8 sets (3 bar).
(*b*) Sergeant, 1st Class	Crowns, Metal, Silver ..	14 No.

SCALE C.—WRANS RATINGS.

1. *On advancement to the rating of—*		
(*a*) Leading Wran	Appropriate Rating Badge	1 No. gold embroidered. 1 No. blue on blue embroidered. 7 No. blue on white embroidered.
Petty Officer Wran		
(*b*) Chief Wran	Appropriate Branch Badge ..	1 Pr. gold embroidered. 1 Pr. blue on blue embroidered. 3 Pr. blue on white embroidered.
Additional issues to be made to—		
(i) Ratings serving in tropical areas ..	Appropriate Rating Badge ..	3 No. blue on white embroidered.
(ii) Sick Berth Attendants	Appropriate Rating Badge ..	4 No. blue on white embroidered.
(iii) Stewards	Appropriate Rating Badge ..	4 No. blue on white embroidered.
(iv) Cooks	Appropriate Rating Badge ..	4 No. blue on white embroidered.
2. *On qualifying for or on advancement in Specialist or Technical Qualification—*		
(*a*) Petty Officer Wran and below	Appropriate Branch Badge ..	1 No. gold embroidered. 1 No. blue on blue embroidered. 3 No. blue on white embroidered.

SCALE C—*continued.*

	Type of Badge.	*Number to be issued.*
3. *On qualifying for Skill or other Special Badges (e.g., Good Shooting Badges)*—		
(*a*) Chief Wran and below	Appropriate Skill or Special Badge	1 No. gold embroidered. 1 No. blue on blue embroidered.
4. *On qualifying for Good Conduct Badges*—		
Petty Officer Wran and below	Good Conduct Badges (No. or Set as appropriate)	1 gold embroidered. 1 blue on blue embroidered. 3 blue on white embroidered.

2. ABR 93 will be amended in due course.

(DV 930/51/13.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

769.—Lubricants—Steam Turbine Lubricating Oil—Oil Change Periods for Main Engines of HMA Ships.

(*AFO* 1762/1961.)

Trials in HM ships to establish the useful service life of oil OM-100 have shown that the rate of make-up of oil in the main engines of HM ships is normally sufficient to outweigh the additive depletion that occurs in service. The oil therefore remains satisfactory indefinitely if kept free from external contamination and overheating.

2. Overheating cannot readily be defined as it is a function of time as well as temperature. However, as a guide, it can be said that if steam turbine lubricating oil is subjected to temperatures in excess of 180° F. for periods in excess of the normal dwell time in turbine bearings then overheating may occur. Overheating may be indicated by darkening of the oil but the absence of any such darkening is no guarantee that overheating has not occurred.

3. No mandatory oil change period is therefore normally prescribed for turbine main engines, but the following points must be borne in mind when deciding whether the oil should be changed or not—

(*a*) If sea water contamination has occurred and the oil has been treated with sodium nitrite (BR3001, Article 2006) the whole of the main engine oil should be discharged at the first opportunity and the system refilled with new oil.

(*b*) If, at a refit, more than 3,000 hours have been steamed since the last oil change and if less than 25 per cent. of the system capacity has been added, as make-up, per 1,000 hours steamed, then the oil should be changed.

(*c*) If the oil has to be removed at a refit, then the opportunity should normally be taken to refill with new oil.

4. These instructions also apply at present to ships using oil OEP-90 in main engines.

5. Admiralty has advised that these instructions will be incorporated in BR3000 and Maintenance Schedules will be amended.

(DME 1209/51/72.)

RESTRICTED.

770.—AA/SU Directors, Marks 6 and 6* Director Aim Cameras—Fitting Mounting Plate for Camera Control Units.

(*a*) *Ships, establishments and authorities concerned*	Daring and Battle Class Destroyers, West Head Gunnery Range, and Gunnery Equipment Depots.
(*b*) *Type and make of equipment*	AA/SU Directors, Marks 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 coupled with Niphan socket for the camera control unit.

(*e*) *Drawings* .. .. DNO 11163, 11163 (Item list), 11163/1, 11163/2, 11163/3, 11163/4.
DNO 11164, sheet 1, Mark 6 director.
DNO 11164, sheet 2, Mark 6* director.

(*f*) *By whom to be done* .. Ships—by dockyard.
West Head—fitting by ships staff.

(*g*) *When to be done* .. At first available opportunity. Ships to report when fitted.

(*h*) *How to be treated* .. As a defect.

2. To be recorded as Mod. No. AN2 to AA/SU Directors, Marks 6 and 6*.

3. Navy Order 903 of 1959 is hereby cancelled.

(DW 737/252/8.)

(*Navy Order* 903 *of* 1959.)

UNCLASSIFIED.

771.—Ammunition—Fuzes, Igniters, Primers, Tracers and Tubes—Primers Electric, No. 17, Mark N3, Lot 22—Withdrawal.

(*AFO* 1811/1961.)

Ammunition item .. .. Primers, Electric, No. 17, Mark N3, Lot 22, PEH 12/54 filled CY5/56.

HMA ships and establishments affected Those carrying ammunition fitted Primers, Electric, No. 17 and/or loose Primers, Electric, No. 17 for testing purposes.

Action required .. .. All loose primers and cartridges fitted with primers of the above description to be landed at the nearest RANA Depot and replacements demanded in lieu.

Reason for action .. .. Primers of the lot quoted found with split magazines.

Safety category .. .. NMER (BR862), Article 1705—category II, i.e., not dangerous, but may have an unacceptable percentage of failures to function.

RANA Depots .. .. Separate instructions have been issued.

(DAS 729/56/45.)

UNCLASSIFIED.

772.—Gun Direction Systems—GDS2*—Look-out Sight T274 and T274A—Modification to Bearing Transmitter Box.

(*a*) *Ships, establishments and authorities concerned* Ships and establishments so fitted; Gunnery Equipment Depots.

(*b*) *Equipment* .. .. LO sight T274, T274A.

(*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 castings.

(*f*) *Drawing number or Navy diagram* Drawing No. DWS196, Navy Order Diagram Issue 10/61.

(*g*) *By whom to be done* .. Dockyard.

(*h*) *When to be done* .. At first opportunity.

(*i*) *How to be treated* .. As a defect.

2. Navy Order 883 of 1959 is hereby cancelled.

(DW 737/61/2.)

(*Navy Order* 883 *of* 1959.)

RESTRICTED.

773.—Gun Mountings—4.5-in. Twin RP41 Mark 6 Series Mountings, Modification to Shell and Cartridge Hoists. (Fixed and Revolving Structures.)

(*AFO* 2747/1960.)

(*a*) *Ships, establishments and authorities concerned* Ships and establishments so fitted; Gunnery Equipment Depots.

(*b*) *Type of equipment* .. 4.5-in. Marks, 6, 6* and 6* Mod. 1 mountings.

(*c*) *Parts of mounting affected* Double levers for pilot valves in shell and Cartridge hoists of fixed and revolving structures.

(*d*) *Purpose of modification* .. Fit strengthened double levers to eliminate bending.

(*e*) *Nature of modification* .. Fit new double levers of increased thickness made of V9A steel, and where necessary, open out the slots in the existing relevant spring boxes and brackets to suit.
(*Note.*—The new double levers will be stamped V9A.)

(*f*) *Drawings* .. .. (*a*) Revolving Structure—
N36486 Rev/19 and 20 } Marks 6, 6* and 6* Mod. 1
N36511 Rev/20 and 21 }
(*b*) Fixed Structure—
Part N42710/19 } Marks 6 and 6*.
Part N42757/18 }
N46713/8 .. } Marks 6* Mod. 1.
N46717/8 .. }

(*g*) *By whom to be done* .. Ships staff.

(*h*) *When to be done* .. As convenient.

(*i*) *How to be recorded* .. As modification No. 94 to revolving structure and modification No. 30 to Fixed Structure for Marks 6 and 6* mountings.
As modification AN5 for Revolving and Fixed Structures of Mark 6* Mod. 1 mountings.

(*j*) *Supply of parts* .. Will be issued without demand when available. Redundant material to be brought to produce.

2. Modification No. 2 to 4.5-in. Mark 6* Mod. 1 mounting, revolving structures, and AN78 to Mark 6 and 6* mountings are cancelled.

3. Navy Order 406 of 1960 is relevant.

(DW 736/59/83.)

(*Navy Order* 406 *of* 1960.)

RESTRICTED.

774.—Gun Mountings—4.5-in. Twin RP41 Marks 6, 6* and 6* Mod. 1—Defect in Turret Training Worm Gear Box N37212.

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 N37203/12 and the external diameter of distance piece N37201/8. This is possible, due to the external diameter of N37201/8 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 N37201/8 reduced to 7.1-in. $^{+.015}_{-.015}$, to be carried out concurrently with the dockyard five-yearly overhaul of training gear boxes.

4. To be recorded as Mod. No. AN104 to 6 and 6* mountings and as Mod. No. AN7 to 6* Mod. 1 mountings.

5. Navy Order 843 of 1959 is hereby cancelled.

(DW 736/259/39.)

(*Navy Order* 843 *of* 1959.)

UNCLASSIFIED.

775.—Gun Mountings—40-mm. Mark 9* Mountings—Replacement of Burgess Microswitch in Firing Gear Circuit by Microswitch AP205636.

A failure in the RN of the firing circuit of a 40-mm. mounting 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 energized, 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 lead to the corrosion of the plunger and guide-bush and jamming of the microswitch.

3. A modified microswitch, type BZ38/207 incorporating a stainless steel plunger running in an oil-impregnated bush has been introduced into the service.

4. The switch has been allocated pattern number F30/205636 and included in the Rate Book and Authorized List of Naval Stores as a consumable item under class/group F30 (NATO class/group 5930). Only pattern 5 CW/4098 or 5 CW/4638 microswitches on 40-mm. Mark 9* mountings adjacent to the firing solenoid are to be replaced with pattern F30/205636 microswitches.

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 Ship's staff.

7. To be recorded as Mod. No. AN6.

8. Navy Order 803 of 1959 is hereby cancelled.

(DW 736/64/12.)

(*Navy Order* 803 *of* 1959.)

UNCLASSIFIED.

776.—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-in. and .22-in. ammunition by free issue or prepayment from the Department of the Army.

3. A free issue of .303-in. 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-in. ammunition is made to registered clubs for each efficient member; .22-in. 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 884 of 1959 is hereby cancelled.

(DAS 726/69/27.)

(*Navy Order* 884 *of* 1959.)

RESTRICTED. Cancelled under CNO 703/63

777.—A/S Weapons—A/S Mortar, Mark 10—"Daring" Loading Equipment—Hoist Power Unit—Modification No. 3 to Section "M", Loading Equipment and Associated Ships Fittings for Darings.

(*AFO* 211/1961.)

(*a*) *Ships, establishments and authorities concerned*	"Darings" and Gunnery Equipment Depots.
(*b*) *Type of equipment* ..	Hoist Power Unit for A/S Mortar Mark 10 Loading Assemblies Marks 1 and 2.
(*c*) *Part of equipment affected*	Solid coupling and dog clutch between driving motor and worm gear box.
(*d*) *Purpose of modification* ..	To prevent damage to the hoist assembly and power unit in the event of a projectile jamming during transfer from the projectile room to the loading rack.
(*e*) *Nature of modification* ..	(i) Remove existing solid coupling from motor and worm shafts. (ii) Fit and adjust a new design slipping clutch as shown on reference drawings.
(*f*) *Darings*	UCW 20448/35 dated 28.5.59 or later; UCW 20448/39 dated 22.4.60 or later; CUWE 20448/45.
(*g*) *By whom to be done* ..	Dockyards, as a defect.
(*h*) *When to be done* ..	At earliest opportunity, after parts are available.
(*i*) *Supply of parts* ..	To be demanded from Gunnery Equipment Depot. Redundant material is to be returned to nearest Gunnery Equipment Store as obsolete.

2. Tool, Torque Testing, item 88 on CUWE 20448/45 is to be kept with ships tools and spare gear for the equipment.

3. Navy Order 1033 of 1959 is relevant.

4. Admiralty has advised that BR227, Part 2, Section C (2) will be amended accordingly.

(DW 707/251/34.)

(*Navy Order* 1033 *of* 1959.)

UNCLASSIFIED.

778.—Explosive Stores—UT537 Ring IR Sealing Toroidal—Introduction.

(*AFO* 1368/1961.)

Store .. UT537 Ring IR Sealing, Toroidal OS21.

Purpose .. This ring is introduced to replace UT569 Washer IR for use with US313 Adapter, Charge Demolition SC 1-lb. The new ring will give a more effective seal for underwater demolition using UQ003 Charge demolition SC 1-lb.

Action .. (*a*) *By HMA ships and establishments*—Outfits of UT569 Washer IR are to be exchanged for the new UT537 Ring IR through the nearest RAN Armament Depot at the first convenient opportunity.

(*b*) *By RAN Armament Depots*—Outfits are to be exchanged and stocks and future returns of UT569 Washers IR are to be reported for disposal in accordance with NOCM91.

(DAS 715/51/155.)

UNCLASSIFIED. Cancelled vide NO 806/63

~~779.~~—Machinery—Bearings, Ball and Roller—Removal of Protectives before Use.

Ball and roller bearings which have been given a hot strippable coating of gloscoat during the preservation process are packed with a high melting point grease, i.e., Grease LG280, to prevent the hot strippable coating running between the balls or rollers, cage, and races whilst the bearing is being dipped in the gloscoat.

2. The attention of all concerned in HMA ships and establishments is drawn to the fact that the bearings must be completely cleaned immediately before use, all traces of Grease LG280 being removed, and the bearings repacked with the appropriate grease for the service for which the bearing is to be used.

(DEE 501/61/1.)

UNCLASSIFIED.

780.—Naval Stores (General) (Class B, Group 10, Part B)—Rat Gins. Pattern 26B—Discontinuation of Supply.

(*AFO* 1573/1961.)

Rat gins, Pattern B10B/26B are being deleted from the Rate Book for Naval Stores, BR810.

2. Demands for rat traps, EE12/NP, for use as replacements should be lodged with SNSO, Sydney, as necessary.

3. Remaining stocks and future returns of Rat Gins, Pattern B10B/26B should be disposed of as scrap.

(DNAS 506/61/161.)

Section 6.

ESTABLISHMENTS.

UNCLASSIFIED.

781.—Naval Stores (General)—Survey at Commissioned Establishments.

It has been decided that, in future, unserviceable Naval Stores, at the undermentioned Commissioned Establishments, which are considered undesirable or uneconomical for return to SNSO, Sydney, should be surveyed locally in accordance with the procedure set out in ABR4, Article 1011 (3)—

HARMAN.
ALBATROSS.
CRESWELL.
NIRIMBA.
MORETON.
TORRENS.
HUON.

2. Examples of items which are not worth return to the Naval Store Depot on becoming unserviceable beyond repair are—

Mattresses (except Latex, foam mattresses).
Rugs.
Holland blinds.
4 and 5 gallon drums.
Overcases and curtains and other items of a textile nature (if such items have a value as " rags old " they should be surveyed for utilization at the establishment concerned).
Manufactured wooden articles, e.g., step ladders, drawing boards, chairs, racks, &c. (If such items have a value as " wood old " or " fire wood ", they should be surveyed for utilization at the establishment concerned.)

3. Naval Board approval should be obtained before the recommendations of the surveying officers are put into effect, except in the case of infected or unhygienic bedding or other stores of this nature, the immediate destruction of which is recommended by a Medical or other responsible officer, when covering Naval Board approval only need be obtained.

4. The existing procedure as laid down in ABR4 Article 1011 is to continue to be followed at HMAS MELVILLE and TARANGAU.

5. The foregoing procedure does not apply to Air Stores which should continue to be returned to the Naval Air Store Depot, Randwick, when unserviceable.

(DNAS 501/80/21.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
27th October, 1961.

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

By direction of the Naval Board.

Thos Hawkins

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

UNCLASSIFIED.

782.—Books—Distribution of Non-accountable Publications during August, 1961.

The non-accountable publications, amendments to A.P.'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, 1961.

2. Article 2518 of ABR4 is relevant.

3. Copies of AFO "P" Series amendments and AP 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 Article 2518 (7) of ABR4.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date.*
Aeroplane	8th June, 1961.
Aeroplane	15th June, 1961.
Aeroplane	22nd June, 1961.
Aeroplane	29th June, 1961.
Aircraft	Volume 40, No. 11, August, 1961.
Flight	1st June, 1961.
Flight	8th June, 1961.
Flight	15th June, 1961.
Flight	22nd June, 1961.
Flight	29th June, 1961.
A Guide to Optimum Frequencies	August, September, October, 1961.
Joint Services Recognition Journal	Volume 16, No. 4, April, 1961.
National Maritime Year Book, 1961	Amendment Slips (*a*) Scale for Calculating Leave (Addition to Appendix) (*b*) Erratum, Pages 18, 74, 117A.
The Navy List	January, 1961.
United Nations Review	Volume 8, No. 6, June, 1961.
United States Naval Institute Proceedings	Volume 87, No. 7, July, 1961.

AMENDMENTS TO B.R.'s, ETC.

B.R. No.	*Amendment No.*
B.R. 91B	5.
B.R. 109/57	3.
B.R. 125/1960—61, Volume 1	Supplement No. 12 dated June, 1961.
B.R. 125/1960—61, Volume 1	New Entries, dated June, 1961.
B.R. 128 (1) 1960	Supplement No. 6, April, 1961.
B.R. 129 (4) (1), 17th Edition	Supplement No. 7.
B.R. 129 (4) (2), 17th Edition	Supplement No. 7.
B.R. 155C (3)	Amendment No. 5.
B.R. 472 (15)	2.
B.R. 772/45	31.
B.R. 819 (2)—RNAS, Part 2	20.
B.R. 862/1960	Australian Amendment No. 2.
B.R. 1161/1958	Amendment No. 2.
B.R. 1511	21.
B.R. 1544	25.
B.R. 1545	14.
B.R. 1705 (3)	8.
B.R. 1705 (4)	19.
B.R. 1706 (56)	8.
B.R. 1709 (1)	24.
B.R. 1771 (25)	2.
B.R. 1791	24.
B.R. 1794	14.
B.R. 1837 (7), Division J, Section JB	11.
B.R. 1837 (7), Division J, Section JS	7.
B.R. 1837 (7), Division J, Section JX	13.
B.R. 1837 (7), Division J, Section JY	7.
B.R. 1837 (7), Division J, Section JZ	7.
B.R. 1837 (7), Division L, Section LX	22.
B.R. 1856 (1)	20.
B.R. 1870 (1)	7.
B.R. 1870 (2)	7.
B.R. 1917 (S)	Amendments 4, 5, and 6.
B.R. 1917 (1)	Amendment No. 49.
B.R. 1917 (2A)	38.
B.R. 1921 (49)	64.
B.R. 1928	52.
B.R. 1944 (2)	9.
B.R. 1944 (3)	8.
B.R. 1944 (4)	7.
B.R. 1944 (5)	7.
B.R. 2050 (373B)	6.
B.R. 2050 (399A)	7.
B.R. 2050 (402C)	6.
B.R. 2050 (581)	7.
B.R. 2050 (641)	4.
B.R. 2050 (644)	4.
B.R. 2050 (656)	3.
B.R. 2067A	6.
B.R. 2067C (1)	3.
B.R. 2067C (2)	4.
B.R. 2101 (1)	16.

AMENDMENTS TO B.R.'S, ETC.—*continued.*

B.R. No.	*Amendment No.*
B.R. 2111 (2)	3.
A.C.P. 114 (I)	Change No. 1.
List of Propellant Lots for Naval Service, 1958	Amendment No. 15.
Manual of the Audit Act and Treasury Regulations	Issue No. 55, Section 15, Pages 1–4, dated 19th June, 1961.
Manual of the Audit Act and Treasury Regulations	Issue No. 56, Section 15, Pages 1–3, dated 30th May, 1961.
Manual of the Audit Act and Treasury Regulations	Issue No. 57, Section 14, Pages 1–5, dated 16th May, 1961.
Manual of the Audit Act and Treasury Regulations	Issue No. 58, Section 12, Pages 1–5, dated 19th May, 1961.
Manual of the Audit Act and Treasury Regulations	Issue No. 59, Section 16, Pages 1–6, dated 24th May, 1961.
Manual of the Audit Act and Treasury Regulations	Issue No. 60, Section 19, Pages 1–1, dated 29th May, 1961.
N.A.M.A.N.	Volume 16, N2236–N2245, 31st July, 1961.

DISTRIBUTION OF A.F.O. "S.C." SERIES.

Publication.	*S.C. No.*
A.C.P. 118–1 (European Supplement) ..	S.C. 11/61, Change No. 15.
B.R. 1971	S.C. 10/61, Correction No. 12.
B.R. 1978	S.C. 9/61, Correction No. 15.

AMENDMENTS TO AIR PUBLICATIONS.

A.P. No.	*A.L. or Leaflet.*
113	A.L. 174.
830, Vol. 2 (2nd Edition)	A.L. 63, 64 and 65.
970, Vol. 1	A.L. 77.
1086, Book 3, Part 1 (2nd Edition) ..	A.L. 80, 81 and 82.
1086, Book 3, Part 2 (2nd Edition) ..	A.L. 142, 143 and 144.
1086, Book 4, Part 2 (2nd Edition) ..	A.L. 57.
1086, Book 4, Part 3 (2nd Edition) ..	A.L. 87.
1086, Book 4, Part 4 (2nd Edition) ..	A.L. 30 and 31.
1086, Book 6 (2nd Edition)	A.L. 112.
1086, Book 7 (2nd Edition)	A.L. 128, 129 and 130.
1086, Book 8 Part 1 (2nd Edition) ..	A.L. 62, 63 and 64.
1086, Book 9 (2nd Edition)	A.L. 148.
1086, Book 12, Part 2 (2nd Edition) ..	A.L. 15, 16 and 17.
1086, Book 15 (2nd Edition)	A.L. 184.
1181, Vol. 2	(A.L. 139)–B.98 (Alt. 2)
	(A.L. 124)–B.102
	(A.L. 125)–B.103.
1181A, Vol. 1 and Vol. 6, Part 1	A.L. 11.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1182 (Naval), Vol. 2	(A.L. 99)–G.23
	(A.L. 101)–G.25.
1182 (Naval), Vol. 4, Part 6	A.L. 5.
1182A, Vol. 2, Part 1	E.27
	J.12.
1182C, Vol. 1	A.I.L. 7/61.
1182C, Vol. 2	(A.L. 94)–E.3
	(A.L. 95)–F.24 (Alt. 1 inc.)
	(A.L. 96)–J.2
	(A.L. 98)–J.2 (Alt. 1)
	(A.L. 97)–J.3
	(A.L. 93)–L.5.
1182E, Vol. 2	(A.L. 90)–B.18
	(A.L. 91)–D.23 (Alt. 1)
	(A.L. 93)–D.27.
1275A, Vol. 1, Section 15	A.L. 28 and 29.
1275A, Vol. 1, Section 16	A.L. 53.
1275A, Vol. 1, Section 17	A.L. 43.
1275A, Vol. 1, Section 21	A.L. 38 and 40.
1275A, Vol. 2	(A.L. 114)–A.4 (Alt. 1)
	(A.L. 123)–M.6 (Alt. 1)
	(A.L. 115)–Y.8 (Alt. 1).
1275A, Vol. 6, Section 20	A.L. 15.
1275A, Vol. 6, Section 22	A.L. 2.
1275B, Vol. 1, Section 11	A.L. 32.
1275B, Vol. 2	(A.L. 57)–D.24 (Alt. 1)
	(A.L. 56)–D.25.
1275E, Vol. 2, Part 1	(A.L. 215)–H.70.
1275G, Vol. 1	A.L. 73 and 74.
1355, Vol. 2, Part 1	(A.L. 147)–C.151 (Alt. 1 inc.)
	(A.L. 145)–C.155
	(A.L. 146)–C.156
	(A.L. 150)–C.157
	(A.L. 151)–C.158
	(A.L. 152)–C.159
	(A.L. 153)–C.160
	(A.L. 154)–C.161
	(A.L. 155)–C.162
	(A.L. 156)–C.163
	(A.L. 148)–Z.125 (Alt. 1)
	(A.L. 149)–Z.126.
1355H, Vol. 1	A.L. 16.
1355P, Vol. 1	A.L. 5.
1374B, Vol. 2, Part 1	(A.L. 75)–G.5.
1464B, Vol. 1	A.L. 180 and 181.
1538P, Vol. 2	B.11.
1641F, Vol. 2, Part 1	N.33.
1661, Vol. 2, Part 1	D.1.
1661C, Vol. 1 (2nd Edition)	A.L. 81.
1661E, Vol. 1 (2nd Edition)	A.L. 104.
1664A (2nd Edition), Vol. 1, Book 2 ..	A.L. 24 and 25.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
1664A, Vol. 2, Part 1	A.98 (A.L. 1 inc.)
	A.132
	A.135
	B.7
	B.8
	B.9
	D.20 (A.L. 1 inc.)
	D.24
	E.8 (A.L. 1 inc.).
1664A (2nd Edition), Vol. 2, Part 3, Book 2	A.I.L. 1/61.
1664E, Vol. 2	(A.L. 19)-A.5.
1803, Vol. 2, Part 1	D.161 (A.L. 1)
	D.172
	E.124 (A.L. 1 inc.)
	F.82 (A.L. 1)
	F.118
	S.62 (A.L. 2 inc.)
	U.6
	V.2
	V.3
	V.4.
1803A, Vol. 1	A.L. 68.
1803D, Vol. 1, Book 1	A.L. 72 and 73.
1803D, Vol. 2, Part 3	A.L. 271 and 272.
1803E, Vol. 1	A.L. 131.
1803E, Vol. 2, Part 2	A.L. 86.
1803F, Vol. 1, Book 1	A.L. 33.
1803P, Vol. 1	A.L. 121.
1803U, Vol. 1, Book 5	A.L. 5 and 6.
2173C, Vol. 1 and Vol. 6	A.L. 17.
2240A, Vol. 2, Part 1	116 (A.L. 2 inc.).
2241, Vol. 1 and Vol. 6, Part 1	A.L. 33.
2276F, Vol. 3	A.L. 15.
2306P, Vol. 5	A.L. 2.
2531A and C, Vol. 2	(A.L. 40)-B.36
	(A.L. 42)-B.38.
2531B, Vol. 2	(A.L. 34)-B.30.
2531J, Vol. 2	(A.L. 35)-B.28
	(A.L. 34)-B.29
	(A.L. 44)-B.34
	(A.L. 45)-B.35
	(A.L. 43)-I.1 (Alt. 1 with O/Label).
2536C, Vol. 1, Part 3	A.L. 21.
2538HA, Vol. 2, Part 1	(A.L. 137)-B.87.
2538Q, Vol. 2	(A.L. 8)-B.6 (Alt. 1 inc.)
	(A.L. 9)-B.7.
2656A, Vol. 1 (2nd Edition)	A.L. 23 and 24.
2850A, Vol. 1 and Vol. 6, Part 1	A.L. 131 and 132.
2892F, Vol. 2	(A.L. 104)-B.84
	(A.L. 107)-B.86
	(A.L. 108)-B.87.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
2897R, Vol. 1 (2nd Edition), Book 1	A.L. 29.
2897R, Vol. 1 (2nd Edition), Book 2	A.L. 2.
2898D, Vol. 1 and 6	A.L. 21.
3158, Vol. 2	(A.L. 545)-B.26 (Alt. 2 inc.)
	(A.L. 547)-B.43
	(A.L. 548)-C.5 (Alt. 8 inc.)
	(A.L. 538)-C.19
	(A.L. 550)-D.10 (Alt. 1 inc.)
	(A.L. 546)-E.4 (Alt. 17)
	(A.L. 537)-E.5 (Alt. 2 inc.)
	(A.L. 532)-H.5 (Alt. 3 inc.).
3207 (2nd Edition)	A.L. 13.
3358	A.L. 8.
4099J, Vol. 2	(A.L. 360)-B.18
	(A.L. 359)-K.15 (Alt. 2 inc.).
4117B, Vols. 1 and 6	A.L. 47.
4121C, Vol. 3, Part 1	A.L. 25.
4269C—P.N.'s (2nd Edition)	A.L. (RAN) 2.
4269C, Vol. 2, Part 1	B.9
	D.11
	J.9 (A.L. 1)
	P.9.
4282A, Vol. 1	A.L. 78.
4288, Vol. 1, Part 2	A.L. 100 and 101.
4288, Vol. 2	(A.L. 458)-B.296 (Alt. 1)
	(A.L. 440)-B.301 (Alt. 1)
	(A.L. 456)-B.312 (Alt. 1)
	(A.L. 439)-B.321
	(A.L. 441)-B.322
	(A.L. 442)-B.323
	(A.L. 443)-B.324.
4288 (Naval), Vol. 1, Parts 1 and 2	A.L. 52.
4303B, Vol. 1, Book 1	A.L. 37.
4303B, Vol. 2	(A.L. 28)-B.22.
4303C, Vol. 1	A.L. 119.
4306A	A.L. 45.
4343A, Vol. 1	A.L. 104, 105 and 106.
4343A, Vol. 2	(A.L. 85)-C.29
	(A.L. 86)-D.8.
4343B, Vol. 1, Book 2	A.L. 35.
4343B, Vol. 2	(A.L. 147)-H.8
	(A.L. 165)-H.9
	(A.L. 166)-H.10
	(A.L. 172)-S.6
	(A.L. 173)-S.7.
4343C, Vol. 1, Book 1	A.L. 38.
4343C, Vol. 2	(A.L. 54)-A.8
	(A.L. 61)-A.9
	(A.L. 62)-A.10
	(A.L. 60)-C.15.
4343D, Vol. 1, Book 2	A.I.L. 1/61.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
4343D, Vol. 2	(A.L. 74)–N.11.
4343E, Vol. 1	A.L. 168, 169, 176 and 177.
4343E, Vol. 4, Part 6	A.L. 28.
4343S, Vol. 1	A.L. 105.
4360C, Vol. 3, Part 1	A.L. 16.
4360C, Vol. 4, Part 3, Issue 2	A.L. (RAN) 3.
4361B, C and D (G.H.N.)	A.L. 12.
4361G, Vol. 2	(A.L. 169)–G.28 (Alt. 1 inc.) (A.L. 170)–J.2 (Alt. 1) (A.L. 171)–M.12.
4411A, Vol. 3, Part 1	A.L. 1.
4411A, Vol. 6, Part 4	A.L. 4.
4471A, Vol. 1, Part 2, Book 1	A.L. 146.
4471A, Vol. 1, Part 2, Book 2	A.L. 138.
4487A and D, Vol. 1	A.L. 80.
4487B and E, Vol. 1	A.L. 56.
4509G, Vol. 2	Q.10.
4511, Vol. 1 and Vol. 6	A.L. 64 and 65.
4601A, Vol. 1	A.L. 50.
4677A and B, Vols. 1 and 6	A.L. 38.
4685, Vol. 1	A.L. 22, 25 and 26.
A.P. (N), 377	A.L. (RAN) 30 A.L. (RAN) 31.
A.P. (N), 1023 (11)	A.L. 1.
A.P. (RAN) 101	A.L. 50 and 51.
A.P. (RAN) 140	A.L. 12.
N.A.M.O. Engines	A.L. 59 and 60. STI/Double Mamba/8 (3.5.61) SI/Double Mamba/9 and Diagram (4.5.61) SI/Double Mamba/10 (Issue 2) (3.5.61) SI/Nene/8 (27.4.61).
N.A.M.O. General	A.L. 93, 94 and 95. A.83 (Issue 2) (8.5.61) G.52 (19.4.61) I.112 (3.5.61) and Diagram L.119 (12.4.61) O.111 (27.4.61) Q.98 (12.4.61) R.102 (10.5.61) STI/Electrical/198 (12.4.61) STI/RAA/182 (8.5.61) STI/Safety Equipment/56 and Diagram (12.4.61).
N.A.M.O. Meteor	STI/136 (12.4.61).
N.A.M.O. Miscellaneous	STI/Devon/30 (8.5.61) SI/Devon/21 and Diagram (7.4.61).
N.A.M.O. Vampire	X.46 (4.5.61).
N.A.M.O. Venom	STI/188A (5.4.61).
N.A.M.O. Westland Whirlwind	A.L. 17 X.37 (3.5.61).

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
R.A.N.A.M.O. Double Mamba	18 (Issue 2) (July, 1961) 20 (February, 1961) 24 (July, 1961).
R.A.N.A.M.O. Engines General	X.5 (Issue 2) (July, 1961).
R.A.N.A.M.O. Gannet	STI/RAN.82 (Issue 2) (March, 1961) STI/RAN.89 (Issue 2) (March, 1961) STI/RAN.90 (Issue 2) (April, 1961).
R.A.N.A.M.O. General	A.L. 22 X.22 (May, 1961) STI/Ground Equipment/RAN.3 (October, 1960) STI/Safety Equipment/RAN.17 (May, 1961).
R.A.N.A.M.O. Ghost	STI/RAN.11 (Issue 2) (June, 1961).
R.A.N.A.M.O. Goblin	5 (Issue 2) (March, 1961).
R.A.N.A.M.O. Leonides	8 (April, 1961).
R.A.N.A.M.O. Sea Venom	A.L. 8 A.45 (April, 1961) R.9 (May, 1961) STI/RAN.77 (January, 1961) STI/RAN.79 (July, 1961).
R.A.N.A.M.O. Vampire Trainer	A.20 (July, 1961) A.21 (July, 1961).
Air Clues	April, 1961 May, 1961.
Air Pictorial	May, 1961.
D.C.A. Publication No. 6	A.L. 3.
D.C.A. Aeronautical Information Circulars	35/1961 36/1961 37/1961 38/1961 39/1961 40/1961 41/1961 42/1961 43/1961 44/1961 45/1961.
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AMENDMENTS TO AIR PUBLICATIONS—*continued.*

A.P. No.	*A.L. or Leaflet.*
Smiths and Kelvin Hughes Aviation Manuals	A.L. 28.
A.A.P. No. 2, Table of Contents (12th Edition)	Sub A.L. 104 (A.L. 12341).
A.A.P. No. 2, A.B.C.S.C. Class 1730 (1st Edition)	Sub A.L. 3 (A.L. 12290).
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A.A.P. No. 2, A.B.C.S.C. Class 3445 (1st Edition)	Sub A.L. 2 (A.L. 12514).
A.A.P. No. 2, A.B.C.S.C. Class 5345 (1st Edition)	Sub A.L. 3 (A.L. 12545).
A.A.P. No. 2, A.B.C.S.C. Class 5820 (3rd Edition)	Sub A.L. 9 (A.L. 12338) Sub A.L. 10 (A.L. 12473).
A.A.P. No. 2, A.B.C.S.C. Class 5821 (3rd Edition)	Sub A.L. 11 (A.L. 12297).
A.A.P. No. 2, A.B.C.S.C. Class 5825 (2nd Edition)	Sub A.L. 11 (A.L. 12432) Sub A.L. 12 (A.L. 12461).
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A.A.P. No. 2, A.B.C.S.C. Class 5830 (2nd Edition)	Sub A.L. 7 (A.L. 12331) Sub A.L. 8 (A.L. 12556).
A.A.P. No. 2, A.B.C.S.C. Class 5840 (3rd Edition)	Sub A.L. 7 (A.L. 12264) Sub A.L. 8 (A.L. 12630).
A.A.P. No. 2, A.B.C.S.C. Class 5841 (3rd Edition)	Sub A.L. 8 (A.L. 12407).
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A.A.P. No. 2, A.B.C.S.C. Class 5905 (3rd Edition)	Sub A.L. 7 (A.L. 11904) Sub A.L. 10 (A.L. 12392).
A.A.P. No. 2, A.B.C.S.C. Class 5915 (3rd Edition)	Sub A.L. 10 (A.L. 12277).
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A.A.P. No. 2, A.B.C.S.C. Class 5960 (3rd Edition)	Sub A.L. 10 (A.L. 12332).
A.A.P. No. 2, A.B.C.S.C. Class 5965 (2nd Edition)	Sub A.L. 12 (A.L. 12346).
A.A.P. No. 2, A.B.C.S.C. Class 5970 (2nd Edition)	Sub A.L. 11 (A.L. 12263).
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A.A.P. No. 2, A.B.C.S.C. Class 6140 (1st Edition)	Sub A.L. 2 (A.L. 12342).
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A.A.P. No. 2, A.B.C.S.C. Class 6730 (2nd Edition)	Sub A.L. 3 (A.L. 12722).
A.A.P. No. 2, A.B.C.S.C. Class 7690 (1st Edition)	Sub A.L. 2 (A.L. 12265).
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A.A.P. No. 2, Group D, Section 1A (8th Edition)	Sub A.L. 74 (A.L. 12504) Sub A.L. 75 (A.L. 12665).
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A.A.P. No. 2, Group E, Section 7R (4th Edition)	Sub A.L. 28 (A.L. 12359).
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A.A.P. No. 2, Group G, Section 5A, Vol. 2 (5th Edition)	Sub A.L. 31 (A.L. 12208).
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A.A.P. No. 2, Group G, Section 106D (4th Edition)	Sub A.L. 28 (A.L. 12546).
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A.A.P. 721.79, Vol. 2, Part 2	A.L. 196, 224, 225 and 226.

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A.A.P. 727.10, Vol. 3, Part 1, Section 1 (2nd Edition)	A.L. 5.
A.A.P. 741.30, Vol. 3, Part 1, Section 2 (2nd Edition)	A.L. 4.
A.A.P. 741.30, Vol. 3, Part 1, Section 3 (3rd Edition)	A.L. 16.
A.A.P. 742.21, Vol. 3, Part 1, Section 1 (2nd Edition)	A.L. 6.
A.A.P. 750.01, Vol. 3, Part 1 (1st Edition)	A.L. 16.
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	Airframe and Miscellaneous Equipment—Serial No. 5—April, 1961.
Air Diagram	O.N. 1372/N.B. (Issue 2)
	O.N. 1418/N.B.
	O.N. 1421/N.B.
	S.R. 1532/N.B.
	S.R. 1562/N.B.
	S.R. 1563/N.B.
	S.R. 1564/N.B.
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	S.R. 1566/N.B.
	S.R. 1567/N.B.
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	S.R. 1592/N.B.
	S.R. 1599/N.B.
	S.R. 1604/N.B.
	S.R. 1605/N.B.
	S.R. 1608/N.B.

LLOYD'S REGISTER OF SHIPPING.

Lloyd's Register of Shipping	8th August, 1961.
Lloyd's Register of Shipping	14th August, 1961.
Lloyd's Register of Shipping	21st August, 1961.
Lloyd's Register of Shipping	28th August, 1961.

(DNAS 465/57/290.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
30th October, 1961.

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

By direction of the Naval Board.

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

RESTRICTED. Cancelled with C.N.O. 617/63

783. Safe Custody of Small Arms and Small Arm Ammunition.

The following instructions consolidate and amplify the regulations and instructions contained in ABR 5016 (Regulations and Instructions for the Royal Australian Navy) and BR 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. (RI Articles 4961 and 4963.)—

(*a*) To the appropriate police authorities.

(*b*) To the Naval Board through the administrative authority.

3. A report to the local auditor in accordance with RI Article 4962 (4) should be made if applicable. 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.

HMA 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. (RI Article 4963.)

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. (RI Article 2959.)

Rifles and Rifle Racks. (RI Article 3423 (6) and (7).)

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 HMA 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. (RI 4904 (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 affect the accuracy of the rifle and may be the cause of a serious accident during firing.

Pistols, Revolver and Pistol Cupboards. (RI Article 3423 (6), (8), (9) and (10).)

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. 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 kept or stolen.

19. 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.

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

21. 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.

22. Pistols so issued are to be sighted by the officer doing the main first watch rounds and recorded in the Night Rounds Book. (RI 3013.)

23. 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.

24. 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.

25. 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.

26. All shapes are to be secured in position by the rod in common with the remaining pistols.

Sub-Machine Guns.

27. 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.

Machine Guns.

28. 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.

29. 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.

30. 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 (BR 932, paragraphs 700 and 701).

31. 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.

32. If kept under the sentry's charge it is to be dealt with in accordance with paragraphs 22 and 23 of this order.

33. 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.

34. 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.

35. Issues of small arm ammunition are to be inserted on Form S301 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.

36. 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.

37. After any practices the officer-in-charge is to certify on Form S301 the number of cartridges expended.

38. 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.

39. 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.

40. A stocktaking of all valuable and important stores should be made more frequently and in small ships also on change of gunner's yeoman.

41. 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.

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

43. 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.

44. 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.

45. 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.

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

47. 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.

48. The instructions in paragraph 47 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.

HMA COMMISSIONED ESTABLISHMENTS.

(Including all establishments staffed by the Naval Dockyard Police.)

Register Numbers of Small Arms—Recording.

49. The instructions in paragraphs 4 and 5 apply to commissioned establishments.

Keys of Rifle Racks, Sub-machine Gun Racks, Pistol Cupboards and Armoury.

50. 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.

51. 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. If it is made of timber or similar light construction it must be lined.

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

53. 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.

54. 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.

55. Rifle racks are to be securely fixed to the walls or floor of the armoury.

Drill only Rifles.

56. Where drill only rifles are stowed 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.

57. 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.

58. The instructions contained in paragraphs 15 to 26 are to apply to commissioned establishments.

Sub-machine Guns.

59. Sub-machine guns are to be stowed in racks in the armoury. The instructions contained in paragraph 27 are to apply in commissioned establishments.

Machine Guns.

60. 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.

61. Signal pistols, Schermuly pistols and shot guns when not in use for instructional oses are to be placed in a locked stowage in the armoury.

62. 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. (BR 932, paragraphs 702 and 703.)

Small Arm Ammunition.

63. The instructions contained in paragraphs 35 to 38 are to apply in commissioned establishments.

Stocktaking.

64. The instructions contained in paragraphs 39 to 45 are to apply in commissioned establishments.

Arms Landed.

65. The instructions contained in paragraphs 46, 47 and 48 are to apply in commissioned establishments.

RAN ARMAMENT DEPOTS AND ASI SHIPS.

66. Rifles, pistols, sub-machine guns and ammunition for these weapons are to be stored in strong, securely locked stowages.

67. Pistols should be threaded on a strong metal bar fastened by a padlock.

68. 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.

69. 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.

70. 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.

71. Stocktaking of the following items is to be carried out half-yearly—

Pistols.
Shot guns.
Shot gun cartridges.
Cartridges .22-in.

72. Paragraphs 67 and 68 are not applicable at RAN Armament Depot, Spectacle Island, Sydney, where separate security arrangements have been approved.

SUPPLY AND TRANSPORT.

73. 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 a packer and witnessing officer, viz.—

One copy for enclosure in package.
One copy for despatch to consignee.
One copy for retention.

74. 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.

75. 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 HMA ships.

76. 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.

77. 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 stowages (for other small arms).

and a receipt for the packages is to be obtained at the time of handing over.

78. The consignee is invariably to be advised of despatch at once, stating the mode of conveyance and package numbers.

79. 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.

80. Whenever small arms or small arm ammunition are transhipped, 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 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.

81. 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.

82. 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.

83. Losses or suspected losses are to be dealt with immediately in accordance with paragraphs 2 and 3.

84. Navy Order 832 of 1959 is hereby cancelled.

(DW 700/255/13.)

(*Navy Order* 832 *of* 1959.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra

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CNO's 784-803/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
2nd November, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

8911/61.

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797. Alteration and Addition Item—HMAS MELBOURNE.

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Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

784.—Aircraft Maintenance—Procedure for Auster, Dakota, Firefly and Sea Fury Aircraft until Final Retirement.

The procedure detailed in Navy Order 424 of 1961 applies to Sea Venom, Vampire and Gannet aircraft only.

2. The following procedure is to apply for other types of fixed wing aircraft.

3. The life of Auster and Dakota aircraft is to be calculated on an " hours flown " basis in accordance with RANAMO/General/G7. When life expiry is approached, the Air Equipment Authority will issue instructions regarding the overhaul or retirement of the aircraft concerned.

4. The life of Firefly and Sea Fury aircraft is to be calculated in accordance with AP (RAN) 102, Issue 2, Article 98. At 48 months CEA, the Air Equipment Authority will issue a BSI signal and the procedure detailed in Appendixes A and B to Navy Order 424 of 1961 is then to apply.

(DAMR 1313/251/11.)

(*Navy Order* 424 *of* 1961.)

UNCLASSIFIED.

785.—Foreign Currency—Accounting.

The following order consolidates instructions in respect of foreign currency transactions and changing of foreign currencies in HMA ships.

Foreign Currency—Accounting.

" (1) The Supply Officer is responsible for accounting for foreign currencies at the rates applicable from time to time, taking on charge gains by exchange on conversion of public moneys or passing a voucher through his cash account for any loss thereon. Bank conversions should be supported by a foreign exchange slip or other supporting document.

(2) The amount of foreign currency requisitioned is to be limited to sufficient to cover expected necessary expenditure for goods or services whilst in port, and for exchanging of Australian currency or sterling on board.

(3) Prior to departing from a foreign port at which foreign currency has been obtained, the Supply Officer is to make every endeavour to reconvert all surplus foreign currency, or transfer it to another RAN ship which is remaning in or proceeding to that area, using Form AS 5 for the purpose.

(4) Wherever practicable, foreign currency is to be obtained in denominations sufficiently small to ensure that when changing money on board, personnel are paid as nearly as possible the value of the money tendered.

(5) Where transactions are made in a foreign currency which has no exact equivalent in the currency in which the ship's accounts are being kept, payment will be made to the nearest coin in use in the ship subject to no loss to the Commonwealth being involved. This procedure may result in small gains in exchange, which should be dealt with as follows—

(*a*) In respect of ship's official transactions to be taken on charge in the cash account as public moneys;

(*b*) In respect of changing money of ship's company for use ashore; to be paid to the credit of the Ship's Fund.

(6) In normal circumstances, foreign currency should not be obtained by the Supply Officer for non-public purposes, such as messes and canteen management, unless requisitioned for by them, in which cases the currency should be immediately issued upon receipt by the Supply Officer. Any currency so issued and subsequently returned must not be exchanged by the Supply Officer at a valuation greater than that at which the currency was requisitioned. Any losses in respect of foreign currency held by messes or canteens are to be borne by them.

(7) Cash account entries are to show the foreign currency equivalent, and contain a reference to the date and place of supply and exchange rate. Forms AS 5 are to be endorsed accordingly.

(8) Use of foreign currency is to be restricted to payments for goods and services in the ports utilizing the particular currency and for changing of Australian currency or Sterling on board. Payment vouchers are to show the Australian or Sterling equivalent and the rate of exchange.

Changing of Foreign Currencies in HMA Ships.

(9) Money changing for personnel in HMA ships 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 further that at the end of each session time is available for a full reconciliation to be made before any other financial transactions take place.

(10) 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 moneys 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 is 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.

(11) On each occasion that moneys are withdrawn from the Public Chest for the purpose of changing moneys of a ship's company, a certificate is to be prepared and inserted in the Ship's Cash Account to show the amount withdrawn, the amount realized from the transactions and the profit, if any, paid to the credit of the Ship's Fund. The certificate to be completed by the Supply Officer, or Supply Officer (Cash) where one is borne, is to indicate that money changing transactions have been reconciled and count of the moneys made by him. 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.

(12) 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.

(13) The Supply Officer is not to use public money in his charge for effecting an exchange of money unless he is satisfied that the transaction is not for the purpose of making a gain on exchange."

2. These instructions will be included in Navy Accounts Manual in due course.

(DNA 208/51/3.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

786.—Educational Test for Commissioned Rank (Special Duties List).

The educational qualifications for promotion to the Special Duties List is the possession of a Higher Educational Certificate, including passes in the prescribed subjects as stated below, except that candidates may be exempt from some or all of the Higher Educational Test as detailed in paragraphs 2 to 7—

(*a*) Sub-Lieutenant (SD), (G), (TAS), (B), (PR), (PT) and (C)	Practical Mathematics. Candidates for these SD sub-specializations are not required to include Navigation as a compulsory subject in their HET Certificate. A pass in this subject is however a valuable additional qualification for Seaman candidates, who are advised to include Navigation as one of their optional subjects if practicable.
(*b*) Sub-Lieutenant (SD), (AV) ..	Practical Mathematics. Candidates who have already qualified educationally prior to this order, will continue to be regarded as fully qualified educationally whether or not they hold a pass in Practical Mathematics.
(*c*) Engineer Sub-Lieutenant (ME), (AE), (AO) and (OE)	Practical Mathematics and either Mechanics or Magnetism and Electricity.
(*d*) Engineer Sub-Lieutenant (Mech.)	Either Practical Mathematics or Mechanics.
(*e*) Electrical Sub-Lieutenant (L), (R), (AL) and (AR) Shipwright Sub-Lieutenant	Practical Mathematics and either Mechanics or Magnetism and Electricity.
(*f*) Supply Sub-Lieutenant (S) and (W)	English.

(*g*) Supply Sub-Lieutenant (CK) and (CA)	English. Candidates who have already qualified educationally prior to this order will continue to be regarded as fully qualified educationally.
(*h*) Sub-Lieutenant (SD), (Reg) Wardmaster Sub-Lieutenant Bandmaster Sub-Lieutenant ..	No special requirements.

2. Ratings in possession of civilian educational qualifications equivalent to, or higher than, the academic standards demanded, may be granted exemption at the discretion of the Naval Board from all or part of the Higher Educational Test for the purpose of promotion to Commissioned Rank on the Special Duties List.

3. In general, it will be necessary to produce Leaving Certificates for this purpose and each case will be determined on its merits by the Naval Board. Exemption will usually be granted on a subject basis but a compulsory HET subject which is not included in the Leaving Certificate produced, may be waived if it is considered an equivalent standard has been reached in an allied subject.

4. Requests for exemption are to be made to Captains who are to forward them to Navy Office for decision, supported by the actual certificate in respect of which exemption is claimed. Certificates will be returned after perusal.

5. Intermediate Certificates and statements signed by Headmasters of schools relating to internal examinations are insufficient for the purpose of this order. If a Leaving Certificate has been lost, documentary evidence from the Registrar of the University concerned must be furnished in lieu.

6. Where passes obtained are insufficient for the award of a Leaving Certificate, a certificate from the Registrar of the University is to be furnished showing passes obtained in single subjects.

7. Exemption granted in respect of civilian educational qualification will not lead to the award of a HET Certificate. This certificate will be awarded only to candidates who pass in four subjects at the Higher Educational Test or in equivalent examinations within the Service.

8. RI Appendix 45A Part 3 will be amended.

9. Navy Order 175 of 1961 is hereby cancelled. ✓

(HPB 325/1/32.)

(*Navy Order* 175 *of* 1961.)

RESTRICTED.

787.—Films and Filmstrips—Instructional—Titles "Introduction to RATT" (Radio Tele Type) (Serial No. SA 1114)—Distribution. "Introduction to RATT" (Serial No. SA 1114)—Obsolete.

(*AFO* 1656/1961.)

Revised copies of the Admiralty Instructional filmstrip "Introduction to RATT" (Radio Tele Type) (Serial No. SA 1114) are being obtained and initial distribution will be made without demand by SNSO, Sydney, to the following services—

Service.	*No. of copies.*
Flinders Naval Depot	1
RAN Film Library, Sydney	1

2. "Instruction to RATT" is a condensed version of the five-part filmstrip SA 611 entitled "Automatic Telegraphy and Shore Station Equipment". It covers the basic theory of RATT, explaining the terms used, and provides the necessary background for the intelligent understanding of RATT equipment in ships without giving details of the equipment itself.

3. The strip, which is classified RESTRICTED consists of 28 frames.

4. The revised edition of this filmstrip replaces the original strip SA 1114 "Introduction to RATT" which has now been declared obsolete, and is to be withdrawn from service and destroyed in the normal manner.

(DNAS 519/256/42.)

UNCLASSIFIED.

788.—Pilots and Observers—Conditions of Service and Rules for Promotion of Supplementary List Officers.

The conditions of service for Supplementary List Short Service Commission (Aircrew) and Short Service Commission (Non-flying) officers who are at present serving, are shown below.

2. Future entries of aircrew officers into the Royal Australian Navy will be subject to different conditions of service which will be promulgated separately.

Promotion to Commissioned Rank.

3. With effect from the date of provisional award of the Flying Badge, which for Pilots is on satisfactory completion of Applied Flying Training, and for Observers on satisfactory completion of training at the RAN Observer and Air Signal School, Pilots and Observers have been promoted to the rank of Acting Sub-Lieutenant (SL) and have been granted a Short Service Commission of seven years, followed by enrolment on the Emergency List for a period of five years.

Adjustment of Seniority.

4. When trainees have been back-classed during training for reasons outside their own control, or have been transferred from Pilot to Observer or from Observer to Pilot during training, consideration will be given to awarding the whole or part of the seniority they would have obtained had they not been so back-classed or transferred. Individual cases are to be submitted for Naval Board consideration. Adjustment of seniority will be made on promotion to Lieutenant.

Promotion to Sub-Lieutenant (SL).

5. An Acting Sub-Lieutenant (SL) is promoted to Sub-Lieutenant (SL) subject to the following qualifications—

(*a*) Successful completion of operational flying training. For Observers this means successful completion of A/S or AWF course.

(*b*) One year's seniority.

(*c*) Recommended by Commanding Officer (to reach Navy Office one month prior to due date for promotion).

Promotion to Lieutenant (SL).

6. A Sub-Lieutenant (SL) will be promoted to Lieutenant (SL) subject to the following qualifications—

(*a*) Successful completion of Short Service Officer's Course.

(*b*) Two years as a Sub-Lieutenant (SL), including acting time, or age 22 years whichever is the later, less time gained or plus time lost on the Short Service Officers' Course.

(*c*) Recommended by Commanding Officer (to reach Navy Office one month prior to the due date for promotion).

If an officer, through no fault of his own, has not completed the Short Service Officers' Course by the time he is due for promotion to Lieutenant (SL), he will be eligible for consideration, subject to Commanding Officer's recommendation, for the acting rank of Lieutenant (SL), his seniority and pay being adjusted if necessary when he has completed the course.

Promotion to Lieutenant Commander (SL).

7. Promotion to the rank of Lieutenant Commander (SL) will be made on attaining 8 years seniority as Lieutenant (SL).

Extension of Service and Permanent Commissions.

8. On completion of their Short Service Commissions officers may, subject to recommendation, extend their service for such periods as the Service may require. The acceptance of an extension of service will not preclude an officer being selected for a permanent commission during that extended service.

9. A limited number of permanent commissions will be awarded.

10. Selection of officers for extended service and permanent commissions will be made in accordance with the following rules—

(*a*) All Short Service (Aircrew) officers are to be reported on in accordance with current instructions.

(*b*) Although officers may be recommended for award of permanent commission or extension of service after reaching the rank of Lieutenant (SL), it does not follow that a permanent commission will be awarded after one recommendation only.

(*c*) Selections for extended service and for permanent commissions will be promulgated by signal on 1st May each year. If no selections are made there will be a signal to that effect.

(*d*) At the same time as the signal is sent, volunteers who are not selected, and who on the following 1st January will have less than one year of their current periods of service to serve, will be informed by letter through their Commanding Officers that their active service beyond that current period will not be required except in war or emergency.

11. Short Service Commission officers (Aircrew) will be eligible, on transfer to the Emergency List (on completion of the period of the Short Service Commission) to be paid a gratuity of £50 per annum in respect of each completed year of the Short Service Commission.

Defence Forces Retirements Benefits Funds.

12. All entrants are required to become contributors to the DFRB Fund and during service are covered for benefits for themselves or family in the event of death or invaliding.

13. In the event of death or invaliding of a member whilst serving under a Short Service Commission, the member or his beneficiaries, as appropriate, may elect to receive either the benefits available under the DFRB Act or the gratuity calculated as in paragraph 11.

14. When a gratuity is payable the member will receive a refund of his contributions, but no other benefits payable under the DFRB Act.

Officers—failure during flying training.

15. Short Service Commission Aircrew officers, who, at any stage of their training, fail to reach the required professional standard may have their appointments terminated, or be transferred for Pilot or Observer training, or be employed in one of the following non-flying appointments—

(*a*) Air Traffic Control.

(*b*) Safety Equipment and Survival.

(*c*) Hangar Control.

16. The retention of an officer's services and course for specialization will be decided by the Naval Board.

Promotion.

17. An Acting Sub-Lieutenant (SL) (P) who is required to train as an Observer will be promoted to Sub-Lieutenant (SL) in accordance with paragraph 5.

18. An Acting Sub-Lieutenant (SL) (P) who is transferred to a non-flying appointment will be promoted to Sub-Lieutenant (SL) on successful completion of the specialist course, or the day following completion of the Observer course which commences after his grounding, whichever is the later date, subject to recommendation by the Commanding Officer.

19. A Midshipman (SL) who fails Observer training and is accepted to undergo a non-flying specialist course, will be promoted to Acting Sub-Lieutenant (SL) and granted a seven year Short Service Commission on completion of the specialist course, or the date on which " wings " would normally have been awarded, whichever is the later date, subject to recommendation by the Commanding Officer, provided, that where it is not practicable to arrange a non-flying specialist course before the date on which " wings " would normally have been awarded, consideration will be given, on promotion to Lieutenant (SL), to adjustment of seniority in respect of the whole or part of the time awaiting commencement of the course.

20. A Midshipman (SL) transferred to Pilot training will be promoted under the rules set out in paragraphs 3–7 of this order.

21. An Acting Sub-Lieutenant (SL) promoted from Midshipman (SL) will be promoted to the rank of Sub-Lieutenant (SL) subject to the following qualifications—

(*a*) Recommended by Commanding Officer.

(*b*) One year's seniority as Acting Sub-Lieutenant (SL).

22. A Sub-Lieutenant (SL) will be promoted to Lieutenant (SL) subject to the following qualifications—

(*a*) Successful completion of the Short Service Officers Course.

(*b*) Recommended by Commanding Officer.

(*c*) Two years as a Sub-Lieutenant (SL), including acting time, or age 22, whichever is the later, less time gained or plus time lost on the Short Service Officers' Course, provided that an officer will *not* be promoted to Lieutenant (SL) prior to the date on which he qualifies for promotion to Sub-Lieutenant (SL).

Extension of Service.

23. Short Service officers in non-flying appointments may, subject to recommendation, extend their service for such periods as the Service may require.

Gratuities.

24. Short Service Commission officers (non-flying) will be eligible, on discharge, to be paid a gratuity at the rates and under the conditions applicable to non-flying personnel (other than Medical or Dental officers) serving on Short Service Commissions.

Flying Pay.

25. Officers retained for non-flying duties are ineligible for flying pay.

APPENDIX.

Short Service Officers' Course.

Course.	*Location.*	*Duration.*
Officers Indoctrination	Flinders Naval Depot	3 weeks
Gunnery	" " "	1 week
Communications	" " "	1 week
Seamanship	" " "	1 week
Duties of OOW	" " "	1 week
Damage Control	HMAS Penguin	1 week
ABC	" "	1 week
TAS	HMAS Watson	1 week
Navigation & AIO	" "	3 weeks
At Sea	Ships of HMA Fleet	2 weeks
	TOTAL	15 weeks

Award of Certificate.

2. Tests will be held and certificates will be awarded on the following basis—

1st Class Certificate	80 per cent.
2nd Class Certificate	70 per cent.
3rd Class Certificate	60 per cent.

60 per cent. of the total marks and not less than 50 per cent. in each subject are required to pass.

Time Gained.

3. The following time on the results of the examinations may be gained toward promotion to Lieutenant (SL)—

Two months for a First Class Certificate.
One month for a Second Class Certificate.

Failures.

4. Officers failing to obtain 60 per cent. of the total marks for the course will be penalized by the loss of one month's time and will be required to undergo the complete course again.

5. Officers failing in more than two subjects will be penalized by the loss of one month's time for each subject failed and will be required to undergo the complete course again.

6. Officers failing in not more than two subjects but obtaining 60 per cent. of the total marks will lose one month's time for each subject failed. They will be given further instruction and re-examined in the subjects in which they have failed.

7. Officers passing the complete course on re-examination will be given a pass certificate.

8. A second failure in any examination will entail liability to discharge from the Service.

(DOA 302/2/14.)

UNCLASSIFIED.— Cancelled vide CNO 269/63

789.—Ratings—Transfer of Photographic Specialization from Naval Airman Branch to the Seaman Branch.

Paragraphs 7 and 8 of Navy Order 113 of 1961, are to be deleted and the following inserted in lieu—

"7. Ratings who elect to transfer in accordance with paragraph 6 (*b*) and who are serving ashore will be appropriated to Flinders Naval Depot to undergo a course in Seamanship. They will then be transferred in their rate with the suffix NQ—Not Qualified. Ratings serving at sea are to be encouraged to pass Seamanship boards for their equivalent rate. They will then be transferred direct to the Seaman Branch in their existing rate.

8. Ratings who undergo the Seamanship course at Flinders Naval Depot will be given the opportunity to qualify in Seamanship for their equivalent rate in all subjects except those which are common to the Airmanship Board, e.g., ABCD. On qualifying the notation NQ will be removed."

2. ACNB 158F of August, 1961, is hereby cancelled.

(HPB 164/201/1.)

(*Navy Order* 113 *of* 1961.)

UNCLASSIFIED.

790.—Standardization of Pass Marks—Recording and Reporting of Practical Communications Exercises.

The provisions of Navy Order 350 of 1961 are not to be applied to Practical Communications Exercises. These are to be recorded and reported by the actual result obtained over the number of words per minute.

2. Such exercises, when part of a Communications Test, are not to count towards the assessment of time gained.

3. ABR 10 and ABR 27 will be amended.

(HPB 311/4/69.)

(*Navy Order* 350 *of* 1961.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

791.—Director Aim Cameras—Provision of Bench Marks.

(*AFO* 1866/1961.)

Reports from the RN indicate that in some ships difficulty is being experienced in obtaining alignment between the Director Aim Recording Camera and the Director.

2. HMS EXCELLENT IPS Pamphlet PM 5 instructs ships to select "as fitted" gun or director bench marks, or a suitable ship's structure feature at which the camera can be pointed and on which it can be focussed. In some ships it has been found impossible to focus on to the existing gun or director bench marks and no suitable ship structure feature has been available.

3. A suitable bench mark requires—

(*a*) A plate carrying an engraved cross of a similar size to that provided for the system bench mark.

(*b*) The face of the plate to be approximately at 90° to the line of sight of the camera.

(*c*) The plate to be sited not less than 40-ft. from the director and in any convenient position where it can be rigidly mounted and is clearly visible from the director.

4. Where existing gun and director bench marks are not suitable for use as camera bench marks, ships should initiate alteration and addition action quoting this order as the authority.

(DW 737/252/14.)

RESTRICTED.

792.—Gun Mountings—4.5-in. Twin RP 41 Mark 6 Series Mountings Elevation Tachometer Generator—Gearcase.

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted; Gunnery Equipment Depots.
(*b*) *Type of equipment* ..	4.5-in. Twin RP41 Mark 6 series mountings.
(*c*) *Part of equipment affected*	Elevation Tachometer Generator Gearcase.
(*d*) *Purpose of modification* ..	To prevent the drain plug bush moving inwards when tightening the drain plug.
(*e*) *Nature of modification* ..	Remove the drain plug and washer items 21 and 22. Remove the existing screwed bush item 23 and fit a screwed bush having a flanged end (new item 23). A washer, item 23A, is to be fitted to the bush before inserting in the gearcase. Replace the drain plug and washer.
(*f*) *Drawings*	N36595 dated (29.8.61).
(*g*) *By whom to be done* ..	Dockyard to provide the flanged bush and washer, items 23 and 23A, ships staff to fit.
(*h*) *When to be done* ..	At earliest opportunity.
(*i*) *How to be recorded* ..	As modification No. AN103 to Marks 6 and 6*. As modification No. AN6 to Mark 6* Mod.1.

2. This modification supersedes the instruction in paragraph 4 of Navy Order 203 of 1961.

(DW 736/259/33.)

(*Navy Order* 203 *of* 1961.)

RESTRICTED.

793.—Mortars ML 2-in. Marks 7** and 8*—Additional Serrations on Mortar Barrels.

(*A.F.O.* 1566/1961.)

The following *modification* has been approved—

Weapon	Mortar, ML 2-in. Marks 7** and 8*.
Part affected	CQ 807 Barrel, OML 2-in. Mortar Marks 7** and 8*.
Purpose	To enable barrel to be locked in any position to the breech piece.
Nature of Modification ..	Old type barrels with limited number of serrations around the barrel are to be modified by the cutting of serrations throughout its circumference.
Drawing	MR 151 (DD/E/2177/1).
New Parts required ..	None
By whom to be done ..	RAN Armament Depots.
When to be done ..	*RANA Depots.*—When necessary during repair and, in any case, before issue. *Service Users*—Mortars are to be returned by arrangement to RANAD'S for modification, when the locking arrangement of the barrel is found to be unsatisfactory.
Amendment to Schedule of Modifications.	Part 1 ML 2-in. Mortar Marks 7** and 8* and accessories Add Serial No. 9.

(DAS 707/251/46.)

UNCLASSIFIED.

794.—Training—40 mm. Lightweight Loading Trainer.

(*AFO* 1485/1959.)

To enable hand loading drill for 40/60 guns to be exercised in small ships, a lightweight loading trainer has been designed and is now available for the Fleet.

2. The trainer is of light construction, portable, and requires no permanent holding-down arrangements. It can therefore be used in convenient working spaces and stowed away after use. Its maximum weight is 360 pounds, and the overall dimensions are 4-ft. long x 4-ft. 6-ins. high x 2-ft. wide. Fixed positions for drill can be set at 0°, 35° or 70° elevation.

3. It is recommended that a Paunch Mat, Pattern 400 be used to protect the surrounding deck from damage by ejected rounds.

4. Different types of the trainer are available for use with the following electrical power supplies—

(*a*) 115 volts, 60 cps 1 phase, alternating current.

(*b*) 220 volts direct current.

It will be necessary to fit a convenient length of cable between the power supply and the ¼ hp driving motor on the trainer.

5. The allowances of 40 mm. lightweight loading trainers for HMA ships are shown hereunder—

DC Type.		*AC Type.*	
HMAS MELBOURNE	1	HMAS VOYAGER	1
HMAS QUEENBOROUGH	1	HMAS VENDETTA	1
HMAS QUIBERON	1	HMAS VAMPIRE	1
HMAS QUICKMATCH	1	HMAS PARRAMATTA	1
HMAS ANZAC	1	HMAS YARRA	1
HMAS TOBRUK	1	"G" School FND	1
HMAS SYDNEY	1		

6. The allowance of ships' spares are as follows—

(*a*) *Electrical Spares:*

For DC type trainers .. { 1 set of motor bearings. 1 set of motor carbon brushes.

For AC type trainers .. { 1 set of motor bearings. 1 centrifugal switch.

(*b*) *Mechanical Spares:*

For DC and AC type trainers { 1 No. Slipping Coupling Drg. No. DNO 10063 Item 43. 2 No. Oilite bearings. CT 39 .375-in. long.

7. The loading trainers and spares will be issued without demand as stocks become available and are to be accounted for in the Ordnance Engineer and Electrical Officer (Part 2) Lists of Equipment as applicable.

(DW 736/72/1.)

UNCLASSIFIED.

795.—A/S Mortar Mark 10—Barrels—Sponging Out Arrangements.

A new type Adaptor complete with BRUSH PIASABA, CJ 002 is to be introduced into service to enable sponging out of A/S Mortar Mk. 10 Barrels to be carried out mechanically instead of by the present manual method.

2. The Brush Piasaba and Adaptor, can be fitted to the head of the Power Rammer, as required.

3. A spring steel Protection Plate is also provided to prevent entry of foreign matter into the Tail Stop mechanism.

4. The new type Adaptor with Brush Piasaba and Protection Plate, will be supplied without demand by Naval Armament Depots as supplies become available on the basis of one set per ship and establishment fitted with A/S Mortars Mk. 10 equipment.

5. BRUSH PIASABA CJ 002, with HANDLE piasaba brush CJ 395 already held on charge, is to be retained on board for sponging out barrels manually when necessary.

6. The drill procedure for sponging out Mortar Mk. 10 barrels mechanically with the new type Adaptor with Brush Piasaba is as follows—

(*a*) Clear loading rack of all projectiles.

(*b*) Pass Brush Piasaba Adaptor into the handling room through the projectile access opening for the barrel to be sponged out.

(*c*) Insert the rear end of the Protection Plate marked ↑ under the lips of the rammer guide rails and push toward and over the Tail Stop assembly. The front end of the Protection Plate to be below the inside edge of the access port when finally in place.

(*d*) Fit and secure the adaptor with piasaba brush on the power rammer head.

(*e*) Bring the mortar barrel to the "LOAD" position, and open breeches.

(*f*) Start hydraulic pump.

(*g*) With a dry piasaba brush, carry out 12 ramming and withdrawal cycles without withdrawing the piasaba completely from the barrel. Withdraw piasaba completely from barrel on the final return stroke.

(*h*) Wrap one turn of soft cloth around the piasaba brush and carry out one ramming and withdrawal cycle.

(*i*) Remove cloth, replace with clean cloth soaked in Oil OM 65 and warp around piasaba brush. Carry out two complete cycles of ramming and withdrawal.

(*j*) Inspect bore and ensure that all surfaces are oiled. If not repeat (*i*).

(*k*) Remove protection plate and insert in next position as for (*c*) above.

(*l*) Remove adaptor with brush from rammer head and roll across on loading rack to the next position and secure to rammer head.

(*m*) Repeat sponging out operation as for (*g*) to (*j*) above for each barrel.

7. Drawings—DW — A/61374 Series.
DW — A/61375.

8. Admiralty has advised that BR 1709(1) Chapter VI paragraph C will be amended in due course.

(DW 707/51/68.)

UNCLASSIFIED.

796.—Alteration and Addition Item—HMAS Melbourne.

The following alteration and addition item is approved for HMAS MELBOURNE—

Class List Item No. 143. *Classification A.*

Item: Main Hydraulic Pump. To modify the pump sump doors to incorporate a dipstick and thermometer pocket in accordance with drawing No. CR 10844.

References: (*a*) Navy Office Letter 1213/252/15 No. 08191 dated 18th September, 1959.

(*b*) Navy Office Letter 1213/252/15 dated 9th November, 1960.

(*c*) FOICEA's N.20/14/89 dated 25th July, 1961.

(DCNTS 1213/52/286.)

UNCLASSIFIED.

797.—Alteration and Addition Item—HMAS Melbourne.

The following alteration and addition item is approved for HMAS MELBOURNE—

Class List Item No. 114. *Classification A.*

Item: Inspection of main piston head. To modify power cylinder forward end covers to allow introscope examination of the main piston in accordance with drawing No. CR 13901 to CR 13908 inc.

References: (*a*) Navy Office Letter 1213/252/15 No. 08191 dated 18th September, 1959.

(*b*) Navy Office Letter 1213/252/15 dated 9th November, 1960.

(*c*) FOICEA's N.20/14/89 dated 25th July, 1961.

(DCNTS 1213/52/283.)

UNCLASSIFIED.

798.—Naval Stores (General) (Class E, Group 8)—Steering Gear Telemotor and Flight Deck Hydraulic Systems—Glycerine for Arctic or Cold Weather Conditions.

Experience has shown that it is unnecessary for ships, when operating in Arctic or cold weather condtions, 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.*
STAAG Mark 2M mtgs	24 galls
40 mm. Marks 5 and 5* mtgs	12 galls

4. Stocks held are to be adjusted accordingly and any excess quantities are to be landed.

5. Navy Order 939 of 1959 is hereby cancelled.

(DNAS 512/87/19.)

(*Navy Order* 939 *of* 1959.)

UNCLASSIFIED.

799.—Naval Stores (General) (Class F, Group 27)—Polishers Floor Electric for HMA Ships and Establishments—Allowances of Polishers and Maintenance Spares.

Polishers Floor Electric 15-in. (Hi-Shine) have been adopted in the RAN and will replace all existing commercial type polishers as they become unserviceable in HMA establishments. Replacement in HMA ships will be made when stocks of existing 16-in. polishers are exhausted.

2. Allowances of Polishers Floor Electric are as follows—

HMA Ships.

	15-in. Single Brush Type.	*Domestic 2 Brush Type.*
Light Fleet Carriers	8 No.	—
Destroyers (Daring)	3 No.	—
Destroyers (Battle)	2 No.	1 No.
Destroyers (Tribal)	1 No.	1 No.
Frigates (Type 12)	—	2 No.
Frigates (Type 15)	2 No.	1 No.
Frigates (River)	1 No.	1 No.

HMA Establishments.

Generally 1 No. Polisher (15-in.) for every 1,000 square yards of floor area to be maintained, except in the case of larger establishments where the concentration of buildings should enable requirements to be met by a more restricted scale. Current allowances to the various establishments are shown in the relevant Establishments of Naval Stores.

3. Occasionally, to meet a particular requirement in an establishment where provision of a 15-in. polisher would be either uneconomical or unsuitable, a domestic 2 brush polisher will be provided.

4. Dormant demands for ships under construction, conversion or modernization will be prepared by the appropriate (Superintending) Naval Store Officer.

5. Repair and maintenance of polishers should be carried out as far as practicable by service personnel in the ships or establishments. Polishers requiring major repairs are to be returned to store for repair by the contractor.

6. The following first outfit quantities of spares should be demanded by ships and establishments on receipt of the 15-in. (Hi-Shine) polishers and stocks should be maintained at the quantities allowed—

Description.	*Qty.*	*Remarks.*
Scrubbing brushes	1 No.	For each 3 or part thereof, polishers.
Polishing brushes	1 No.	
Motor bearings	1 Set	
Bumper bands	1 No.	
Handle grips	1 Set	
Switch, 10 amp. S.P. " Ring Grip " ..	1 No.	
Driving chain	1 No.	
Armature	1 No.	

7. Pending withdrawal from service the following maintenance spares are to be carried by HMA ships and services for "Portovac" polishers—

Description.	*Qty.*	*Remarks.*
Bumper bands	1 No.	For each 3 or part thereof, polishers carried.
Handle grips	1 Set	
Motor brushes and caps	2 No.	
Switches, 10 amp.	1 No.	
Motor bearings	1 Set	
Oil seals	1 No.	
Armature	1 No.	

8. The scale of maintenance spares for other types of polishers in service are as follows—

(*a*) *Polishers Domestic Two Brush* (*Silovac*):

Description.	*Qty.*	*Remarks.*
Scrubbing brushes	2 No.	For each 3 polishers in service.
Polishing brushes	2 No.	
Rubber driving bands	2 No.	
Friction plate bearing	1 No.	
Carbon brushes	2 No.	For each polisher in service.
Brush holders	2 No.	

(*b*) *Polishers Single Brush* (13-*in.*) (*Hi-Shine*):

Description.	*Qty.*	*Remarks.*
Scrubbing brushes	1 No.	For each 3 polishers in service.
Polishing brushes	1 No.	
Ball bearings, roll top for motors	2 No.	
Armature	1 No.	
Carbon brushes	2 No.	For each DC polisher in service.
Brush holders	2 No.	

9. Establishments holding polishers other than those listed should demand maintenance spares and accessories as and when required to effect repairs or replacements.

10. Navy Orders 125 of 1960 and 162 and 419 of 1961 are hereby cancelled.

(DNAS 518/57/37.)

(*Navy Orders* 125 of 1960 *and* 162 *and* 419 *of* 1961.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

800.—Victualling Stores—Dry Ice—Precautions.

(*A.F.O.* 1883/1961.)

Deep frozen provisions such as ice-cream and quick frozen vegetables are frequently packed in dry ice to maintain low temperatures during transit.

2. There is a risk of a dangerous concentration of carbon dioxide developing if containers packed with dry ice are stored in the cold room or other confined spaces.

3. Deliveries of ice-cream in such containers should normally be kept in well ventilated storage for ready-use. Containers of quick frozen vegetables should be unpacked and the inner packages transferred immediately to the cold room.

(DV 912/52/141.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

801.—ABR 5044—Manual for the Use of the Mobile Services.

An International Telecommunication Union Publication—Manual For Use of Mobile (Radio Communication) Services—has been distributed without demand by SNSO Sydney to HMA ships and establishments detailed in the Appendix. This publication will be known in the R.A.N. as ABR 5044 and this number is to be inserted on the front cover of the publication by all holders, quoting this Navy Order as authority.

2. ABR 5044 contains all those provisions of the International Radio Regulations, Geneva 1959, which deal directly and indirectly with the Maritime and Aeronautical Mobile Services (for definition of these terms *see* Art. 1 Section II of ABR 5044). It provides a detailed and comprehensive guide to all aspects of commercial maritime and aeronautical communications including the rules governing those communications, frequencies, procedures, definition of terms, classification of emissions, &c.

3. The attention of all communication personnel is drawn to this book; in particular to Art. 36 Section VII on page 107 concerning transmission of a distress message by a station not itself in distress.

4. In due course ABR 5044 (1), Handbook for Ship Station Operators, at present under preparation by the PMG's Department, will be issued as a complementary volume to ABR 5044. These publications together will supersede the existing BR 168, Handbook for Wireless Operators, published by the British Post Office.

APPENDIX.

Distribution.	*No. of copies.*
Navy Office, Canberra (DSD)	1
FOCAF	1
FOICEA	1
CST FND	15
NOIC NA	2
NOIC NG	2
All other NOIC's	1
HMA Frigates and above	1
HMA ships PALUMA, KIMBLA, BANKS and BASS	1
AJASS	1
HMAS ALBATROSS	1
HMAS HARMAN	1
HMAS WATSON	1

(DSD 465/58/240.)

UNCLASSIFIED.

802.—BR 224/1960—Introduction to Naval Gunnery.

Copies of BR 224/1960—Introduction to Naval Gunnery—have been received and will be issued without demand to the following—

NAVY OFFICE—DTSR	1
DW	1
DAS	1
DAWOT	1
DNR	1
FOCAF	1
MELBOURNE	4
VENDETTA	3
VOYAGER	3
VAMPIRE	3
QUEENBOROUGH	2
QUIBERON	2
QUICKMATCH	2
PARRAMATTA	2
YARRA	2
STUART	2
DERWENT	2
ANZAC	2
TOBRUK	2
WARRAMUNGA	2
ARUNTA	2
QUADRANT	2
CMS	6
BARCOO	1
WARREGO	1
GASCOYNE	1
DIAMANTINA	1
SWAN	20
SYDNEY	2
NASO Maribyrnong	1
CSTFND (Gunnery School)	60
LEEUWIN (JRTE)	20
LEEUWIN (RANR)	10
TORRENS (RANR)	10
LONSDALE (RANR)	10
HUON (RANR)	10
KUTTABUL (GIC)	1
PENGUIN (ABCD)	1
RUSHCUTTER (RANR)	10
MORETON (RANR)	10
MELVILLE	1
TARANGAU (PNG Div.)	1
ALBATROSS	1
NIRIMBA	30

2. Although it is not intended to make this book a personal issue, it will be available for ratings on course.

(DW 465/252/62.)

UNCLASSIFIED. Cancelled under C 40 690/63

803.—Stationery—Chinagraph Pencils—Allowances for AIO Purposes.

Allowances of Chinagraph propelling pencils for use in the AIO of HMA ships and establishments concerned with aircraft direction and plotting are detailed hereunder—

Ship.	*Prop. Holders.*	*Wax Refills.*					
		Red.	*Yellow.*	*Blue.*	*White.*	*Green.*	*Black.*
HMAS MELBOURNE	300	400	300	100	200	100	100
Destroyers and Frigates	50	50	25	25	—	25	25
HMAS WATSON (ND School)	200	300	250	100	150	100	100
RANAS Nowra	24	50	50	25	—	25	25

2. Demands to replenish to the above allowances should be placed on the SNSO Sydney.

3. Coloured holders are to be demanded in ratio of coloured wax refills allowed and are to be regarded as semi-valuable stores. Officers responsible should take appropriate steps to ensure that demands are limited accordingly.

4. All other users of Chinagraph pencils will continue to be supplied with the existing wooden type.

(DNAS 462/56/78.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
3rd November, 1961.

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

By direction of the Naval Board.

Thos. J. Hawkins

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

UNCLASSIFIED.

804.—RAN Relief Trust Fund Financial Statement for 1960-61.

The Statement of Accounts of the RAN Relief Trust Fund for the period 1st July, 1960, to 30th June, 1961, and the Balance-sheet as at 30th June, 1961, are promulgated as an appendix to this order.

Remarks on Balance-sheet.

2. The amount shown as Cash in Hand is approximately £5,000 less than that with which the year under review commenced. It is estimated that the amount will meet requirements for the next three months and permit early payments of housing and furniture loans where necessary. On 1st November the half-yearly contribution of £5,000 from the Central Canteens Fund, which was not taken up for 1st November, 1960, will be due.

3. The total assets, money out on loan, and new loans made during the year, show a substantial increase during the last four years, as indicated hereunder—

	57-58.	58-59.	59-60.	60-61.
	£	£	£	£
Total assets	147,450	156,217	158,946	165,073
Money out on loan at end of year	109,777	117,942	120,420	131,243
New loans made ..	155,127	141,122	140,014	157,281

4. During 1960-61 in lieu of the normal contribution due from the Central Canteens Fund on 1st November, 1960, the amount of £5,000 of the previous advance was written off, reducing to £15,000 the advance by the Central Canteens Fund now outstanding. No further reduction of this advance is contemplated until the Relief Fund can be said to be fully self-supporting. The fact that the intake from loan repayments during the year is some £11,000 less than the new loans made, indicates that this is far from being reached at present.

5. It had been the intention to limit loan expenditure during the year to £11,000 a month, viz.—

	£
Housing and furniture loans	8,500
Other loans	2,500
	11,000

With the help, however, of donations, £5,000 from the Central Canteens Fund on 1st May, 1961, and by reducing the cash balance to the lowest prudent level, it was found possible to step up loan expenditure from January onwards, with the result that the monthly average for the full year worked out at—

	£
Housing and furniture loans	10,479
Other loans	2,628
	13,107

6. The total new loans made during the year is shown as £157,281, an all time record, which will not be equalled during 1961-62 unless substantial donations are forthcoming.

7. Reckoning on the full £10,000 contribution from the Central Canteens Fund, and slightly increased repayment of loans, but making no allowance for possible donations, the 1961-62 budget provides for a monthly loan expenditure of,

	£
Housing and furniture loans	10,000
Other loans	2,500
	12,500

Development of Loan Business.

8. 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	117,942
1959-60	140,014	120,420
1960-61	157,281	131,243

Reasons for Loans.

9. The reasons for which loans have been made during the last two years are indicated broadly hereunder—

	Loans made.		*Percentage of Cases.*	
	1959-60.	1960-61.	1959-60.	1960-61.
Hospital and medical expenses	343	365	18	21
Housing	381	258	20	15
Furniture	413	484	22	28
Travelling and removals ..	136	124	7	7
Arrears in household bills..	466	427	25	24
Other reasons	161	85	8	5
	1,900	1,743	100	100

The amounts expended during the same period as are under—

	1959-60.	1960-61.
	£	£
Housing Loans	61,174	61,403
Furniture loans	46,249	64,341
Other loans	32,591	31,537
	140,014	157,281

10. It will be seen that for the year under review the expenditure was for—

	1960–61.
	£
Housing and Furniture	125,744
Other loans	31,537
	157,281

indicating 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.

11. In January, 1961, the Trustees found it possible to liberalize the conditions regarding repayment of loans, which is now required within the following maximum periods—

Housing loans of £400 or over	4 years.
Other housing loans	3 years.
Furniture loans	3 years.
Other loans	12 months.

The extension to 4 years of the period allowed for loans of £400 and above was intended primarily to cater for lower paid ratings, and it may be expected that Chief Petty Officers and above will as a rule repay, as previously, within 3 years.

12. It is as usual emphasized that loans should be repaid as quickly as possible, so that the money may be available to others and assist in keeping down the waiting list period. That this is generally recognized is evidenced by the gratifying fact that in the great majority of cases allotments in excess of the minimum are declared.

Housing Loans.

13. Monthly expenditure, actual and prospective, is as under.

	£
1959–60	5,098
1960–61	5,117
1961–62	5,000

14. Since December 1960, applications for loans of over £300 have increased materially, and it is necessary to point out that loans are rationed on the basis of a monthly quota, and a loan of £600, for instance, by accelerating the closing of the quota, may defer until the ensuing month several applicants for smaller loans.

15. It is realized that the recent increase of larger loans is probably due to the credit restrictions drying up outside sources of finance. It is hoped, however, that conditions will improve and that finance on reasonable terms will become available again from banks, insurance companies, &c., reducing the number of cases in which assistance from the Fund for large amounts need be sought.

16. The waiting list period for housing loans had increased by the end of the year to an average of 4½ months. This as indicated above was largely due to the number of large loans involved. The Trustees aim is to keep the waiting period down to an average of 3½ months, with 4 months as the maximum.

Furniture Loans.

17. Monthly expenditure, as for housing loans, is indicated hereunder—

	£
1959–60	3,854
1960–61	5,362
1961–62	5,000

18. In January, 1961, the maximum loan allowed for furniture was increased to £250, and the period allowed for repayment of a furniture loan unaccompanied by a housing loan was extended to 3 years. This liberalizing of conditions led to a heavy increase in furniture loans as indicated above. Unless more money becomes available an expenditure of more than £5,000 a month or thereabouts cannot be visualized and an extension of the waiting list period my result. However, credit facilities offered by most firms will mitigate the effect of a longer wait for the loan.

19. The Trustees have made it known that a member who has had the full £250 is eligible for a further £250 when he has fully repaid the first loan. Moreover, the repayment of the first loan is taken as his equivalent contribution towards a further loan and it is unnecessary for him to shown any further contribution towards another loan. Younger ratings would be well advised to content themselves with a minimum of essential furniture until a further loan is available, rather than enter into expensive hire purchase agreements.

20. In view of the increasing demands for furniture loans the Trustees have found it necessary to ensure that money is not lent for the purpose of buying very expensive furniture, to the detriment of members content with articles of more reasonable type. They have, therefore, laid down the maximum loans permissible on certain items.

21. To make sure that loans for furniture are used for purchasing items approximately corresponding with those listed on the application form on which approval was based, members are required to produce receipts indicating the items actually purchased.

Naval Health Benefits Society.

22. The average monthly expenditure on other loans during 1960–61 amounted to £2,628 as against £2,500 aimed at. This was caused by Medical loans, amounting to £11,715 for the year. In the ordinary course a member in submitting a claim for a health benefit must produce receipts for money paid, and to enable him to make the initial payment he may have to apply for a loan. If, however he can show that, in the absence of a loan, the initial payment would involve hardship, he can obtain a certificate from the doctor or hospital which will empower the amount of the refund to be paid direct by the Naval Health Benefits office. The member on being informed of the amount paid by the office can then, if necessary, apply for the much smaller loan for purpose of paying any balance.

Grants.

23. The grants made as shown on the Balance-sheet comprised the following—

	£	s.	d.
To widows or dependants of personnel who have died while serving	457	19	0
To Ex Naval men or their dependants	240	6	0
To dependants of deceased personnel, writing off Relief Fund balance owing on death	11	0	0
	709	5	0

24. Only a small proportion of men now being discharged are qualified by war service prior to 1st July, 1947, for benefits from the Services Canteens Trust Fund. It is the policy to grant assistance from the Naval Relief Trust Fund, in the form of grants, only where conditions of acute distress are established. In this respect the Trustees are in line with the policy followed by the Services Canteens Trust Fund, as regards assistance afforded to eligible applicants.

Donations.

25. The following donations have been received during the year under review—

	£	s.	d.
N.S.W. Fleet Club	1,000	0	0
HMAS TOBRUK	1,205	17	1
Massed Bands—ABC Fee	35	0	0
Messrs. W. G. Crosslie & Co., annual donation ..	5	0	0
Miscellaneous	3	1	8
	2,248	18	9
Less refund to HMAS GASCOYNE	200	0	0
	2,048	18	9

TOBRUK's donation is subject to repayment to the ship on recommissioning.

The thanks of the Trustees have been conveyed to the donors.

26. Further donations will be very welcome for the purpose of keeping down the waiting time for loans.

Number on Books.

27. The number of outstanding loan accounts at the end of each year from 30th June, 1957 onwards is shown hereunder—

Date.	*Outstanding Accounts at end of year.* Number.	Amounting to. £
1st July, 1957	1,600	96,618
1st July, 1958	1,400	109,777
1st July, 1959	1,372	117,942
1st July, 1960	1,419	120,420
1st July, 1961	1,237	131,243

Fleet numbers at 30th June, 1961—10,153.

28. It is interesting to note that, while the amount of money out on loan at the end of each year has progressively increased, the number of cases outstanding has appreciably decreased. This is attributable to the increase in pay and the liberalizing of loan conditions resulting in larger loans being sought.

29. In addition to the 1,237 members with outstanding balances at 1st July, 1961, there are at least an equal number of serving members who have had loans but have repaid them. It may be said that there are serving to-day approximately 2,500 members who have received benefits from the Fund—say 25 per cent. or 1 out of 4.

30. This order will be reprinted for posting on Notice Boards. Additional copies will be issued for distribution.

31. Navy Order 987 of 1960 is hereby cancelled.

ROYAL AUSTRALIAN NAVY RELIEF TRUST FUND.

(A) STATEMENT OF INCOME AND EXPENDITURE FOR YEAR ENDED 30TH JUNE, 1961.

1959–60. £	*Expenditure.*	£	s.	d.	1960–61. £	s.	d.	1959–60. £	*Income.*	£	s.	d.	1960–61. £	s.	d.
	Administrative Expenses.								*Interest on Investment and Bank Balances.*				659	19	11
752	Salaries and Travelling Expenses ..	734	4	5	739	3	4	10,000	*RAN Central Canteens Fund*— Contribution due 1st May, 1960 ..	8,333	6	8			
	Sundry other expenses	4	18	11	709	5	0		Contribution due 1st November, 1960 .. (Advance absorbed as Contribution)						
962	*Grants*								Contribution due 1st May, 1961 ..	5,000	0	0			
	Bad Debts	158	10	1											
	Less														
325	Bad debt revived ..	25	0	0	133	10	1						13,333	6	8
12,728	*Excess of Income over Expenditure*				14,460	6	11	4,020	*Donations*				2,048	18	9
14,767					16,042	5	4	14,767					16,042	5	4

(B) BALANCE-SHEET AS AT 30TH JUNE, 1961.

1959–60.	*Liabilities.*	1960–61.	1959–60.	*Assets.*		1960–61.
£	*Accumulated Funds—*	£ s. d.	£	*Cash on Hand—*		£ s. d.
	Balance at 1st July, 1960 ..	135,612 18 0	35,458	Bank and Agencies' Advances ..		30,761 19 9
	Add		3,068	*Investments*		3,067 15 4
	Excess of Income over Expenditure	14,460 6 11		*Loans Outstanding—*		
135,613	Balance at 30th June, 1961 ..	150,073 4 11		Balance outstanding at 1st July, 1960 ..	£ s. d. 120,420 12 10	
23,333	*RAN Central Canteens Fund Contributions received in Advance* ..	15,000 0 0		*Add*		
				New loans 1st July, 1960 to 30th June, 1961 ..	157,281 10 1	
					277,702 2 11	
				Less		
				Repayments 1st July, 1960 to 30th June, 1961 ..	146,314 3 0	
				Loans converted to grants	11 0 0	
				Bad debts, less revival ..	133 10 1	
			120,420	Balance at 30th June, 1961 ..	146,458 13 1	131,243 9 10
158,946		165,073 4 11	158,946			165,073 4 11

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, 1961.

V. J. W. SKERMER,
Auditor-General for the Commonwealth
13th September, 1961.

A. W. R. McNicoll, Rear-Admiral
F. E. Irvine, Captain
J. McL. Adams, A/Captain
} *Trustees RAN Relief Trust Fund.*

C. A. Parker, Captain (Retired), Secretary.

(HPB 212/54/3.)

(*Navy Order* 987 *of* 1960.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.
9277/61.—2

Registrar. 8M 86

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CNO's 805-817/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
6th November, 1961.

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

By direction of the Naval Board.

Thos J Hawkins

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

RESTRICTED.

9278/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

RESTRICTED.

805.—ACNB—General Messages.

In accordance with Navy Order 335 of 1961, the State of ACNB general messages as at 1st October, 1961, is shown in the Appendix to this order.

APPENDIX.

The following F messages may be now withdrawn—

1960—
268 *see* CNO 580/61.

1961—
022—*See* ABR 93.
032—*See* IPI (AS 34).
111—*See* CNO 554/61.
158—*See* CNO 789/61.
164—*See* CNO 661/61.
167—*See* CNO 683/61.
186—*See* CNO 732/61.
204—*See* CNO 760/61.

2. At 0001Z, 1st October, 1961, the following F messages were in force—

1960—
280.

1961—

002	012	029	035	053	069	075	089	092	096
098	100	118	119	129	130	139	146	152	153
154	155	156	159	162	166	169	172	174	176
177	182	183	184	187	190	191	194	195	197
199	205	206	207	208	209	211	212	213	214
215	216.								

3. At 0001Z, 1st October, 1961, the following RF messages were in force—

1961—
001 004.

(HNB 77/5/8.)

(*Navy Order* 335 *of* 1961.)

RESTRICTED.

806.—Introduction and Implementation of SEATO Military Standardization Agreements (SEASTAGS) into the Royal Australian Navy.

SEATO Military Standardization Agreements (SEASTAGS) arise from the programme of non-material standardization undertaken by the Member Nations of the South East Asia Treaty Organization.

2. In accordance with directions which have been given by the SEATO Military Advisers, SEASTAGS are prepared by the SEATO Military Planning Office, Bangkok and forwarded to the SEATO Member Nations for comment. When ratified by all SEATO Member Nations advice is forwarded by the Military Planning Office to the SEATO Countries so that they may put the SEASTAG into effect.

3. SEASTAGS conform closely to the equivalent, STANAGS, (NATO Standardization Agreements) and in most cases, have been agreed to by those Member Nations of SEATO who are also Members of NATO, before being put into effect by SEATO.

4. SEASTAGS once introduced into the Services, and when applicable to the Royal Australian Navy, will be promulgated by Navy Orders.

(DAP 1600/202/22.)

UNCLASSIFIED.

807.—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, RANAS, Nowra, is responsible 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, RANAS, Nowra, Flag Officer Commanding HMA Fleet.

Reference: Navy Order 807 of 1961.

(*a*) date range required with alternative date,

(*b*) time range is to be opened and duration of exercise,

(*c*) whether FONGS are required,

(*d*) whether NGSLO's are required,

(*e*) whether aircraft spotting required,

(*f*) ship's call sign, and

(*g*) danger height.

Provisions of Forward Observers Naval Gunfire Support (FONGS) and Naval Gunfire Support Liaison Officers (NGSLO).

5. FONGS and NGSLO's will normally be provided by No. 128 Amphibious 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 RANAS, 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 ..	..	709
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.*
829	712	..	Tramcars (mid point of convoy).
827	715	..	Hut No. 1.
829	722	..	Hut No. 2.
832	724	..	Hut No. 3.
839	717	..	Hut No. 4.

The guns previously listed at co-ordinates 833 715 have yet to be re-surveyed.

12. The two tramcars placed in position 829 712 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 is not available for this target.

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 817 697.

16. A large red flag is to be hoisted at the observation position at all times.

Safety Officer.

17. The Commanding Officer, RANAS, 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 RANAS, 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*) HE 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

(*e*) Safety trainers are to be placed and fire checked if directors or guns point South of the safety aiming mark at co-ordinates 830 710.

(*f*) The direction of fire is to be westward between 255° and 290°.

(*g*) When engaging targets South of co-ordinate 717 a " Danger Own Troops—South 1500 " is to be included in the call for fire.

Duties of Safety Craft.

19. A safety craft is to be arranged by the Commanding Officer, RANAS, 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 circuits and call signs are allocated—

(*a*) Frequencies—

(i) Ship/Range Safety Officer—Y11 (V), with Y32 (V/CW) as alternative circuit.

(ii) Ship/FONGS—Y19 (V/CW).

(iii) Ship/Aircraft as ordered by Commanding Officer, RANAS, Nowra.

(*b*) Call signs—

(i) Range Safety Officer—VHZ2, or

(ii) FONGS—VHZ3.

21. In the event of W/T breakdowns, communications must be established by visual means.

Disposal of Unexploded Projectiles.

22. The Commanding Officer, RANAS, 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, RANAS, Nowra, and will consist of nine ratings one of whom is to be a radio operator. 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 Orders 360 of 1960 and 600 of 1961 are hereby cancelled.

(DTSR 1436/201/36.)

(*Navy Orders* 360 *of* 1960 *and* 600 *of* 1961.)

Section 2.

PERSONNEL.

UNCLASSIFIED.

808.—Benefits to Serving Members of the RAN under the Repatriation Act and Re-establishment and Employment Act.

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 RANR prior to 1st July, 1947 who transferred to or re-engaged in the PNF subsequent to 30th June, 1947, are covered only in respect of mobilized service as a member of the RANR.

(*c*) All other members who entered the PNF 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 PNF 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 Commonwealth Employees' Compensation Act.

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 TB not due to service; VD 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 TB 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.

Benefits under the Re-establishment and Employment Act.

9. An officer or man who served in one or more of HMA ships during the periods listed in paragraphs 11 and 12 hereof is eligible to apply after discharge for benefits under the Korean and Malaya Training Scheme as prescribed in the Re-establishment and Employment Act. Applications must be lodged within twelve months after discharge but not later than 31st December, 1963. Entitlements are limited to personnel whose engagements were contracted prior to 31st March, 1956.

10. Professional, industrial and rural training courses are available and assistance includes payments of fees at training establishments, incidental expenses such as provision of books and equipment, payment of a training allowance and fares.

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.*
HMAS SHOALHAVEN	27.6.1950	22.9.1950
HMAS BATAAN	27.6.1950	6.6.1951
HMAS WARRAMUNGA	14.8.1950	29.8.1951
HMAS MURCHISON	9.5.1951	19.2.1952
HMAS ANZAC	6.8.1951	17.10.1951
HMAS SYDNEY	31.8.1951	23.2.1952
HMAS TOBRUK	31.8.1951	23.2.1952
HMAS BATAAN	17.1.1952	27.4.1952
HMAS WARRAMUNGA	17.1.1952	27.4.1952

12. On 28th April, 1952, the RAN 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 RAN Component, BCFK for the periods shown—

Ship.	*Commencement.*	*Conclusion.*
HMAS COMMONWEALTH	28.4.1952	20.4.1956
HMAS BATAAN	28.4.1952	25.9.1952
HMAS WARRAMUNGA	28.4.1952	8.8.1952
HMAS CONDAMINE	3.7.1952	11.4.1953
HMAS ANZAC	6.9.1952	26.6.1953
HMAS CULGOA	14.3.1953	27.11.1953
HMAS TOBRUK	3.6.1953	12.2.1954
HMAS SYDNEY	27.10.1953	2.6.1954
HMAS MURCHISON	2.11.1953	16.7.1954
HMAS ARUNTA	25.1.1954	27.10.1954
HMAS SHOALHAVEN	17.7.1954	16.3.1955
HMAS VENGEANCE	27.10.1954	3.12.1954
HMAS 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. This order will be reprinted for posting on notice boards.

15. Navy Order 168 of 1960 is hereby cancelled.

347/201/4
(HPB ~~347/1/7.~~)
(347/1/7 — on file)

(*Navy Order* 168 *of* 1960.)

Cancelled vide N.O. 786/63

UNCLASSIFIED. PAR. 1. Amended vide C.N.O 577/62

809.—Commonwealth Employees' Compensation Act—Repatriation Institution Charges.

The Repatriation Department has agreed that cases where liability is accepted under the Commonwealth Employees' Compensation Act and which are admitted to Repatriation institutions for treatment will be charged a maximum rate of ~~£5 18s. 4d.~~ £5.11 - 0 per day from 1st September, ~~1961.~~ 1962.

2. Supply and Certifying Officers are to ensure that payments in excess of the agreed rate are not made on account of such cases in claims rendered by the Repatriation Department.

3. In some cases a considerable time may elapse before a determination under the Commonwealth Employees' Compensation Act is issued in respect of a member who has received treatment in a Repatriation institution. Adjustments should be made in such cases as requisite.

4. Commanding Officers should inform the Repatriation Department on receipt of advice that a determination has been issued accepting liability under the Commonwealth Employees' Compensation Act in respect of a member under treatment in a Repatriation institution.

5. Navy Orders 426 and 1013 of 1960 are hereby cancelled.

(Sec. 125/1/6.)

(*Navy Orders* 426 *and* 1013 *of* 1960.)

UNCLASSIFIED. Cancelled vide C.N.O 725/63

810.—Defence Forces Retirement Benefits Act 1948-1959—Section 42A—Payment of £300 Gratuity.

A male rating of the Royal Australian Navy who, subsequent to the 14th December, 1959, completes 6 years service for pension and who has engaged or re-engaged to serve for a further period of not less than 6 years is eligible in accordance with the provisions of Section 42A of the *Defence Forces Retirement Benefits Act* 1948–1959, to receive an advance payment of £300 against his ultimate retirement benefit, i.e., refund of contributions, refund of contributions and gratuity, or pension, as appropriate.

2. It should be noted that for the purpose of this section of the Defence Forces Retirement Benefits Act " service for pension " includes all service from date of entry.

3. Members, to whom paragraph 1 refers, are normally required, prior to completion of 6 years service, to lodge either an application for payment of this benefit (Treasury Form 9B) or alternatively an election not to receive payment (Treasury Form 112).

4. The appropriate Form (9B or 112) is to be signed by the claimant, witnessed and returned to the Director of Navy Accounts, Department of the Navy, Melbourne, for completion and rendition to the Secretary, Defence Forces Retirement Benefits Board, Canberra, who will arrange payment, as necessary, direct to the member.

5. Forms 9B and 112 will be forwarded by the Director of Navy Accounts to ships in which eligible personnel are serving, up to one month before completion of the period of 6 years. Where the forms are not received application should be made to the Director of Navy Accounts forthwith.

6. Payment of the £300 gratuity is taxable in full and the amount of taxation deduction will be assessed as follows—

Twenty-six times the difference between the normal tax on the fortnightly taxable income and the assessed tax on the fortnightly taxable income plus £11 10s. 9d. (i.e. 1/26 of £300).

7. A Taxation Group Certificate will be issued by the Defence Forces Retirement Benefits Board in respect of a payment made under Section 42A of the Act. The Certificate will also indicate the amount deducted for income tax purposes.

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

(DNA 263/1/28.)

RESTRICTED.

811.—Films and Filmstrips—Instructional—Titles—" Radioactive Fall-out " (Admiralty Serial No. E1445)—Parts I and II—Distribution—" Radioactive Fallout " (Admiralty Serial No. E1010)—Parts I and II—Obsolete.

(*AFO* 1320/1961.)

Copies of the revised version of the United Kingdom Home Office Civil Defence Training Film " Radioactive Fallout ", Parts I and II (Admiralty Serial No. E1445) are being obtained to replace existing Parts I and II of the film of the same title.

(Admiralty Serial No. E1010). Initial distribution will be made without demand by SNSO, Sydney, on the following scale—

Service.	*No. of copies.*
HMAS PENGUIN (for ABCD School)	1
Flinders Naval Depot (for ABCD School)	1
HMAS LEEUWIN (for ABCD School)	1
RAN Film Library, Sydney	1

2. *Part I*—The Overall Situation—shows the hazards of radioactive fallout and the problems which will have to be met by industrial workers and their families in the event of a nuclear explosion. The problems of a population living in refuge are considered, with special application to children and to the sick and aged. This part has a running time of 19 minutes.

3. *Part II*—Fallout in the Damaged Area—shows the householder helped by wardens tackling incipient fires caused by heat radiation, leaving major outbreaks to be dealt with by full scale Fire Service equipment. Rescue parties are shown working, where fallout permits, trying to save the greatest number in the shortest time. The use of a new type of lightweight survey meter is demonstrated. Emergency feeding on a small scale is also shown. This part has a running time of 10 minutes.

4. These parts should be shown separately and should be supported by appropriate verbal instructions. The classification is RESTRICTED.

5. Parts I and II of "Radioactive Fallout" (Admiralty Serial No. E1010) introduced in Navy Orders in 1958 have been declared obsolete. All copies of these parts are to be withdrawn from service and destroyed in the normal manner.

(DNAS 519/256/34.)

RESTRICTED. Cancelled N.O. 753/62

812.—RAN Communication Ratings—Singapore.

From time to time there will a requirement for recommended members of the Communication Branch (General Service Radio and Special), either married or single, to serve at Singapore for a period of two years. A roster of recommended volunteers for such service will be maintained in the Drafting Office. (Paragraph 11 of Navy Order 554 of 1961 is relevant). It will be necessary to do pre-draft training for two weeks at HMAS HARMAN.

2. Final selection of recommended volunteers will be made by the Naval Board.

3. The following conditions of service will apply.

4. *Service* will count as shore service for all purposes.

5. *Advancement*—Leading Radio Communication Operators and Leading Radio Operator Special will be ineligible to undergo Royal Navy RS or RS(S) qualifying courses, but will retain their course roster dates. Radio Communication Operators and Radio Operator Special may obtain refresher training at STC Kranji. They may be examined for LRO or LRO(S) either at Kranji or by a Fleet Board convened during visits by HMA ships to Singapore.

6. *Leave* will accrue at the rate of 42 days per annum, but, with a view to maintaining the member's health and efficiency and to avoid excessive accumulation of leave, it is expected that at least two weeks a year will be taken locally. A member may be granted a free return travel warrant twice each year to visit such centres in Malaya as are approved by the Commander-in-Chief Far East Station. The provisions of Navy Order 939 of 1960 will also apply.

7. *Engagements*—Selected ratings should have sufficient time to serve to cover service in area plus leave on return, otherwise re-engagement is to be effected in accordance with the current Navy Orders.

8. *Family Passage*—Wives and families of selected ratings will be granted passages at Departmental expense.

9. *Pay*—To be in Australian currency converted at the normal rate of exchange.

10. Unmarried or married unaccompanied members will be accommodated in service messes.

11. The following allowances will be payable—

Married accompanied member living out.

12. *Malaya Allowance*—Payable at the rate of 26s. 7d. (Australian) per day for Chief Petty Officer, 25s. 2d. (Australian) per day for Petty Officers, and 23s. 8d. (Australian) per day for Leading Rate and below. No reduction in this allowance is to be made during any period during which a rating or any member of his family is admitted to hospital in Malaya or he is absent on duty or leave.

13. *Child Allowance*—Payable at the rate of 5s. 8d. (Australian) a day in respect of each dependant child maintained in the area.

14. *Allowance while in Hotel or Boarding House*—If a member is required at any time to live with his family in a hotel or boarding house (usually on arrival in Singapore and possibly prior to departure for Australia) he will be reimbursed the full cost of board and lodgings, for reasonable accommodation, less contribution by him of a sum approximately equivalent to his rent and food norm in Australia. If it is not practicable for personal laundry to be done privately, reimbursement may be made of reasonable amount charged.

15. *Housing*—Ratings are responsible for securing suitable accommodation (maximum rental allowed $350 per month) and applying to appropriate authority for it to be approved. The member contributes 9s. 2d. (Australian) per day (RO), 10s. 2d. (Australian) per day (LRO), 11s. 3d. (Australian) per day (RS), and 12s. 6d. (Australian) per day (CRS) through pay account towards rent which is a charge against the Commonwealth Government. Lighting and heating accounts are payable by the rating.

16. *Domestic Servants*—Members are entitled to be supplied with 1 servant and a part time gardener while living in a house or flat. These are to be hired through an Australian Service Authority. If this is impracticable the member may employ the domestic servant and part time gardener and be reimbursed normal wage including 5 per cent. contribution to the Central Provident Fund, if applicable.

17. *Outfit Allowance*—The member is entitled to an Outfit Allowance of £25 (Australian). He may be paid an additional amount of £15 (Australian) in respect of, and when joined by his wife. Production of receipts is not necessary.

18. *Taxation*—A deduction of £270 (Australian) plus one half of the sum which the member is entitled to claim as concessional deductions for his dependants in addition to the normal concessional deductions for his family is allowed from taxable income. This deduction is allowable in full only in respect of periods of at least six months in each financial year served in the area. A pro-rata deduction will be allowed in respect of a period served in the area of less than six months in a financial year.

19. *Transport*—A member is entitled to appropriate free transport to and from work from agreed pick up points. If Departmental transport from agreed pick up points is not available, approval may be given to the use by the member of his private car from his place of duty and return at the rate of 12 4/10th cents (Malayan) i.e. 3½d. (Stg.) per mile with an additional 3½ cents (Malayan) i.e. 1d. (Stg.) per mile if he provides transport for one or more additional members in his vehicle subject to the following conditions—

(*a*) that approval for use of private car is vested in the Administrative Authority of the member;

(*b*) no claim is to be accepted in respect of a single journey of less than one mile by the most direct and suitable route;

(*c*) that without unnecessary deviation the most economical use of the transport is availed of by the carriage of other members who live within one mile of the direct route travelled by the member;

(*d*) no claim is to be accepted in respect of more than one return journey per duty day except on such days as a return from home to duty beyond normal hours is necessary.

20. *Education of Children*—Education of children is to be arranged at the British Army or RAAF Schools in the Singapore/Malaya area, such education, including the provision of school books, to be at no cost to the rating. Free transport to and from school may be provided from agreed pick up points.

21. *Medical, Dental and Optometry*—Treatment including treatment in hospital through United Kingdom medical organizations in the area is provided for the family of the member without charge. Such treatment does not, however, include the provision of spectacles, dentures and the like, at public expense. Navy Order 348 of 1961 is relevant.

22. *Transport of furniture to Australia*—Any additional furniture necessarily purchased by the member while married accompanied in Malaya—

(*a*) to supplement the furniture contained in a furnished privately-owned residence, occupied because an official residence is not available, to the scale provided in official residences;

(*b*) to bring the furniture in a partly furnished official residence up to the scale when items normally supplied are unavailable; or

(*c*) to bring the furniture in a "fully" furnished official residence up to the scale when such residences are inadequately furnished,

may be transported to Australia by sea at public expense up to a maximum of two shipping tons (80 cubic feet) on the return of the member and his family to Australia. The prior approval of the Naval Board is to be obtained in all instances. Claims for reimbursement of the cost of transport of the furniture should be submitted to Navy Office on return of the member to Australia.

Unmarried or married unaccompanied members.

23. Paragraphs 17, 18 and 19 apply together with—

24. *Malaya Allowance*—Payable at the rate of—

CPO and PO 6s. 3d. (Australian) per day.
L. Rate and below, 5s. 9d. (Australian) per day.

Payment may be continued during periods of leave or hospitalization in Malaya but may not be made during periods when the member is in receipt of travelling (subsistence) allowance.

25. *Leave Allowance*—An allowance of 9s. 6d. (Australian) a day is paid if the member lives out on leave.

26. *Food Allowance*—An allowance of 9s. 2d. (Australian) a day may be paid whilst living in a Royal Navy Mess, to compensate for the deficiency in the British Ration Scale as compared with the Australian.

(HPB 333/201/28.)

(*Navy Orders* 939 *of* 1960 *and* 348 *and* 554 *of* 1961.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

813.—Batteries and Cells—Towed Asdic Repeater Target Set, Type 181—Battery A.P. F24/14242.

(*AFO* 1670/1961.)

Investigations in the RN concerning defective batteries AP F24/14242, used in the TART Set Type 181, indicated the need for—

(*a*) improvements in cell design, and
(*b*) revision of the Servicing Instructions.

2. Batteries now being manufactured incorporate the following improvements in cell design as compared with those previously supplied—

(*a*) An improved grade of polystyrene for the cell case which has a greater resistance to temperature changes.
(*b*) Improved plate construction.
(*c*) A stronger connection between plates and terminals which reduces the stress on the separator material.
(*d*) Terminals increased in size from ¼-in. to $\frac{5}{16}$-in.
(*e*) An improved grade of separator material.

3. Batteries incorporating the new design features can be identified by the engraving on the battery cover which reads as follows—

BATTERY ADMY. PATT. NO. 14242
CHARGE AT 6 AMP. UNTIL VOLTAGE ON.
CHARGE READS 8.4 VOLTS.
IF CELL IS LESS THAN ¼ FULL WHEN DISCHARGED
TOP UP TO ½ FULL WITH 1.300 SG KOH.
DO NOT ADD ACID. GREASE TERMINALS WELL.

The instructions engraved on the cover of the older batteries stipulate charging at 2 amp. and topping up with distilled water.

4. Each new design battery is supplied with six electrolyte containers, four for first filling (SG 1.450) and two for topping up (SG 1.300).

5. *All* batteries AP 14242 old and new, irrespective of the engraving on the battery cover, must be commissioned and maintained in accordance with the servicing instructions contained in Chapter II (*as amended* by AFO P.109/60) of BR 2180.

6. If topping up electrolyte (SG 1.300), as supplied with new batteries, is not available, it is permissable to use Solid Electrolyte AP E6/95 to prepare topping up electrolyte by dissolving it in distilled water to form a clear solution. (*See* Chapter VIII, paragraph 9 of BR 2179 (*amended* by AFO P.110/60)).

7. Stocks of the old type battery will continue to be issued until expended. Those batteries at present in service should not be replaced until they become defective.

(DEE 517/251/86.)

UNCLASSIFIED. – Cancelled vide N-0-824/63

814.—Armament Stores—Ammunition (including TAS Stores)—Returns.

Ammunition returns are required from ships and establishments as follows—

(*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 .. RANAS, Nowra, Flinders Naval Depot, HMAS WATSON and HMAS PENGUIN.

Details required .. Estimate of expenditure by the establishment and by ships and aircraft associated with the establishment during the ensuing period 1st July to 30th June. Stocks held are to be ignored. Requirements for use by disembarked FAE aircraft are to be excluded.

(*b*) *Type of return* .. .. Stocks held and expenditure.

When due .. .. Stock held as at the end of the month as shown in the appendix to the order and quantity expended during the period as shown on the form supplied; to reach Navy Office by 20th of the following month.

By whom to be rendered .. All HMA 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 VT fuzes are to be shown.

2. For returns at (*b*), 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 Order 930 of 1959 and 32 of 1960 are hereby cancelled.

APPENDIX.

Details Required.	*Stock and Expenditure as at.*
Torpedo explosives	31st January and 31st July.
Tubes, tracers and primers	28th February and 31st August.
A/S projectiles and fuzes	
Small arms ammunition (other than Hispano) ..	
Demolition stores	31st March and 30th September.
A/C pyrotechnics	
3-in. A/C rocket ammunition	
A/C bombs	
Hispano and miscellaneous A/C power cartridges	
40/60 ammunition including blanks	30th April and 31st October.
Minesweeping explosives	
Cox gun stores	
Ships' pyrotechnics, grenades	
Lachrymatory and chemical stores	
2-in. mortar ammunition	31st May and 30th November.
2-in. rocket ammunition	
Depth charge stores	
Sub-calibre ammunition	30th June and 31st December.
Torpedoes, practice heads and gyroscope ..	
A/C pyrotechnics	
3-in. A/C rocket ammunition	
A/C bombs	
Hispano and miscellaneous A/C power cartridges	
4.7-in. cartridges and shell	
4.5-in. cartridges and shell	
4-in. Mk. 16* and 21 gun cartridges	
Gun fuzes	

(DAS 725/52/3.)

(*Navy Orders* 930 *of* 1959 *and* 32 *of* 1960.)

UNCLASSIFIED.

815.—Alteration and Addition Item—HMAS MELBOURNE.

The following alteration and addition item is approved for HMAS MELBOURNE.

Class List Item No. 145. *Classification* A.

Item: Power cylinder covers. To machine power cylinder covers to provide flanged joints in accordance with Drawings Nos. CR 13903 and CR 13905.

References:

(*a*) Navy Office letter 1213/252/15 No. 08191 dated 18th September, 1959.

(*b*) Navy Office letter 1213/252/15 dated 9th November, 1960.

(*c*) FOICEA's N20/14/89 dated 25th July, 1961.

(DCNTS 1213/52/282.)

UNCLASSIFIED.

816.—Naval Stores (Class F, Group 3)—ABCD—Radiac Instruments—Types and Revised Allowances.

A range of radiac instruments to detect and measure radioactivity has been introduced into the Rate Book and Authorized List of Naval Stores under Class F, Group 3 (or as otherwise indicated).

2. *Types of Radiac Instruments and their functions.*

(*a*) **Dose-rate meters—**

(i) *Meter Survey Radiac No. 2 Pattern F.3/911-0130.—See* BR 2053.

(ii) *Meter Dose-rate Portable Trainer No. 1, Pattern F.3/911-0227.—See* BR 2053.

(iii) *Contamination Meter No. 1, Mark 2, Pattern F.3/911-0107.*—A sensitive instrument using a geiger tube on a flexible lead for assessing gamma contamination of personnel, food, clothing, &c. When used with a calculator, Pattern F3/911-0057 and fitted with a valve, Pattern F4/000-2886 in the probe unit, it can be used for measuring the beta contamination of liquids. The power supply for this instrument can be provided by one of the following methods—

Two 150 volts dry batteries, Pattern F24/910-1165 Eveready O-576 in battery holder, Pattern F3/911-0030.

Vibrator Unit Pattern F3/911-0029, with four batteries, Pattern F24/910-1172 or similar.

Power unit mains, Pattern F3/911-0028 from 115 volts or 230 volts AC supply.

To give aural indication of contamination, the following item is provided for use with this instrument—

Receiver headgear, Pattern F20/940-0046.

(*b*) *Dosimeters—*

(i) *Quartz Fibre Dosimeters.*—A quartz fibre electroscope, similar in appearance to a fountain pen, arranged to read total dose of gamma radiation directly against a graduated scale. Five types with different ranges are available—

Pattern.	*Dosimeter.*	*Range.*	*Remarks.*
*F.3/911-0001	No. 1	0-0.5r	For training purposes.
F.3/911-0286	No. 1, Mark 2	0-0.5r	
*F.3/911-0002	No. 2	0-5r	For use in areas of comparatively low radiation intensity.
F.3/911-0101	No. 2A	0-5r	
*F.3/911-0003	No. 3	0-50r	For general use by selected personnel such as leaders of monitoring and decontamination teams and OOQ's.
F.3/911-0393	No. 3, Mark 2	0-50r	
*F.3/911-0269	No. 4A	0-150r	For general use by selected personnel such as leaders of monitoring and decontamination teams and OOQ's.
F.3/911-0410	No. 4, Mark 3	0-150r	
F.3/911-0228	No. 5	0-500r	For use by a limited number of personnel in exposed positions such as the bridge, flight deck, etc.

* Obsolescent but to continue in service until stocks are exhausted.

All patterns of quartz fibre dosimeters can be re-charged (to zero on the scale) by means of charging unit, Pattern F.3/911-0004.

(ii) *Phosphate Glass Dosimeter.*—A phosphate glass dosimeter to be worn on a lanyard next to the body and to record the cumulative gamma dose received by the wearer is under development. A reader instrument will be required for this dosimeter and is also under development.

3. *Ancillary Equipments.*

(*a*) *Radioactive Luminous Discs.* (Pattern E2/1069). For training purposes, supplied in metal boxes containing up to 24 discs.

(*b*) *Source Type B.*—(JSC 6665-110016.) Cobalt source of 1/10 millicurie for training purposes.

(*c*) *Source Type C.*—(JSC 6665-110017.) Cobalt source of 1 millicurie—supplied to ABCD schools and available for temporary issue to ships.

(*d*) *Source Type D.*—(JSC 6665-110018). Cobalt source of 5 millicuries—supplied to ABCD schools for outdoor training. Previously included in the Rate Book under Ref. 5CG/0018.

(*e*) *Jig Calibration.*—(JSC 6665-110098.) Cobalt source Type G of 5 millicuries (JSC 6665-110041) for calibrating survey meter No. 2 on low range only.

(*f*) *Jig Calibration.*—(JSC 6665-110099.) Includes Type H of 100 micro-curies for calibrating contamination meter No. 1, Mark 2.

(*g*) *Radiac Slide Rules.*—(JSC 6665-110027.) For calculating the duration of a hazard to be expected after a nuclear attack. Previously included in the Rate Book under Ref. 5CG/0027.

(*h*) *Radiac Graphs.*—(Forms S1650.) Designed for use in conjunction with the radiac slide rule.

Safe Handling and Stowage of Radioactive Sources.

4. Attention is drawn to Navy Order 32 of 1961.

5. Instruments should be handled with care, particularly those having a Geiger tube as the sensitive element. They should be stowed, when not in use, on the rack provided in the ABC store with all batteries removed. Periodical tests of calibration should be carried out to ensure the components are functioning correctly.

6. Dessicators should be inspected regularly and replaced every six months, or as soon as the colour changes to pink, whichever is the earlier.

Maintenance, Calibration and Testing of Instruments.

7. Responsibility for the calibration and maintenance of radiac instruments rests, in HMA ships and commissioned establishments, with the Electrical Officer, and in civil establishments with the appropriate dockyard Electrical department. An instruction manual is in course of preparation in the United Kingdom. In addition to existing general electronic and electrical test equipment (valve testers, avometers, valve voltmeters and DC multipliers, &c.), the following equipment required for calibrating, testing and maintenance will be supplied as indicated in the appendixes—

(*a*) *Measuring Set High Resistance.*—(JSC 6625-110014.) For measuring the values of very high value resistors contained in radiac instruments.

(*b*) *Calibration Test Set, No. 2.*—(JSC 6665-110112.) For calibrating the survey meter No. 2 on the two high ranges (0-30 r/hr and 0-300 r/hr).

8. Defects are to be reported on Form AS 2061 " Record of Defect " or on Form AS 1183 " Report of Defective Electrical Equipment ", according to the nature of the defect.

Supply.

9. All the above-mentioned radiac instruments will be classified as permanent sea stores with the exception of luminous discs which are classified as consumable items.

10. Sufficient radiac instruments are being procured for HMA ships in commission with their full war reserves, ABCD and Electrical Schools, as indicated in the appendixes to this order. Allowances have been made for Naval establishments but will not be issued at the moment. The policy will be reviewed annually. Where allowances differ from those shown in the relevant Establishments of Sea Stores they are to be regarded as RAN special allowances. Demands for stores to complete to the allowances should be forwarded to SNSO, Sydney. Supply of outstanding requirements should not be hastened as in some instances the instruments are not yet obtainable from the United Kingdom. Demands for ships under construction or undergoing conversion, &c., will be prepared by the storing yards concerned.

11. The date of activation of each radioactive source is marked on the container of each source. Re-activation is necessary after three to five years and instructions on the procedure for return of sources when this is necessary will be issued in due course.

12. Navy Orders 97 and 375 of 1960 and 26 of 1961 are hereby cancelled.

APPENDIX A.

Code Letters.	*Ship or Establishment.*
A.	Carriers.
C.	Destroyers (All Classes).
D.	Frigates (All Classes).
F.	BWV's Tugs (Seagoing).
G.	RAFA's.
H.	Major Dockyards: Sydney, Williamstown.
I.	Other ports under Naval authority.
J.	Spectacle Island, Maribyrnong, Newington and other Naval Armament Establishments.
K.	Victualling Yards and Naval Store Depots.
L.	HMAS PENGUIN.
M.	ABCD Schools at Flinders Naval Depot and HMAS LEEUWIN.
N.	Electrical School, Flinders Naval Depot.
O.	Uniformed Naval establishments with complements of over 1,000.
P.	Uniformed Naval establishments with complements of under 1,000.
R.	Coastal Minesweepers.

Note: Allowances for Cruisers and Ocean Minesweepers are no longer promulgated consequent upon the decision to dispose of ships of these classes. The distinguishing letters " B " and " E " previously allotted to these classes, have been retained as spares.

APPENDIX B.

Code Letter.	*Dosimeters, QF.*						*Dosimeter charging unit.*	*Dose-rate Meters.*	
	Pattern F.3/911-0286 or 911-0001 0-0.5r.	Pattern F.3/911-0101 or 911-0002 0-5R.	Pattern F.3/911-0003 or 911-0393 0-50R.	Pattern F.3/911-0410 or 911-0269 0-150R.	Pattern F.3/911-0228 0-500R.	Pattern F.3/911-0004.	Meter Survey Radiac No. 2 F.3/911-0130.	Meter Dose Rate Portable Trainer F.3/911-0227.
A.	6	12	50	50	12	6	12b	8
C.	2	4	10	10	3	2	4	2
D.	2	4	10	10	3	2	4	2
F.	—	2	4	4	1	1	1	—
G.	—	4a	5a	5a	1	1a	1	—
H.	5	60	120	20	—	3	6	1
I.	—	—	—	—	—	—	—	—
J.	3	40	80	—	—	3	6	—
K.	2	20	40	—	—	2	6	—
L.	30	5	15	2	2	3	10	30
M.	20	5	10	2	2	2	5	20
N.	6	6	—	—	—	1	1	1
O.	6	12	24	—	5	4	12	4
P.	2	6	12	—	2	3	4	2
R.	2	4	10	10	3	2	4	2

(*a*) Minimum scale, large ships to be supplied on a scale applicable to nearest warship equivalent. (*b*) Plus 2 additional for decontamination of aircraft.

APPENDIX B—*continued.*

Code Letter.	Contamination Meter and Accessories.					Radiac Calculators.		
	Contamination Meter No. 1, Mark II F.3/911-0107.	Receiver Headgear for Contamination Meter F.20/940-0046.	Mains Power Unit for Contamination Meter F.3/911-0028.	Vibrator Unit Contamination Meter F.3/911-0029.	Battery Holder for Contamination Meter F.3/911-0030.	Water Contamination Calculator No. 1 F.3/911-0057.	Slide Rule Radiac No. 1 F.3/911-0027.	Valve F4/000-2886.
A.	6b	6	5	1	1	3	3	3
C.	3	3	2	1	1	2	2	2
D.	3	3	2	1	1	2	2	2
F.	1	1	—	1	1	—	1	—
G.	3	3	2	1	1	—	1	—
H.	6	6	2	8	4	3	2	3
I.	—	—	—	—	—	—	—	—
J.	6	6	2	4	4	1	2	1
K.	6	6	2	4	4	1	1	1
L.	5	5	4	1	1	10	40	10
M.	5	5	4	1	1	5	20	5
N.	1	1	1	1	1	1	1	1
O.	6	6	4	2	2	3	2	3
P.	3	3	2	1	1	2	2	2
R.	3	3	2	1	1	2	2	2

(*b*) Plus 2 additional for decontamination of aircraft.

APPENDIX B—*continued.*

Code Letter.	Test Equipment/Calibration Jigs.						Sources.			
	Calibration Test Set No. 2 F.3/911-0112.	Calibration Source and Jig for Water Contamination Meter F.3/911-0097.	Calibration Source and Jig for Survey Meter F.3/911-0098.	Calibration and Jig for Contamination Meter F.3/911-0099.	Adaptor High Impedance Pattern F.3/89.	Measuring Set High Resistance F.19/911-0014.	Type B F.3/911-0016.	Type C F.3/911-0117.	Type D F.3/911-0018.	Luminous Disc E.2/1069.
A.	1	1	1	1	(*c*)	—	20	—	—	40
C.	1	1	1	1	(*c*)	—	10	—	—	12
D.	1	1	1	1	(*c*)	—	10	—	—	12
F.	—	—	—	—	—	—	—	—	—	—
G.	—	—	—	—	—	—	—	—	—	—
H.	1	1	1	1	2	1	10	—	—	30
I.	—	—	—	—	—	—	—	—	—	—
J.	1	1	1	1	1	1	10	—	—	10
K.	1	1	1	1	1	1	10	—	—	5
L.	1	1	2	2	1	1	20	12	12	20
M.	1	1	2	2	2	1	20	12	12	20
N.	1	1	1	1	1	1	10	—	—	5
O.	1	1	1	1	1	1	10	—	—	20
P.	1	1	1	1	1	1	10	—	—	10
R.	1	1	1	1	(*c*)	—	10	—	—	12

(*c*) Included in allowances for CRETE.

(DNAS 519/253/1.)

(*Navy Orders* 97 *and* 375 *of* 1960 *and* 26 *and* 32 *of* 1961.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

817.—Canned Water—Serviceable Life.

Stocks of canned water are now to be regarded as having a serviceable life of five years from the date of manufacture. All cans are marked with the month and year of manufacture.

2. Navy Order 71 of 1961 is to be noted accordingly. ABR 93, Appendix 19, paragraph 6 will be amended in due course.

3. ACNB 139F of July, 1961, is hereby cancelled.

(DV 912/109/19.)

(*Navy Order* 71 *of* 1961.)

With reference to Navy Order 1904 of 1959, Navy Orders 705 to 853 of 1959 are now over two years old and may be disposed of.

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
8th November, 1961.

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

By direction of the Naval Board.

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

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829. RI—Quarterly List of Navy Orders Affecting.

830. TAS Log and Progress Book—Revision.

Section 1.

ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

818.—Supersession of Title " RAN Liaison Officer, London."

The title " Australian Naval Representative, UK ", will be introduced on 1st January, 1962, on which date the title " RAN Liaison Officer, London " will be superseded.

2. ABR 5011, Chapter 2, paragraph 5 will be amended in due course.

(HNB 22/201/35.)

Cancelled with CNO 447/62

Section 2.

PERSONNEL.

UNCLASSIFIED.

819.—Gowrie Scholarships—1962 Awards.

The Naval Board has been advised that the following awards for the year 1962 will be made from the Gowrie Scholarship Trust Fund—

(*a*) Post-Graduate Research Scholarships—for two years abroad, of £720 Sterling per annum.

(*b*) University or similar scholarships—£75 per annum.

(*c*) Secondary School Scholarships—for one or two years, of £40 per annum.

2. The scholarships are available to members of the Armed Forces of the Commonwealth of Australia who served in a combat area during the War of 1939–45, or to their descendants.

3. Applications must be submitted not later than 30th November, 1961, as follows—

(*a*) For Research Scholarships—to the Registrar of the University of graduation in Australia.

(*b*) For other Scholarships—to the Secretary, Gowrie Scholarship Trust Fund, Box 2069, G.P.O., Sydney, New South Wales.

4. Forms of application and instructions may be obtained through schools, or from the Secretary of the Trust.

5. Navy Order 859 of 1960 is hereby cancelled.

(HPB 134/1/4.)

(*Navy Order* 859 *of* 1960.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

820.—Generators and Alternators, Ship's Main Service—Main Alternators—Speed Reduction—Damage to Excitation Systems.

(*AFO* 1672/1961.)

A recent report from Admiralty indicates that damage has been caused to the alternator exciters and associated equipment due to temporary falling of the prime mover speed and hence reduction of the alternator frequency, with the voltage, however, being maintained at its nominal value by the AVR.

2. Watchkeepers are, therefore, to be instructed that if the alternator frequency falls below 50 c/s for more than a few seconds, then in order to safeguard supplied equipment and excitation circuits, the excitation should be switched off and the generator disconnected from the switchboard. If it is essential to maintain some supply, the excitation should be put into "hand" control and the voltage adjusted to a value which is in approximately the same proportion to nominal as is the frequency.

(DEE 1108/52/92.)

UNCLASSIFIED.

821.—Ammunition—Fuzes, Igniters Primers, Tracers, Tubes—Primers, Electric, No. 17, Mark N3, Lot 23—Withdrawal.

(*AFO* 1862/1961.)

Ammunition Item	Primers, Electric, No. 17, Mark N3, Lot 23, filled CY8/55, Maker ML 5/55.
Action to be taken by HMA ships and establishments	Cartridges fitted with No. 17 primers are to be scrutinized, and any fitted with primers of the above description are to be exchanged at the earliest opportunity.
RAN Armament Depots ..	Separate instructions have been issued (CL (A) No. 105 refers).
Reason for action	An unacceptable number of failures to fire have occurred with the above primer.
Safety category	NMER (BR 862) Article 1705, Category ff, i.e., not dangerous, but may have an unacceptable percentage of failures to function.

(DAS 729/56/46.)

UNCLASSIFIED.

822.—Ammunition—Propellant—Landing—Destruction—Report.

(*AFO* 1864/1961.)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached the age limit—

Propellant lots and sub-lots affected.	*Type.*	*Nature of ammunition, &c., which may be involved.*
RNC 1262 ..	SC 061 ..	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in.; (F.A.).
RNC 1373XA ..		
RNC 1387XA ..		
RNC 3524XJ ..		
RNC 1263 ..	SC 048 ..	QF 4.7-in.; QF 4-in.
RNC 1261 ..	SC 103 ..	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in.
RNC 1378XA ..		
RNC 1385XA ..		
RNC 1395XA ..		
RNC 1584XB ..		
RNC 1733XC ..		
RNC 2843XH ..		
RNC 1251 ..	SC 109 ..	QF 4.7-in.
RNC 1377XA ..		
RNC 1260 ..	SC 140 ..	QF 5.25-in.; Impulse Torpedo.
RNC 1798R ..		
RNC 1388XA ..		
RNC 1248 ..	SC 150 ..	Impulse Torpedo.
RNC 1396XA ..		
KA 1046 ..	FNHP 020-022	QF 40/60.
SPDN 7883 ..		
SPDN 7897 ..		
SPDN 7905 ..		
SPDN 7906 ..		
SPDN 7910 ..		
SPDN 7926 ..		
SPDN 7956 ..		
SPDN 7973 ..		
SPDN 8008 ..		
SPDN 8011 ..		
SPDN 8013 ..		
SPDN 8073 ..		
SPDN 8078 ..		
BS 18525 ..	SUK/CO 29 ..	Motor Rocket, 2-in.
BS 18526 ..		
BS 18721 ..	SUK 1.7-0.6..	Motor Rocket, 2-in.
BS 18722 ..		
BS 19537XA ..		

Action to be taken by HMA ships, &c.	Return to nearest RANA Depot as early as practicable; if unable to comply within three months from the date of this order, report specially to Navy Office for instructions. NM and ER 1960, BR 862, Article 1126, refer.
Action to be taken at RANA Depots	Separate instructions have been issued.

(DAS 729/57/112.)

UNCLASSIFIED.

823.—Gun Direction Officers Sight Types T 275 and T 275A (GDS 2* and 5)—Roll Gyro Supply Fuses.

Two cases have occurred of the winding of a GS Mark 3 gyro wheel in a type T 275 GDO sight burning out as a consequence of single-phasing due to fine 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.

(DW 737/61/1.)

UNCLASSIFIED.

824.—MRS 3—Gyro Air Supply Systems with GASU Type 1, Mods. 1 and 2 Fitted in Conjunction with Stabilizers, GS Type 3—Air Supply Pipes.

(*AFO* 1150/1961.)

Lengths of Flexatex hose are used between fixed piping and resiliently mounted components, viz., stabilizer and GASU in parts of the fixed piping where radius bends or elbows can be avoided thereby and within the GASU, between fixed piping and intake ports of the compressors.

2. Under service conditions it appears to have a life of about two years.

3. An amendment is being made, as a consequence, to the Maintenance Schedules which will call for a close inspection at two-yearly intervals.

4. If hoses become brittle or any other deterioration occurs, defective hose lengths are to be replaced. Stocks of hose will be available from the Gunnery Equipment Depot, Sydney, and demands should be forwarded in accordance with current instructions, quoting lengths required of the following sizes—

BR 226 *C* (6). *Folio* 5.	*Description of Hose.*	*Remarks.*
Index No. 169 . .	Flexatex Hose C6, 1-in. Bore	External Air Line (Return Piping).
Index No. 169A	Flexatex Hose C10, ½-in. Bore	External Air Line (Supply Piping).
Index No. 169B	Flexatex Hose C10, ¾-in. Bore	Intake Connection to compressors within GASU.

5. To avoid confusion, which has already occurred, it is pointed out that Navy Order 183 of 1960 is not applicable to this subject; it refers only to the replacement of the original Lockheed Avery hoses connecting to the pressure (output) connections of the compressors within the GASU.

(DW 737/56/30.)

(*Navy Order* 183 *of* 1960.)

RESTRICTED.

825.—Asdic Hull Outfits 16, 18 and 20—Safety Precautions.

(*AFO* 1869/1961.)

There is insufficient space available to operate the mechanisms of Hull Outfits 16, 18 and 20 through their full strokes when the ship is docked on blocks of height less than 6-ft. 6-in. Warnings to this effect are given in the handbook and in the Instructions for Installing the equipments.

2. A recent incident in the RN, resulting in damage to a dome, has made it clear that the existing instructions require amplification if further accidents are to be prevented. The following routine is therefore to be observed in all ships fitted with Hull Outfits 16, 18 or 20—

(*a*) For ships in Commission in and not under Dockyard Control, on docking, with the dome retracted, the raise/lower circuits should be switched to "Local" and the hand operating handle should be removed from its stowage in the safety switch and retained in the custody of either the TAS Officer or the Weapons Engineer Officer of the ship. For ships building, by contract, the Naval Overseer should take charge of the handle. For ships under Dockyard Control in HMA Naval Dockyards, a representative of the Constructive Department should take charge of the handle. These officers should be responsible for all safety precautions whenever the dome is to be moved.

(*b*) Before attempting to move the dome in either direction, it should be checked that the dome is clear of all obstructions and a reliable man should be stationed on the dock bottom with clear instructions on signals to be used for communication with the Directing Gear Space.

(*c*) In order to prevent the possibility of damage due to the wrong button being pressed by accident, if the dome base is less than 9-in. clear of the dock bottom or any other obstruction, the dome must not be moved in power in either direction until 9-in. clearance is achieved by hand operating.

(DW 518/252/205).

UNCLASSIFIED.

826.—Naval Stores (General and Technical) (Class B, Group 10)—Accounting Classifications.

(*AFO* 1932/1961.)

Section 9 of the Rate Book, BR 810, covering Class B, Group 10 has now been reviewed in accordance with Navy Order 161 of 1961 (*Naval Stores* (*General and Technical*)—*Review of Accounting Classifications*).

2. The items reclassified are as shown in the Appendixes to this order and have been arranged in numerical Pattern Number order within each part, with an indication of the page number for the entry in the Rate Book.

3. BR 810 should be amended in manuscript accordingly and the Naval Store ledgers of HMA ships and establishments adjusted as shown in ABR 4, Article 1812.

Appendix A.

Permanent items (P) to be classified as Consumable (C).

Pattern No.		No. of page in Relevant Section of Rate Book.
B.10B.	24	3
	26	
	209	3
	377	6
	378	
	462	
	464	
	468	
	2475	5
	2476	
	2477	
	2479	
	2485	5
	2486	
	2487	
	2488	
	2499	
	2500	
	2501	
	2503	5
	2511	
	3001	
	6899	8
	6900	6
	6996	
	6997	
	7755	3
B.10C.	96	19
	102	
	104	
	370A	18
	371B	
	1059	15
	1420	15
	1421	
	1424	
	1425	15
	1909	18
	1912	23
	1914	
	1959A	18
	1961A	18
	1962A	
	1963A	
	1965A	
	2095A	
	2096A	
	2097A	

Pattern No.		No. of page in Relevant Section of Rate Book.
B.10C.	2098A	18
	2099A	
	2100	
	5097	25
	5372	17
	5374	
	5376	
	5378	
	5470	22
	5471	
	5472	
	5497	23
	6722	11
	6723	12
	6724	
	6728	
	6730	
	6734	
	6735	
	6736	
	6969	20
	7753	19
	7805	17
	7806	
	7869	
	8722	
	8816	
	9645	16
	16075	14
B.10D.	2A	29
	4	28
	94	29
	140	28
	141	28
	246	33
	247	
	500	34
	741	33
	C1046	29
	C1057	33
	C1059	27
	1239	30
	1426	28
	1559	31
	1560	
	1860A	33
	1861	30
	2546	33

Appendix A—*continued.*

Pattern No.		No. of page in Relevant Section of Rate Book.
B.10D.	3591	34
	4449	30
	4451	33
	4475	31
	5021	34
	5336	28
	6363	30
	7583	28
	7584	
	9189	
	11118	32
	11119	
	11121	
	11122	
	11636	29

Pattern No.		No. of page in Relevant Section of Rate Book.
B.10D.	11638	28
	11640	
	12160	32
	107983	28
B.10E.	76	39
	109	
	173A	38
	6890	39
	7880	38
	14387	
	14388	39
B.10G (ii)	4408	91
	16947	82
	16948	82

Appendix B.

Consumable items (C) to be classified as Permanent (P).

Pattern No.		No. of page in Relevant Section of Rate Book.
B.10B.	6353	7
B.10C.	7533	12
	9639	16
	9640	
B.10D.	4429	34

Pattern No.		No. of page in Relevant Section of Rate Book.
B.10D.	4430	34
	4431	
	4432	
	5497	
	5498	

Appendix C.

Portable Fittings (F) or Hull Fittings (H) items to be classified as Consumable (C).

Pattern No.		No. of page in Relevant Section of Rate Book.
B.10B.	6901	3
	6902	
B.10D.	4194A	27
	4198	
	4199	
	7891	
	7892	27
	7893	
	7894	
	7895	
	7897	

Pattern No.		No. of page in Relevant Section of Rate Book.
B.10D.	7898	27
	8143	31
	9185	27
	12123	31
	12124	
	12125	
	12126	
	13872	27
	13873	
	13874	

B.10G (ii). All items with Code letter "H" on pages 81 to 95 inclusive are to be classified Consumable (C), except Pattern 4401 (page 91).

APPENDIX D.

Consumable item (C) to be classified as Hull Fitting (H).

Pattern No.		No. of page in Relevant Section of Rate Book.
B.10E,	610A ..	37

APPENDIX E.

Permanent items (P) to be classified as Portable Fittings (F).

Pattern No.		No. of page in Relevant Section of Rate Book.	Pattern No.		No. of page in Relevant Section of Rate Book.
B.10C.	1B ..	11	B.10C.	3F ..	11
	1C ..			3K ..	
	1F ..			4F ..	
	1J ..			4K ..	
	2B ..			5K ..	
	2C ..			6K ..	
	2F ..			7K ..	
	2J ..		B.10D.	8129 ..	29
	3B ..			6896 ..	
	3C ..				

APPENDIX F.

Hull Fitting (H) to be classified as Permanent (P).

Pattern No.		No. of page in Relevant Section of Rate Book.
B.10G (ii) 4401	..	91

(DNAS 506/61/177.)

(*Navy Order* 161 *of* 1961.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

827.—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1st October, 1961.

The supplementary list of issuing prices for fresh fruit and vegetables which has operated since 1st July, 1961, has been amended as from 1st October, 1961, and revised price lists have been distributed to all RAN ships and establishments.

2. Consequent upon the revision of these prices the following rates of victualling allowance per head per day will apply as from 1st October, 1961—

	s.	d.
Messes of more than 300	7	1
Messes of 300 or less	7	3
Additional for Ships attached to Strategic Reserve	0	4
HMAS MERVILLE	7	7
HMAS TARANGAU	7	8
Cadet Midshipmen at RANC	8	2
Apprentices at RANATE	8	2
Junior Recruits at JR Training Establishment	8	2

3. The allowance of 8s. 2d. per day continues to apply to Cadet Midshipmen, Apprentices and Junior Recruits when on board ships undergoing training and when messed separately.

4. ACNB 216F of September, 1961 and Navy Order 578 of 1961 are hereby cancelled.

(DV 903/51/40.)

(*Navy Order* 578 *of* 1961.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

828.—Books—Textbooks and Instruments for Educational Purposes—Establishment.

Navy Order 327 of 1960 is to be amended as follows—

Appendix A—Textbooks—

(*a*) After BR 552—National Certificate of Mathematics, Vol. II—*amend* establishment for HMAS LEEUWIN to read " 0 ".

(*b*) Insert new reference—

" ABR 5029—Fourth Year Mathematics (Turner) 0-0-0-75-0-0-0-0 ".

(DNES 451/51/9.)

(*Navy Order* 327 *of* 1960.)

UNCLASSIFIED.

829.—RI—Quarterly List of Navy Orders Affecting.

With reference to page iv of RI, the following list shows those Navy Orders in force on 30th September, 1961, which amend or amplify RI—

RI Article.	*Navy Order.*	*RI Article.*	*Navy Order.*
1523	914/1960	3923	989/1960
1604	341/1960	4447	36/1961
1704	540/1961	4961	978/1959
1721	509/1961		846/1960
1725	684/1960	4962	978/1959
1762	440/1961		238/1961
2406–8	989/1960	5253	346/1961
2602	133/1960	5258	334/1961
	683/1960	5324	628/1960
2730	60/1961	5341	529/1961
2904	856/1959	5342	528/1961
2906	857/1959	5605	125/1961
2907	296/1960	Appendix 15B ..	953/1959
2953	391/1961		954/1959
3125	796/1960		599/1960
3423	832/1960	17B ..	731/1960
3543	859/1960	45A ..	175/1961

2. Navy Order 579 of 1961 is hereby cancelled.

(HNB 465/3/4.)

(*Navy Order* 579 *of* 1961.)

UNCLASSIFIED.

830.—TAS Log and Progress Book—Revision.

The TAS Log and Progress Book has been revised with a view to eliminating the duplication of records kept elsewhere in the ship.

2. The revised book, to be entitled "The TAS Log", comprises the preface and forms 304 (1) to 304 (5) in five main sections as follows—

Section 1 (Forms 304 (1A) to 304 (1D) inc.) ..	Personnel.
Section 2 (Form 304 (2))	Training.
Section 3 (Form 304 (3))	Material.
Section 4 (Form 304 (4))	Documentation.
Section 5 (Form 304 (5))	Monthly signatures.

3. The existing guard cover, with the title suitably amended, and dividing sheets are to be used.

4. The revised forms will be issued on demand, the existing forms being retained as long as necessary for record purposes.

(DW 464/54/297.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
8th November, 1961.

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

By direction of the Naval Board.

Thos. J. Hawkins

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

UNCLASSIFIED.

831.—Books—Distribution of Non-accountable Publications during September, 1961.

The non-accountable publications, amendments to AP's, miscellaneous publications, &c., and AFO "SC" series contained in the appendix to this order, have been distributed to ships and services during September 1961.

2. Article 2518 of ABR 4 is relevant.

3. Copies of AFO "P" Series amendments and AP 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 Article 2518 (7) of ABR 4.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date.*
Aeroplane	6th July, 1961.
Aeroplane	13th July, 1961.
Aeroplane	20th July, 1961.
Aeroplane	27th July, 1961.
Aeroplane	3rd August, 1961.
Aircraft	Volume 40, No. 12, September, 1961.
C.I.S. Alphabetical Subject Index	May, 1961.
Flight	6th July, 1961.
Flight	13th July, 1961.
Flight	20th July, 1961.
Flight	27th July, 1961.
Flight	3rd August, 1961.
Journal of Naval Engineering	Volume 13, No. 1 dated June, 1961.
Journal of the R.N. Medical Service	No. 2, Spring, 1961, Volume XLVII.
Journal of the R.N. Scientific Service	Volume 16, No. 4, July, 1961.
National Maritime Board Year Book, 1961	Amendment Slips to Appendix.
National Maritime Board Year Book, 1961	Amendment Slips.
National Maritime Board Year Book, 1961	M.D. memorandum No. 9705 Amendment Slips.
National Maritime Board Year Book, 1961	M.D. Memorandum No. 9744.
United Nations Review	Volume 8, No. 7, July, 1961.

AMENDMENTS TO BR's, ETC.

BR No.	*Amendment No.*
BR 20 (1)—Volume 1	5.
BR 31	QR 1/61.
BR 31	Chapter 5 dated May, 1961.
BR 70	Cumulative Supplement, April, 1961.
BR 70	Cumulative Supplement, May, 1961.
ABR 91	Amendment No. 2.
BR 125	Supplement No. 1, July, 1961.
BR 125	New Entries No. 1, July, 1961.
BR 155C (3)	Amendment No. 6.
BR 184 (3)	4.
BR 268 (62)	6.
BR 664	48.
BR 810—Section 7, B8F	Illustration Pages.
BR 810—Section 9, B10	Illustration Pages.
BR 810—Section 11, B12	Illustration Pages.
BR 819 (1) 1955—RNAS Part 1	Amendments 27, 28 and 29.
BR 1032	Amendment No. 5.
BR 1181 (1)	2.
BR 1224D	2.
BR 1625	7.
BR 1669 (2)	11.
BR 1704	Change No. 1.
BR 1837 (7) Division J, Introduction	Amendment No. 22.
BR 1837 (7) Division K, Introduction	24.
BR 1837 (7) Division K, Section KB	17.
BR 1837 (7) Division K, Section KC	10.
BR 1837 (7) Division K, Section KJ	17.
BR 1837 (7) Division L, Section LH	17.
BR 1874B	Amendments 1 and 2.
BR 1921/1949	Amendments 65 and 66.
BR 2050 (656)	Amendment No. 4.
BR 2105	4.
BR 2111 (14)	2.
BR 2112 (2)	Change No. 1.
BR 2133	4.
BR 2170/1959	1.
BR 2194/1960	3.
BR 2902	7.
BR 3000/1960	2.
Manual of the Audit Act and Treasury Regulations	Issue No. 61, Pages 1–47, dated 16th June, 1961.
Manual of the Audit Act and Treasury Regulations	Issue No. 62, Section 32, Pages 1–8, dated 29th June, 1961.
NAMAN	Volume 16, N2246–N2255, 31st August, 1961.

AMENDMENTS TO AIR PUBLICATIONS.

AP No.	*AL or Leaflet.*
1086, Book 1 (2nd Edition)	AL 31 and 32.
1086, Book 3, Part 2 (2nd Edition)	AL 141.
1086, Book 4, Part 1 (2nd Edition)	AL 126, 127 and 128.
1086, Book 4, Part 3 (2nd Edition)	AL 88.
1086, Book 4, Part 4 (2nd Edition)	AL 31 (Erratum).
1086, Book 10 (2nd Edition)	AL 113.
1086, Book 11 (2nd Edition)	AL 160 and 161.
1086, Book 12, Part 1 (2nd Edition)	AL 197, 199 and 206.
1086, Book 12, Part 2 (2nd Edition)	AL 14 (Addendum).
1086, Book 13 (2nd Edition)	AL 152 and 153.
1086, Book 15 (2nd Edition)	AL 185, 186, 187, 188, 189, 190 and 191.
1181, Vol. 2	(AL 140)–B 110 (Canc.) (AL 141)–B 115.
1181C, Vol. 1 and Vol. 6, Part 1	AL 38.
1182A, Vol. 2, Part 1	C 52 D 13.
1182B, Vol. 1 and Vol. 6	AL 40.
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COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
9th November, 1961.

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

By direction of the Naval Board.

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

9912/61.

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Section 1.
ADMINISTRATIVE AND GENERAL.

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832.—Addressing of Signals.

Attention is drawn to the need for correct addressing of signals.

2. It has been frequently noticed that an authority is requested to take some action, such as notifying next of kin, in the text of a signal, but has been incorrectly shown as an " information " addressee only. This error can lead to delay or non-compliance with action requested.

3. Originators are to ensure that all ships and authorities required to take action on a signal are included as " action " addressees.

(HNB 77/5/28.)

RESTRICTED. Cancelled vide N.O. 836/63

833.—Aviation—Flying—Helicopter Pilots' Instruments Rating Scheme.

(*AFO* 1540/1961.)

Instrument flying techniques in helicopters have now been developed to a stage which permits the introduction of an instrument grading scheme. The exacting task of flying solely by reference to instruments requires experience, knowledge, skill, and, particularly, continuous flying practice. These four requirements form the basis of of the instrument rating scheme.

Instrument Rating Cards.

2. Authorization of flights in Naval helicopters in Instrument Meteorological Conditions is to be governed by the pilots' Instrument Ratings, which are described as follows—

(*a*) Interim White—This rating is awarded to pilots who have completed the standard courses but have insufficient experience to qualify for a White rating.

(*b*) White—This is the minimum standard acceptable to service and civilian authorities for flight in controlled air space in Instrument Meteorological Conditions (IMC).

The introduction of Green and Master Green Instrument Ratings for helicopter pilots is delayed pending further experience.

Interim White.

3. This rating has been introduced to allow newly graduated pilots to possess an instrument rating similar to that of their fixed wing counterparts. It will also allow greater experience of instrument flying to be gained whilst accumulating flying hours to qualify for a white card.

4. The White Rating will be awarded for a particular type of helicopter to pilots who have qualified in accordance with Appendix A.

5. A Commanding Officer is to withdraw a pilot's Instrument Rating at any time if the pilot is considered incompetent to hold the rating. An entry is then to be made in Appendix D of the pilot's Flying Log Book, and the administrative authority is to be informed of the action taken on Form AA 26.

6. Pilots are to carry their Instrument Rating cards on all flights in Naval aircraft.

7. Instrument rating test will only apply to the type of helicopter in which the test is taken.

Award of Instrument Rating.

8. A pilot who successfully passes the Instrument Flight Test, and ground Oral Examination as described in Appendix B to this order, and who is qualified in accordance with Appendix A to this order, will be awarded an Interim White or White Instrument Rating. The rating will be valid for twelve months.

9. Application by a pilot for an award of an initial or renewed Instrument Rating is to be made on Form AA 26 in duplicate to his Commanding Officer. The application is due to be made at least one month before an Instrument Rating is due to become invalid.

10. The Commanding Officer may make arrangements for the test and examination to be conducted by an Instrument Rating Instructor or in exceptional cases by the Command Instrument Rating Instructor (Helicopter). The Instrument Rating Instructor or the Command Instrument Rating Instructor (Helicopter), who conducts the test, is to complete Sections II and III of the Form AA 26. Thereafter the Commanding Officer is—

(*a*) to sign the Forms AA 26 and forward one copy through the administrative authority to Navy Office (duplicate copy to be retained by the Instrument Rating Instructor);

(*b*) if the pilot is considered suitable for the issue or renewal of an Instrument Rating, to record the award of the Instrument Rating in Appendix D of the pilot's Flying Log Book;

(*c*) to endorse and sign the Instrument Rating as appropriate.

11. A pilot who has been awarded an Interim White may, during the course of the twelve months of its validity and after becoming qualified in accordance with Appendix A, apply on Form AA 26 in duplicate to his Commanding Officer for award of a White Instrument Rating. If the award is approved, the Commanding Officer is to—

(*a*) dispose of the Forms AA 26 as in paragraph 10 (*a*); and

(*b*) sign the pilot's log book as in paragraph 10 (*b*);

(*c*) endorse and sign the Instrument Rating as appropriate.

The date of the White Instrument Rating awarded in this manner is to be the same as the date of the Interim White Instrument Rating held when the award is made.

Qualifications for Instrument Ratings.

12. Appendix A to this order tabulates for easy reference the qualifications required for initial award and renewal of Instrument Ratings.

13. Commanding Officers of Aircraft Carriers and Air Stations may extend pilot's instrument ratings for two periods of six months when facilities are not available for them to qualify for renewal.

Validity of Instrument Ratings.

14. Helicopter instrument ratings are only valid for the type of helicopter in which the test was taken.

15. Commanding Officers of units where tasks require that the pilot should fly several types of helicopter are to apply to the administrative authority for dispensation if all the requirements in Appendix A cannot be met.

16. Instrument Approaches.—The terms used in paragraphs 18 to 23 are defined in Appendix C to this order.

Flight Authorization.

17. The assessment of a pilot's ability to fly in particular weather conditions, either prevailing or forecast, is the responsibility of the officer authorizing the flight. In making his assessment, he is to ensure that the weather conditions are not worse than those in which the pilot is qualified to fly.

18. Pilots without a rating may fly in cloud provided the base is not less than 1,500 feet and there is a visibility of 2,000 yards below cloud. They must have completed at least 30 minutes, "actual" flying dual, the exercise to be carried out in a local exercise area cleared for cloud flying.

19. If cloud is entered on an extended flight normal Instrument Meteorological Condition rules applicable to fixed wing aircraft must be observed.

20. A break-off height will be passed to all helicopters making an instrument approach by Air Traffic Control. It will be calculated by a direct comparison of the cloud base minima for the instrument rating held and the Airfield Obstacle Clearance Limit, the higher giving the break-off height using QNH as the landing datum. At airfields other than Naval Air Stations pilots must be prepared to carry out the above comparison and pass the higher figure as their break-off height. Cloud base minima for respective instrument ratings are shown in paragraph 22.

21. A pilot flying an aircraft which has an altimeter pressure error is responsible for applying this error to specific heights passed to him by Air Traffic Control.

Limitations.

22. The following are the limitations for extended flights intended to culminate in an instrument approach and let down—

(*a*) Interim White Card—Cloud base 600 feet and visibility 2,000 yards both at base and destination.
A suitable let-down aid must be available.

(*b*) White Cards—Cloud base 500 feet and visibility 1,000 yards both at base and destination.
A suitable let-down aid must be available.

(*c*) A requirement to specify a diversion airfield may often be impracticable for helicopter transit flights, and is therefore not mandatory. However, the lack of this safety factor must be considered before flight authorization is given.

Instrument Rating Instructors.

23. The Helicopter Instrument Rating Instructor bears a major responsibility for establishing a high standard of Instrument Flying and knowledge of associated ground subjects in the Fleet Air Arm.

24. Pilots selected for training as Instrument Rating Instructors will be tested to White Card standards in the air and on the ground before commencing the course; they are to prepare accordingly.

25. During the course, emphasis will be placed on ground subjects and developing the ability of the student to pass on his knowledge.

26. Instrument Rating Instructors are qualified for a period of twelve months.

27. Instrument Rating Instructors are to conduct tests only in dual-controlled aircraft for which they hold a qualification as first pilot. Instrument Rating Instructors not holding an Instrument Rating on a particular aircraft type must conduct tests in Visual Meteorological Conditions (VMC) with the airfield state green.

Command Instrument Rating Instructors (Helicopters).

28. A Qualified Flying Instructor will be appointed as Command Instrument Rating Instructor.

29. The task of the Command Instrument Rating Instructor (Helicopter) will be—

(*a*) To instruct and qualify selected pilots of Senior Pilot status as Instrument Rating Instructors and to assist and advise them as necessary after qualification.

(*b*) To be the central authority on Helicopter Instrument Flying in the Royal Australian Navy and to examine and report to Navy Office through the administrative authority on developments in Helicopter Instrument Flying.

(*c*) To keep records of the issue of Instrument Rating cards and of Instrument Rating Instructor qualifications.

APPENDIX A.

QUALIFICATIONS FOR INITIAL GRANT OR RENEWAL OF INSTRUMENT RATING.

"Interim White" Instrument Rating.	*"White" Instrument Rating.*
(i) 70 hours as First Pilot including 30 hours in helicopters (ii) 18 hours IF "actual" and "simulated" including 9 hours on helicopters, of which one must be "actual" (iii) Qualified on type and 7 hours on type in last 3 months (iv) 20 hours as First Pilot on helicopters in last 3 months (v) Completed 12 satisfactory instrument approaches in last 6 months (vi) Passed air and ground tests as described in Appendix B to this order or satisfactory completion of the Instrument Flying course	(i) 100 hours as First Pilot on helicopters (ii) 30 hours IF "actual" and "simulated" including 20 hours on helicopters (iii) Qualified on type and 7 hours on type in last 3 months (iv) 20 hours as First Pilot on helicopters in last 3 months (v) 2 hours actual IF or 1 hour "actual" and 2 "simulated" on helicopters in last 6 months (vi) Completed 6 instrument approaches or instructor simulated approaches in last 6 months (vii) Passed air and ground tests as described in Appendix B to this order
	Renewal (i) 15 hours First Pilot in past 3 months (ii) 7 hours on type in past 3 months (iii) 2 hours actual IF or 1 hour "actual" and 2 "simulated" on helicopters in last 6 months (iv) Completed 6 instrument approaches or instructor simulated approaches in last 6 months (v) Passed air and ground tests as described in Appendix B to this order

Notes.

(*a*) "Actual" instrument flying is that flying time, day or night, when the aircraft cannot be controlled except by reference to instruments.

(*b*) "Simulated" instrument flying is that flying time when instrument flying conditions are created by use of special equipment. Instrument flying in flight simulators under control of a qualified Simulator Instructor may count for half the "simulated" totals required.

(*c*) Hours on type required to qualify for initial award or renewal of instrument ratings are to be first pilot hours.

APPENDIX B.

INSTRUMENT FLIGHT TEST HELICOPTERS.

Test.	*Remarks.*	*Interim White and White Limits.*	*IRI Limits.*
(1) Take-off ..	Use visual references for take-off, transferring to instruments when in a steady hover for transition into a climb	No limits—safe in all respects	
(2) Climb (height and speeds applicable to aircraft type)	Best climbing speed to be maintained. Climbing turn through 90°	± 10° ± 10-Kts.	± 5° ± 5-Kts.
	Climbing turn in reverse direction through 180° and level out at specified altitude	± 10-Kts. ± 100-ft.	± 5-Kts. ± 50-ft.
(3) Steep turns ..	Rate 3½ non-skidding turn through 360°	± 200-ft.	± 100-ft.
(4) Unusual attitudes	Recover from zero speed descent Maintain reasonable control on primaries, and "manual" where fitted	Safe recovery Safe	Safe skilful recovery Safe
(5) Autorotations	Entry into autorotation and descending turns in autorotation. Flare on instruments	Safe and within aircraft limits	Safe and within aircraft limits
(6) Controlled descent and GCA	Homing and GCA may be simulated by examiner if necessary. GCA to complete at 50-ft., before visual landing	± 10-Kts. ± 150-ft. ± 10°	± 5-Kts. ± 100-ft. ± 5°

Notes.

(1) Flight tests may be carried out in cloud or by using special equipment to simulate Instrument Flying conditions.

(2) If an aircraft is fitted with an automatic pilot, the test is to be conducted with the automatic pilot in " standby ", except for a selected portion of the test, when the automatic pilot is to be engaged and suitable failures introduced.

Ground Oral Examination.

It is to be ensured that the pilot has a safe and sound knowledge of—

(*a*) Air Traffic Control regulations with special reference to instrument flight rules.

(*b*) Meteorology and practical weather technique.

(*c*) Flight Instruments. (AP 129 and AP 1235.)

(*d*) Airmanship.

(*e*) Aircraft performance with special reference to loading and range and endurance flying.

APPENDIX C.

DEFINITION OF TERMS.

Break Off Height (BOH).—A calculated mandatory height below which a pilot is not to descend (other than in emergency) unless he is able to make a visual approach and landing.

2. Obstacle Clearance Limit (OCL).—Is the height above airfield or touchdown elevation, for a given runway direction and approach aid, below which the minimum prescribed vertical clearance cannot be maintained either on approach or in the event of missed approach. (*See* paragraph 5 below.)

3. Instrument Approach.—An instrument approach is a procedure which will enable an aircraft to descend safely to a predetermined height utilizing a radio or radar aid, and for the purposes of Appendix A may be conducted under IMC, Simulated IMC, or VMC.

4. Instrument Meteorological Conditions (IMC).—Weather conditions such that the compliance with the Visual Flight Rules is precluded.

Note on Definitions.

5. Calculation of OCL.—The Calculation of the OCL takes into account the obstructions in the Final Approach and missed approach areas added to the appropriate Approach Equipment Minima.

(DAWOT 311/201/62.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

834.—Films and Filmstrips—Instructional—Title—" Helicopter Flight with External Loads " (Admiralty Serial No. US 1444)—Distribution.

(*AFO* 1446/1961.)

Copies of the American Army Training Film " Helicopter Flight with External Loads " (Admiralty Serial No. US 1444—US Army Serial No. TF46-2997) are being obtained and initial distribution will be made without demand by SNSO, Sydney, on the following scale—

Service.	*No. of copies.*
RANAS Nowra	1
RAN Film Library, Sydney	1

2. This film depicts the procedures and techniques employed in carrying external loads with a helicopter. In introduction, the sling load capacity of the various US Army helicopters used as cargo carriers is reviewed and the different slings, hooks and release systems of each are described. Next, the various types of sling loads flown by helicopters are outlined, describing how they are packed and carried. The procedures and safety precautions observed in picking up loads are portrayed. Then, in-flight procedures are shown, stressing the importance of co-ordinated flight to prevent oscillation of load. This is followed up by the technique used in making the approach to the drop-off location and proper release of load. Finally, proper stowing of the sling and hook is covered.

3. The film has a running of 21 minutes and is issued on one spool.

(DNAS 519/56/182.)

UNCLASSIFIED.

835.—Films and Filmstrips—Instructional—Titles—" Minewatching Afloat " (Serial No. SA 1077), Part 3—" Ship Handling "—Distribution.

(*AFO* 1798/1961.)

Copies of the Admiralty Instructional filmstrip " Minewatching Afloat " (Admiralty Serial No. SA 1077)—Part 3—" Ship Handling " are being obtained and initial distribution will be made without demand by SNSO, Sydney, on the following scale—

Service.	*No. of copies.*
HMAS WATSON	1
RAN Film Library, Sydney	1

2. The strip, which is in colour, consists of 59 frames.

3. The filmstrip covers elementary seamanship and ship handling as applicable to craft available to the Royal Naval Minewatching Service.

4. A training guide will be issued with the strip.

(DNAS 519/56/191.)

UNCLASSIFIED.

836.—Wardroom Messmen—Tenure of Office.

In order to maintain the Sea/Shore Roster for drafting, it is necessary that ratings contracting as Messmen for Wardroom Messes should accept their position on the Roster.

2. Contracts with Messmen may be made for an initial maximum term of three years certain but any extension beyond that period will be subject to the approval of the Naval Board.

(4NM 333/8/72.)

Section 3.
HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

837.—Radar Type 978—Display Outfit JUA-AP 103634—Report of Failure of Focus Coil.

A report has recently been received from one HMA ship on the failure of the Focus Coil fitted in Radar Type 978 Display Outfit Type JUA (AP 103634).

2. Inspection of the report indicated that the failure was due to a breakdown of insulation in the focus coil winding. The breakdown occurred most likely whilst carrying out the setting up routine detailed in BR 1156, Chapter 8, Section 10, paragraph 13. The manipulation of the 3 position Focus Current Changeover Switch, SW3, under conditions of excessive focus coil current flow, brought about by incorrect setting of the pre-set control VR 14, caused excessive di-electric stress on the focus coil insulation and ultimate breakdown, notwithstanding the fact that the particular setting of VR 14 used, resulted in the start of the trace appearing as a sharp spot as required.

3. Chapter 4, paragraph 17, of BR 1156 states that the value of the focus coil current is approximately 20 milliamperes; however, the current may rise as high as 30 to 40 milliamperes by incorrect setting of the pre-set potentiometer VR 14. This point is not mentioned in the Setting Up Instructions.

4. All HMA ships and establishments fitted with Radar Type 978 are to note that Chapter 4, paragraph 17 of BR 1156 is to be read in conjunction with Chapter 8, Section 10, paragraph 13, when carrying out the Setting Up Instructions in BR 1156 for Display Outfit JUA.

(DEE 1215/55/155.)

UNCLASSIFIED.

838.—Gun Direction Systems 2* and 5—GDO's Sight T275/T275A—Examination of Elevation Stop.

(*AFO* 1565/1961.)

(*a*) *Ships, establishments and authorities concerned*	Ships and establishments so fitted; Gunnery Equipment Depots.
(*b*) *Equipment*	GDO Sight T275/T275A.
(*c*) *Part of equipment affected*	Elevation Power Unit (Stop Assembly).
(*d*) *Purpose of examination* ..	To ascertain whether lock nuts (on longer screws) have been fitted to the lower screws and spring washers under the upper screws securing the stop assembly to the main power unit.

(*e*) *Action required* ..	If above not fitted, to replace the existing lower screws by 2-¼ Whitworth ⅞-in. long cheese headed screws (SP 196) with Aerotight lock nuts (SP 198) and upper screws by 2-¼ Whitworth ⅝-in. long cheese headed (SP 197) with spring washers (SP 199).
(*f*) *Drawing*	F8333/402 and BR 911, Chapter 7, Fig. 18.
(*g*) *By whom to be done* ..	Ship's staff and dockyard.
(*h*) *When to be done* ..	When convenient (sight covers must not be removed in damp conditions).
(*j*) *How to be treated* ..	As a defect.
(*k*) *How to be recorded and reported*	As modification AN 1 to GDO's Sight T275/T275A.

(DW 737/61/15.)

UNCLASSIFIED.

839.—Shot Guns and Ammunition—Allowances and Supply on Repayment.

Navy Order 225 of 1961 is to be amended as follows—

Against HMAS ALBATROSS—(Air crew training), *delete* " 3000 " in the No. 6 Shot column and *insert* " 4000 " in lieu.

(DW 726/251/60.)

(*Navy Order* 225 *of* 1961.)

UNCLASSIFIED.

840.—Consumable Naval Stores.

With reference to Appendix A of Navy Order 546 of 1961, normal vouchering procedure is to continue to apply for receipts and issues of non-accountable items of Consumable Naval Stores.

(DNAS 400/51/95.)

(*Navy Order* 546 *of* 1961.)

UNCLASSIFIED.

841.—Naval Stores (General) (Class E, Group 5) Weight Belt Divers, Quick Release Type—Introduction and Allowance.

It has been decided to introduce a newly developed quick release weight belt as the standard belt for diving purposes in the RAN. The quick release type belt will supersede all types of weight belts at present held with the exception of Pattern 37A Belts used for standard diving.

2. Allowances of the new belts will be as follows—
   - 1 No. belt complete with 4 No. 2½-lb. lead weights for every Pattern 8581/6 swim suit or " Calypso " wet suit issued.
   - 1 No. lead weight mould (2½-lb. weights) for each ship and establishment holding diving equipment.

3. All existing lead weights for superseded belts are to be remoulded to suit the new type belt.

4. Weight belts rendered redundant are to be returned to store.

5. Demands to complete to the above allowances should be lodged with SNSO, Sydney.

(DNAS 512/74/60.)

UNCLASSIFIED.

842.—Naval Stores (General) (Class F, Group 2B)—Revised Rate Book Classification.

(*AFO* 1623/1961.)

As from the date of this order, the undermentioned items, hitherto dealt with under Class F, Group 2B, Part 4 are to be transferred to the classes and groups indicated in column 3. The ABC Supply Classification Groups to which these items are appropriate are shown in column 4.

2. HMA ships and establishments are to adjust their ledgers in accordance with Article 1812 (*a*) and (*b*) of ABR 4 (Naval Storekeeping Manual).

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

Pattern Number.	*Description.*	*Revised Class/Group.*	*ABC Supply Classification Group.*
19563	Adaptor	F32	2920
19438	Adaptor	F32	2920
3074	Bag, casualty	F28	6530
3681	Bag, casualty	F28	6530
3679	Bag, casualty	F28	6530
19757	Bath, radiant heat..	F25	6240
19758	Bath, radiant heat..	F25	6240
19669	Bit	F27	3432
19668	Bit	F27	3432
4386	Bit	F27	3432
19506	Bit	F27	3432
19667	Bit	F27	3432
4385	Bit	F27	3432
19662	Bit	F27	3432
19507	Bit Holder	F27	3432
19752	Blanket	F28	7210
19751	Blanket	F28	7210
19500	Clip	F28	7290
19706	Clip	F21	5940
19471	Connector	F31	5935
14009	Connector	F31	5935
14010	Connector	F31	5935
14011	Connector	F31	5935
14132	Connector	F31	5935
19717	Fixing Bar	F21	5940
6022	Glue Pot	F28	5120
6021	Glue Pot	F28	5120
19645	Guard, wire	F28	4520
19644	Guard, wire	F28	4520
19643	Guard, wire	F28	4520
19642	Guard, wire	F28	4520
19646	Guard, wire	F28	4520
19754	Hair Dryer	F28	7290
24913	Heat Sealing Machine	F27	3540
24901	Hose Patching Machine	F28	3590
24902	Hose Patching Machine	F28	3590
25501	Hotcupboard	F28	7310

Pattern Number.	*Description.*	*Revised Class/Group.*	*ABC Supply Classification Group.*
25500	Hotcupboard	F28	7310
12137	Hotcupboard	F28	7310
25503	Hotcupboard	F28	7310
25502	Hotcupboard	F28	7310
25505	Hotcupboard	F28	7310
25504	Hotcupboard	F28	7310
19694	Hotcupboard	F28	7310
19692	Hotcupboard	F28	7310
12131	Hotplate	F28	7310
12149	Hotplate	F28	7310
12147	Hotplate	F28	7310
12146	Hotplate	F28	7310
12145	Hotplate	F28	7310
12148	Hotplate	F28	7310
12144	Hotplate	F28	7310
9076	Hotplate	F28	7310
9077	Hotplate	F28	7310
12134	Hotplate Unit	F28	7310
9078	Hotplate Unit	F28	7310
9079	Hotplate Unit	F28	7310
19627	Hydrogen Eliminator	F32	4120
4481	Illuminator	F28	4520
12029	Kettle, 3 pints	F28	7320
12027	Kettle, 3 pints	F28	7320
19670	Kettle, 3 pints	F28	7320
12030	Kettle, 5 pints	F28	7320
12028	Kettle, 5 pints	F28	7320
19651	Laundering Iron	F28	7290
19650	Laundering Iron	F28	7290
19469	Laundering Iron	F28	7290
19470	Laundering Iron	F28	7290
19748	Mercury, common	E6 (to be accounted for under Patt. 6100)	6810
19749	Mercury, re-distilled	E6 (to be accounted for under Patt. 6101)	6810
19742	Mounting Assembly	F22	5950
19772	Regulating Cover and Suppressor Unit	F22	5915
6461	Resistance Sheets	F21	5970
6459	Resistance Sheets	F21	5970
6464	Resistance Tape	F21	5970
6465	Resistance Tape	F21	5970
6466	Resistance Tape	F21	5970
19445	Ribbon	F21	5970
19446	Ribbon	F21	5970
19574	Ring	F28	4540
19593	Ring	F28	4540

Pattern Number.	Description.	Revised Class/Group.	ABC Supply Classification Group.
19663	Soldering Iron	F27	3432
19660	Soldering Iron	F27	3432
19665	Soldering Iron	F27	3432
8617	Soldering Iron	F27	3432
8616	Soldering Iron	F27	3432
4384A	Soldering Iron	F27	3432
4383A	Soldering Iron	F27	3432
4384B	Soldering Iron	F27	3432
4383B	Soldering Iron	F27	3432
4384	Soldering Iron	F27	3432
4383	Soldering Iron	F27	3432
19604	Sparking Plug	F32	2920
19605	Sparking Plug	F32	2920
19724	Sparking Plug	F32	2920
19725	Sparking Plug	F32	2920
19730	Sparking Plug	F32	2920
19608	Sparking Plug	F32	2920
19616	Sparking Plug	F32	2920
19750	Sparking Plug	F32	2920
19612	Sparking Plug	F32	2920
19727	Sparking Plug	F32	2920
19728	Sparking Plug	F32	2920
4788	Sparking Plug	F32	2920
19731	Sparking Plug	F32	2920
4787	Sparking Plug	F32	2920
19606	Sparking Plug	F32	2920
19732	Sparking Plug	F32	2920
19432	Sparking Plug	F32	2920
19611	Sparking Plug	F32	2920
19430	Sparking Plug	F32	2920
19431	Sparking Plug	F32	2920
9229	Spark Tester	F19	6625
8659	Spinner	F28	4520
19756	Sterilizer	F28	6530
634	Strips, copper	F23	6145
19442	Suppression Brushgear	F22	5915
19743	Suppression Choke	F22	5915
19450	Suppression Coil	F22	5915
19439	Suppression Coil	F22	5915
19704T	Suppression Components ..	F22	5915
19705	Suppression Components ..	F22	5915
19702T	Suppression Components ..	F22	5915
19703T	Suppression Components ..	F22	5915
19741	Suppression Unit	F22	5915
19447	Suppressor	F22	5915
19773	Suppressor	F22	5915
19449	Suppressor	F22	5915
19435	Suppressor	F22	5915
19434	Suppressor	F22	5915
19701	Suppressor	F22	5915
19441T	Suppressor	F22	5915

Pattern Number.	Description.	Revised Class/Group.	ABC Supply Classification Group.
19435T	Suppressor	F22	5915
19440T	Suppressor	F22	5915
19443T	Suppressor	F22	5915
19453T	Suppressor	F22	5915
19714	Suppressor Assembly	F22	5915
19515	Terminal Block	F21	5940
19771	Terminal Block	F21	5940
5194A	Toaster	F28	7310
19549	Toaster	F28	7310
5193A	Toaster	F28	7310
4492A	Toaster	F28	7310
4490A	Toaster	F28	7310
4497A	Toaster	F28	7310
4491A	Toaster	F28	7310
12035	Urn	F28	7310
12034	Urn	F28	7310
12037	Urn	F28	7310
12036	Urn	F28	7310
12038	Urn	F28	7310
19676	Urn	F28	7310
19764	Vulcanizer	F27	4940
19690	Warming Plate	F28	7310
12108	Warming Plate	F28	7310
19691	Warming Plate	F28	7310
12107	Warming Plate	F28	7310
19599	Washer	F28	4520

(DNAS 518/65/30.)

UNCLASSIFIED.

843.—Section 6F—Air Stores—HU 2 Triple Saddle Helicopter Rescue Seats—Introduction into RAN.

HU 2 Triple Saddle Helicopter Rescue Seats, Ref. 6F/NIV, are being introduced into the RAN.

2. Seven number of the seats have now been obtained and distribution is to be as follows—

RAN Air Station, Nowra .. .. (723 Squadron) 3 No.
HMAS MELBOURNE .. .. 2 No.
Depot Spares .. .. .. 2 No.

3. Issue to RAN Air Station, Nowra and HMAS MELBOURNE is being effected without demand.

4. The seats are intended for use on occasions when survivors are unable to get into a rescue strop.

(DNAS 614/52/211.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

RESTRICTED.

844.—Books—BR 150—Instructions for the Security of Classified Documents—Issue.

BR 150 which contains general instructions for the security of classified documents is at present in course of publication by Admiralty and will be distributed in the RAN without demand, as soon as copies become available. BR 150 supersedes BR Form U2D (1944).

2. On recipt of BR 150, BR Form U2D should be dealt with in accordance with Article 2513 (*b*) of ABR 4.

3. A further Navy Order will be promulgated in due course when distribution is being effected. Supply is not to be hastened.

(DNAS 465/252/119.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
10th November, 1961.

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

By direction of the Naval Board.

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

10101/61.

UNCLASSIFIED. Cancelled until c H C 236/63

Drafting, Compassionate Leave and Discharge Procedure.

The principles governing drafting in the RAN take into account current manpower shortages for the tasks in the Service and the need to stabilize drafting for the operational efficiency of the Fleet. They 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 drafting plan is based on the stabilization of ships' companies of HMA ships as far as is practicable. However, owing to the requirements for training and the need to employ at sea, ratings who are nearing the end of their engagements, there will always be a proportion of ships with unstabilized complements.

3. The stabilized period of commission for a ship's company coincides with the ship's operational period, recommissioning occurring during main refit periods. At each recommissioning only a proportion of the ship's company will change, as the normal period of sea service varies in different branches.

4. The following ships are stabilized for drafting—

(*a*) HMAS MELBOURNE.
(*b*) Daring Class Destroyers.
(*c*) Type 12 Frigates.
(*d*) Cadet Training Ship.

5. The period of service for the following establishments is one year for personnel unaccompanied by their families, and two years for those accompanied. However, drafting takes place continuously.

(*a*) HMAS TARANGAU.
(*b*) HMAS MELVILLE.
(*c*) Range Support Units at Woomera and Maralinga.

6. Dates of recommissioning and starting and finishing certain advancement courses or technical training, are co-ordinated so that the stabilizing of a ship's company may be possible.

7. Losses due to sickness, compassionate circumstances, disciplinary action, discharge " Free " where a member who enlisted as a minor attains thirty years of age during his original engagement, 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. Any applications for the replacement of key ratings should be submitted by Captains to the Naval Board through their administrative authority, but 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 normally have to be borne by the unit concerned. Ratings whose engagements expire earlier than in the last six months of a commission will not normally 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 ". Generally ratings whose appropriations have been forecast will be given six weeks warning by Draft Note of their confirmed appropriation. Ratings on " Stand-by " will be given as much notice of draft as is possible in the circumstances.

9. The forecasting of appropriations is 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 his private affairs, as it will seldom be possible to modify the drafting plan to suit the convenience of the individual. However, application for removal at departmental expense under Section 5 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 greatly reduced as with the early forecasting of appropriations the necessity should seldom arise. In the past an exchange of drafts, which was to the mutual satisfaction of two ratings, usually 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 Office records. Exchange drafts are 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 HMAS TARANGAU, HMAS MELVILLE, the Range Support Units at Maralinga and Woomera and the RAN Communications Unit in Singapore. Lists of these volunteers are kept in the Manning Office and are consulted before making appropriations. Names of recommended volunteers for service in Singapore are to be forwarded with Certificates of Service and forms AS 264 and History Sheets. When ratings are required for special service such as recruiting duties, a call for volunteers is made.

Part 4.—Preference Localities.

12. The opportunity for shore service in many 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 Fremantle, Brisbane, Hobart or Adelaide 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 Captains direct to the Director of Manning and Training, Navy Office.

14. This order in no way replaces the instructions regarding changes of home port, and it is stressed that, in cases where next-of-kin change permanent residence to 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 Rosters.

15. Drafting rosters for sea and shore service, in which ratings are listed according to branch, rating and specialist qualification, are maintained in the Drafting Office. All ratings are placed on the roster on the date of first appropriation to sea.

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 four years.

17. Service at HMAS TARANGAU, HMAS MELVILLE, Woomera or Maralinga will normally be limited to twelve months for personnel unaccompanied by families, but extensions of this period may be granted in special cases 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. Ratings of the Seaman and Air branches are rostered according to their specialist qualification and their rating. Notwithstanding the shortages existing in certain specialist categories, an endeavour is made to give these ratings an equal amount of sea and shore service, but 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 appropriations.

20. Sea service for drafting purposes comprises—

(*a*) Service in a commissioned sea-going ship.

(*b*) Service in a sea-going ship refitting and remaining in commission.

(*c*) Service in a front line air squadron.

(*d*) The period whilst undergoing a course of less than six months in length when appropriated for the course from a sea-going ship and when the rating will continue sea service on completion of the course.

(*e*) Service in HMAS MELVILLE, HMAS TARANGAU and the Range Support Units at Maralinga and Woomera for unmarried ratings and married unaccompanied ratings.

21. Shore service comprises—

(*a*) Service in HMAS MELVILLE and HMAS TARANGAU for married accompanied ratings. Only the actual period of accompanied time will count as shore service.

(*b*) Service in establishments and harbour service ships.

(*c*) Service in second line air squadrons.

(*d*) Service in ships in reserve.

(*e*) Overseas service ashore.

(*f*) Service whilst standing by ships building.

(*g*) Service in SAR craft.

22. The above definitions in no way affect the grant of remote locality leave for service, e.g., in HMAS MELVILLE and HMAS TARANGAU.

23. Ratings advanced to a higher rating will assume a position on their new Sea/Shore roster in accordance with the date held on the roster in their former rating.

24. Recruits and re-entered men are normally appropriated to sea on completion of initial training at Flinders Naval Depot or HMAS WATSON, and recovered deserters are also appropriated to sea on completion of disciplinary action.

25. 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 the remaining period of their shore service.

26. 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. Where a member is found unfit, the Naval Board is to be notified by signal of the duration of treatment. A further medical and dental examination is to be carried out on receipt of the Draft Note.

Part 6.—Compassionate Cases.

27. There are occasions when Naval personnel are not able to fulfil the requirements of the Service due to happenings of a private or domestic nature. It is essential that uniformity in dealing with these cases should be preserved to avoid invidious comparisons.

28. This order applies to ratings and officers for the grant of compassionate leave and leave without pay.

29. Experience has shown that action to alleviate a man's domestic circumstances by compassionate drafting, or exchange of drafts, has far-reaching effects on many other ratings in the service and must inevitably upset Drafting Forecasts and Sea/Shore rosters. Compassionate drafts are an expedient which cannot be justified in an efficient Fighting Service.

30. 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.

(*c*) Free Discharge—in exceptional cases only (*see* paragraph 61).

31. The provisions of this order allow a man compassionate leave to visit relatives in Australia only. In exceptional circumstances the Naval Board may give consideration to allowing accrued leave or leave in advance to be taken abroad so long as no cost to the Crown is involved, e.g., a man wishing to visit a dying parent in the United Kingdom might be permitted to use his leave to do so, but he must pay his own fare.

Personnel Serving on the Australia Station.

General.

32. The circumstances in which compassionate leave may be granted are—

(*a*) Death, imminent death or dangerous illness of wife or child.

(*b*) The imminent death of a parent or near dependent relative so that the man can see his parent or the person concerned before death takes place.

(*c*) The dangerous illness or death of a parent or near dependent relative—provided the presence of the man in the home is essential and there is no other son or daughter at home or readily available to give the necessary assistance.

(*d*) The infidelity of the man's wife.

(*e*) Serious domestic hardship where the presence of the man is essential.

(*f*) On removal, where it is necessary because of the wife's health or because the ages of the children are such that it would not be reasonable to expect her to bear the sole responsibility for the movement of the family.

33. Only where the situation would be materially prejudiced by the man's absence are cases of domestic or financial affairs to be considered as proper grounds for the granting of compassionate leave under sub-paragraph 32 (*e*).

34. Pregnancy or confinement are not normally to be regarded as adequate grounds for compassionate leave.

35. Compassionate leave should not be granted in respect of a fiancee as the relationship has no legal permanence.

36. Where a man has stated his intention to marry a woman for whose pregnancy he is responsible, consideration should first be given to whether the case could be covered by normal leave, either in advance or in the ordinary course. Should it be necessary to grant compassionate leave in these circumstances, the man himself must meet the cost of travel to and from such leave, unless the travel is taken as a debit against his normal leave travel entitlements.

37. A man who, while on normal leave, desires compassionate leave should—

(*a*) If in the State in which his ship or establishment is located apply to his Commanding Officer; or

(*b*) If in a State other than that in which his ship or establishment is located, apply to the nearest Naval Officer-in-Charge.

The man should make application as soon as the need 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 present leave passes should be pointed out to ratings proceeding on long leave; leave passes are being revised accordingly.

38. Where a man on leave applies to a Naval Officer-in-Charge, for compassionate leave, that authority, if satisfied that grounds exist for the grant of such leave, should, if time permits, forward the application to the man's Commanding Officer with an appropriate recommendation; if time does not permit, however, he may grant leave as in paragraph 51 of this order, the man's Commanding Officer being informed by signal.

39. Where a man on compassionate leave desires to apply for further leave, the procedure in paragraph 38 of this order is to be followed.

Travel.

40. 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 twelve hours by the approved means and route of travel.

41. Travel may be granted to the locality in which the person being visited is currently located, irrespective of whether this is the home port of the man or his destination for normal leave travel. Authority for the grant of free travel to a man granted compassionate leave is contained in Interim Pay Instructions 217/12, which should be consulted before free travel is granted. Generally free travel should only be granted when there is no normal entitlement to a Leave Concession Warrant (e.g., a Leave Concession Warrant has been issued within the previous three months, or a man has already been issued with two Leave Concession Warrants in the current leave year) and the case falls within one of the categories in paragraph 32. The forward journey may be undertaken by the fastest available means, bearing in mind the urgency of the situation, and the return journey by the normal means for the particular route. Chargeable warrants may be issued when there is no entitlement to a Leave Concession Warrant and the conditions of paragraph 32 are not satisfied.

Personnel Serving Off the Australia Station.

General.

42. In the case of personnel serving outside the Australia Station, compassionate leave may be granted, but only with the prior approval of the Naval Board.

43. The circumstances in which compassionate leave may be considered by the Naval Board in such cases are as shown in paragraph 32. However, compassionate leave will only be granted in exceptional circumstances.

44. Where a man who is serving off the Australia Station has stated his intention to marry a woman for whose pregnancy he is responsible, consideration should first be given to whether the case could be covered by normal leave, either in advance or in the ordinary course. Should it be necessary to grant compassionate leave in these circumstances the man himself must meet the cost of travel to and from such leave. Naval Board approval is to be sought in these cases before leave is granted.

Travel.

45. Authority for free travel is contained in Interim Pay Instruction 217/13. Free travel may be granted with approval of the Naval Board only, and will be by whatever means the Naval Board approves. The application to the Naval Board is to include the proposed route by which the man would travel, making use of any available official transport.

Procedure for Investigation and Report.

46. All compassionate cases are to be investigated at the first available opportunity, and when a man states his case before the Investigating Officer, only those officers directly concerned should be present.

47. Commanding Officers are personally to acquaint themselves with all facts in welfare cases. In submitting the matter for consideration by higher authority, they are to give their own considered recommendation and are not merely to forward the report of a chaplain or other officer.

48. 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.

49. 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.

50. Documentary evidence, or confirmation by a Naval Authority or Welfare Organization, is generally desirable before granting compassionate leave, but where immediate action appears essential, leave may be granted contingent on documentary evidence being produced on the man's return. The assistance of the nearest Naval Authority is, where necessary, to be requested by signal or letter to provide supporting evidence. Signals and letters should contain the following details—

(*a*) Nature of the request.

(*b*) Reason for the request.

(*c*) Religious denomination.

(*d*) Any other relevant details, e.g.—

(i) Full Christian names if medical report on patient required.

(ii) Domestic state in which a man left his dependants.

(iii) Detailed information on location of homes in new suburbs.

(iv) Times when dependants are known to be away from home.

51. 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 41 of this order) without deduction from recreation leave. Where an application for compassionate leave is made under sub-paragraph 32 (*f*) of this order by a man serving in HMAS MELVILLE or HMAS TARANGAU, the circumstances of the case together with the recommendation of the Commanding Officer are to be reported to the Naval Board for decision.

52. Should it be necessary to grant leave in excess of 7 days, the excess over 7 days is to be debited—

(*a*) against recreation leave accrued; or

(*b*) if recreation leave entitlements are exhausted, against leave accruing during the ensuing twelve calendar months (calculated at the basic scale—viz., 28 days a year).

53. The fact that the taking of leave in advance may preclude the man 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 being obtained from the Naval Board.

54. When a Naval Officer-in-Charge is requested to carry out an investigation by the Commanding Officer of one of HMA ships or other establishment, the same principle as given in paragraph 47 of this order is to apply when making a reply. The recommendation should in all cases state whether it is considered the man's presence is essential, and, if applicable, which of the methods in sub-paragraphs 30 (*b*) or (*c*) would best meet the requirement.

55. Ships and establishments which have requested welfare reports are to inform the reporting authority by signal of action taken in cases of compassionate leave and advanced seasonal leave. The Naval Board will include reporting authorities as an information addressee in correspondence giving decision on requests for leave without pay or free discharge. Reports are to be forwarded in triplicate to avoid re-typing.

56. Signals are to carry the security classification appropriate to their contents and are not to be automatically classified or made " Exclusive ". Unless these signals contain details of a specially personal and private nature they should be unclassified. Although initial signals may require classification, where reference to the DTG of a classified message is the only reason for classifying a reply, it is sometimes possible to avoid such reference and thereby make the reply unclassified. It should be noted that where urgent action is required an unclassified message will not suffer the delays of cryptography.

57. Where, in the opinion of the Commanding Officer, the case is likely to involve leave without pay or free discharge, the Naval Board is to be included as an addressee.

58. Signals should be made in the following form—

" Request investigation domestic circumstances AB V. Black, R12345, N.O.K. wife, Lot 353 Smith Road, Blanktown.

(*a*) Compassionate leave.

(*b*) Wife's nervous condition.

(*c*) C. of E.

(*d*) Wife works 1000–1500 daily Mon. to Wed. Dr. Green, Blanktown. No relatives. No mail for six weeks, and wife threatened to leave home when ship sailed from Sydney. Easiest access to house from Blogg Street ".

59. To preserve the confidential nature of welfare reports from whatever source, Commanding Officers are to ensure that they are handled by officers only and strictly on a " need to know " basis. The only exception to this rule is where the Captain's Secretary is not an officer. Under no circumstances are reports to be shown or read to the man concerned, except that the Commanding Officer may, where considered necessary, inform the man of the contents in general terms only. Correspondence concerning welfare cases should be forwarded air mail at the first available opportunity.

Leave Without Pay and Free Discharge.

60. 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. 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. Leave without pay, whilst not breaking continuity of service, does not count as time for furlough or extended leave purposes. All applications for leave without pay whether recommended or not are to be forwarded to the Naval Board.

61. Free discharge may be granted by the Naval Board in exceptional circumstances only. If the provisions of sub-paragraph 30 (*b*) and paragraph 60 cannot meet the situation, application for free discharge may be made in accordance with paragraph 62. The requirements of the Service, as well as the man's domestic circumstances will be taken into account. In presenting his case for free discharge, a man must show that he has fully explored all possible alternatives to remedy his affairs.

62. All applications for free discharge are to be made on Form AS 222 and forwarded to the Naval Board whether recommended or not recommended. They should be accompanied by—

(*a*) a statement of reasons for discharge signed by the applicant and countersigned by his Divisional Officer, who should certify that he has inquired carefully into the case and believes the statement to be correct;

(*b*) a medical certificate, if sickness of a relative is given as the reason for applying for discharge; and

(*c*) if the applicant states that employment ashore is assured him, documentary evidence to that effect, and where possible a statement of the wages he is to receive.

63. If the applicant claims that next-of-kin is dependent on him details of allotments in force should be given.

64. When forwarding the application, the Commanding Officer is to state whether, after making full enquiries, he is satisfied that the case is genuine and whether or not the discharge is recommended. Should he have reached the conclusion that the rating should be discharged from the Service for another reason such as " Unsuitable " or " SNLR " the Commanding Officer is not to recommend this on the application but is to forward a separate letter to Navy Office.

Part 7.—Discharge Procedure.

65. All men being discharged from the Service 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.

66. Ratings due to complete engagements before the next seasonal leave period may be permitted to defer leave so that they will have up to 21 days' leave due immediately before discharge.

67. 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 a shore establishment to wait until due to commence final leave. To avoid unnecessary expense, Commanding Officers are to consider the rating's entitlement for travel warrant when deciding the port for discharge.

68. The following is a summary of action required when authority is received for a member to be discharged to shore.

Medical.

69. (*a*) On receipt of authority for discharge the member is to complete his statement on Form RAN Demob. 2.

(*b*) An X-ray examination of the chest (large film) is to be made, and he is to be provisionally medically and dentally examined.

(*c*) Any disability claimed or discovered is to be investigated and treated.

(*d*) If it appears that he will not be fit for discharge on the due date, and if he so desires, application may be made for his discharge to be deferred. The signal is to contain the following information—

(i) authority for discharge;

(ii) nature of disability;

(iii) where treatment is to be carried out;

(iv) expected duration of treatment;

(v) reasons why treatment was not commenced earlier.

Retention will not generally be approved for treatment of a disability which the member has known he has had for some time and for which he has not requested treatment. The information in (v) should cover this point.

70. Where a member who is due to be discharged " Engagement Expired ", is retained beyond his normal date of discharge for medical treatment and is not subsequently discharged PUNS or BNPS his general entitlement on discharge will be as indicated at 77 (*a*) hereunder.

71. The procedure for discharge on medical grounds is laid down in RI Article 4489.

Captain's Office and Divisional Officer.

72. (*a*) Complete character and efficiency assessments on Service Certificate and AS 239 to date of discharge.

(*b*) Complete History Sheet and Trade Certificate to date of discharge.

(*c*) Destroy Forms AS 264 and duplicate copies of Forms AS 241.

(*d*) Obtain rating's signature on page 1 of Service Certificate.

(*e*) If rating is eligible for service in the RAFR (*see* current Navy Order) complete both front and back of Form AB 103. Form AB 103 is then to be forwarded to Director of Navy Accounts.

(*f*) Withdraw and cancel Naval MT Driving Licence.

(*g*) Withdraw Identity Card and return cover to SNSO, Sydney. Issue temporary identity pass.

(*h*) Issue travel warrants in accordance with IPI Instructions 193 to 193/4.

(*i*) Complete page 2 of Service Certificate to last day of service and render Form AS 161 showing—

(i) Character and efficiency on discharge.

(ii) Address on discharge.

(*j*) Hand Service Certificate, History Sheet and Trade Certificate to rating before he proceeds on final leave.

Naval Stores Office.

73. Withdraw tool kit (if applicable) and loan bedding.

Victualling Office.

74. (*a*) Withdraw loan clothing and bedding.

(*b*) In the case of dismissal or discharge SNLR recover kit in accordance with IPI Instruction 183.

75. Prior to discharge, action is to be taken to check whether the member is in debt to the RAN Relief Trust Fund and if appropriate Relief Fund Form " K " is to be completed and forwarded to the Director of Navy Accounts. Application for payment in lieu of furlough is to be completed and forwarded in accordance with IPI Instruction 250/4. Travelling allowance is to be paid and is to be related to the time taken to travel by normal means to home town or destination, whichever is the less.

76. Action to be taken on discharge in relation to finalization of ratings' pay accounts and rendition of forms in accordance with ABR 18, Article 0213.

77. 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 on account of a disability present on entry. Discharge at own request after completing twenty years' continuous service.

Travel Warrants
Accrued Leave
Travelling Allowance.

(*b*) Invalided (PUNS, BNPS).

Travel Warrant
Travelling Allowance
(Not eligible for accrued leave but to be retained on pay until date of discharge as communicated by the Naval Board. *See* Navy Order 179 of 1961.)

(*c*) Services No Longer Required (Except on Disciplinary Grounds).

Travel Warrant
(The Naval Board will decide whether travel warrants are to be issued, Signal authorizing discharge will contain a direction in this regard.)

(*d*) Discharge at own request before completing twenty years' continuous service—Free (Compassionate)—Fraudulent Entry—Discharge on disciplinary grounds—Invalided from the Service for causes within the member's own control.

Nil.

78. Where ratings have been sentenced to detention and a recommendation for discharge on completion of sentence has been made or is expected, deficiencies in kit are to be covered by the issue of part worn or loan items. ABR 93 is relevant. Casual payments which would cause the rating's pay account to be in debt on discharge are not to be made.

79. Where Naval Board approval is granted for a member to be retained 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 subparagraph 77 (*a*). The date of discharge should be adjusted accordingly.

80. The foregoing discharge routine will apply where appropriate to officers and will be considered when appointments for discharge are being issued.

81. Navy Order 554 of 1961 is hereby cancelled.

(HPB 333/3/1.)

(*Navy Orders* 179 *and* 554 *of* 1961.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
13th November, 1961.

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

By direction of the Naval Board.

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

10100/61.

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Section 2.
PERSONNEL.

UNCLASSIFIED.

846.—Citizen Naval Forces—Pay Accounting and Taxation.

The procedures for payments to members of the Citizen Naval Forces undergoing continuous training or service in HMA ships have been reviewed. Instructions for the introduction of the revised arrangements are hereby promulgated for application in Naval Reserve Training Establishments and HMA ships.

Pay Accounting.

2. As from 1st October, 1961, pay accounts of all members of the RAN (Emergency and Retired Lists), RANR (Sea-going) RANR, RANVR and RAFR whose intended period of continuous training or service will exceed 28 days, are to be kept under the pay accounting system of the RAN and paid in a similar manner to personnel of the Permanent Naval Forces.

3. Members of the Citizen Naval Forces whose intended period of continuous training or service will not exceed 28 days (exclusive of travelling time) are to be borne for pay as follows—

RANR .. } Drill Pay Registers at Naval Reserve Training Establishments.
RANVR .. }

Note.—Notification of Apointments of RANVR Officers is the authority for entry by Certifying Officer in Drill Pay Register for each period of training.

Other Reservists—Cash Account of HMA ship in which training is performed.

4. When the intended period of training is extended for a period in excess of 28 days, advice is to be sought from the Director of Navy Accounts whether the member is to be borne in the pay accounting system.

5. Forms 3D (Transfer List—Naval Reserves) are to be issued from Naval Reserve Training Establishments for all members of the RANR and RANVR who undertake continuous training or service in peacetime, irrespective of the period.

6. Certifying Officers are to complete Part I of Forms 3D when the period of continuous training is up to 28 days (exclusive of travelling time) and Part II when training or service will exceed 28 days and the member is to be borne for pay in a HMA ship. At the same time as Part II is completed, Certifying Officers are to initiate action by signal for a pay number to be issued to the HMA ship in which training or service will be commenced and state the period of service.

7. Finance Authorities will be issued from Navy Office for members of the Citizen Naval Forces (other than RANR and RANVR) who will perform continuous training in HMA ships and will authorize pay entitlements for period of training to be undertaken. Pay numbers will be issued from Navy Office for those members who are to be borne for pay under pay accounting system.

8. Supply Officers should ensure, when members of Citizen Naval Forces report for training or service, that a Form 3D or Finance Authority is received for each member. Action should be initiated and instructions issued as to the pay arrangements for the period of service by reference to Forms 3D, Finance Authority or, in the case of officers, Notification of Appointments.

9. When members will serve continuously for a period of over 28 days they should be borne for pay in the pay system, a pay account card (Form AS 41) raised and action taken as follows—

(*a*) From AS 161 is to be raised quoting the appropriate authority, viz., Form 3D or Finance Authority for the odd days from date of commencement of training or service to the date of the first pay day. The active pay and allowances to be calculated on this form are not to include Marriage, Separation or Provision Allowances or arrears of allotments. These arrears are to be calculated on the appropriate forms, viz., Forms AS 1299X or 1299Z (Application for Marriage Allowance) and Form AS 63 (Allotment Declaration) respectively.

(*b*) The 2 No. copies of Form RANR3D for RANR and RANVR members or the copy of Finance Authority for other members are to be attached to respective Forms AS 161.

(*c*) A variation sheet (Form AS 41a) is to be raised to commence from the first full pay fortnight after commencement of pay.

(*d*) On final discharge, procedure as laid down in Article 0213 of ARB 18—Manual of Instructions for Pay Accounting System is to be followed and Forms AS 54 stopping allotments are to be raised.

(*e*) Duplicate copy of Form 3D forwarded with Form AS 161 will be completed at Navy Office on receipt of Form AS 1031Z and forwarded to the appropriate Certifying Officer for notation in records at Naval Reserve Training Establishments.

10. When members of the Citizen Naval Forces are not borne for pay under the Pay Accounting System (i.e., when training or service does not exceed 28 days) the procedures for payments are set out in paragraph 11 to 18.

RANR and RANVR Personnel.

11. Officers and ratings may be given a fortnightly advance of pay as indicated on Part I of Form 3D when training exceeds thirteen days.

12. Officers during annual continuous training of thirteen days may be given an advance of pay to cover mess bills.

13. All such payments are to be made through the Cash Account and details inserted by the Supply Officer on Part I of both Forms 3D. Nil is to be inserted if no advance is made. Details of the advances will be extracted from the Cash Accounts at Navy Office and forwarded to the Certifying Officers for audit purposes.

14. The date that the member joins a HMA ship is to be inserted in Part 2 of the two copies of Form RANR3D immediately beneath the signature of the Certifying Officer as follows pending reprint of the form,

Date joined.....

15. If the member is discharged from one ship to another both copies of Form 3D are to accompany him and the forms noted as to the ship and date of discharge.

16. On completion of training, Forms 3D are to be completed by Supply Officer and one copy of Form 3D handed to the member, to ensure final payment can be arranged by the Certifying Officer when the member reports to Naval Staff Office. The duplicate is to be despatched at the same time by the fastest available mail.

Reservists (other than RANR and RANVR).

17. All payments to members of Citizen Naval Forces (other than RANR and RANVR) whose initial training or service will not exceed 28 days, are to be made through HMA ship's Cash Account in accordance with the pay entitlement for the period of training as advised in the Finance Authority issued from Navy Office.

18. Finance Authority number is to be quoted on the payment vouchers and expenditure charged to Division 471-1-01 (02) Australian Naval Forces—Pay and Allowances—RAN Reserves.

Marriage Allowance.

19. Members of the Citizen Naval Forces performing periods of continuous training, service or courses, are entitled to Marriage Allowance at the rate and subject to conditions applicable to a member of the Permanent Naval Forces, provided such period is not less than four day's duration. No allotment is necessary unless the training or service exceeds 28 days and the member is borne for pay under the pay accounting system, *vide* paragraph 2.

20. Where a member is able to proceed home each evening during a course, Marriage Allowance is not payable.

21. Applications for Marriage Allowance (Forms AS 1299X or AS 1299Z as appropriate) are to be completed on each occasion a member undergoes continuous training or service in excess of four days, before payment is authorized by Supply Officer or Certifying Officer.

22. The marriage certificates for RANR and RANVR members need not be produced for further examination after the initial application for Marriage Allowance, unless specifically required by Certifying Officers or the member has re-married since last period of training.

23. Forms AS 1299X or AS 1299Z completed in HMA ships during training or service by members not borne under the pay accounting system, should be forwarded to Certified Officer with Form 3D for RANR and RANVR members and attached to payment voucher in Cash Accounts for other members of the Citizen Naval Forces.

Taxation.

24. The emoluments of members of the Citizen Naval Forces undergoing training or service in peacetime are taxable. The taxable emoluments are set out in paragraph 2 of Navy Order 540 of 1961. Drill Pay and Retainers are also taxable.

25. Members of the Citizen Naval Forces who undergo periods of training or service in excess of 28 days, and are borne for pay in the pay accounting system, are to be treated for taxation purposes in the same manner as members of the PNF. Group certificates will be issued by the Director of Navy Accounts.

26. Other members of the Citizen Naval Forces who are paid through Cash Accounts or are borne for pay on Drill Pay Registers are not subject to taxation instalment deductions. In these cases, Statements of Earnings will be issued by Director of Navy Accounts for members paid through Cash Accounts and by Certifying Officers for RANR and RANVR borne on Drill Pay Registers.

27. The value of subsistence given during periods of continuous training or service in peacetime is assessable as income and is taxable. The value of such subsistence whether accorded in kind, or by way of provision allowance or living out allowance in cash, is assessed at a flat rate overall value of one pound (£1) per week or 2s. 10d. per day where the period is less than a complete week.

28. Members are required to include in their income tax returns the amounts received as training pay and allowances including the value of subsistence as included on Statements of Earnings or Group Certificates.

29. Paragraphs 19 and 20 of Navy Order 540 of 1961 are hereby cancelled and ABR 18—Manual of Instructions for Pay Accounting System—Articles 0109, 0111, 0201 and 0204, will be amended to conform with the instructions promulgated in this Navy Order.

DNA 201/52/3.)

(*Navy Order* 540 *of* 1961.)

UNCLASSIFIED.

847.—Deserters and Absentees Without Leave—Members of the RAN—Arrest, Trial and Punishment 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 RAN 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 arrangements in respect of the trial by RAN 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.

4. Navy Order 919 of 1959 is hereby cancelled.

(CNJA 47/201/5.)

(*Navy Order* 919 *of* 1959.)

UNCLASSIFIED.

848.—Films and Filmstrips—Instructional—Titles—"Spray Painting in HM Ships" (Serial No. A.1292)—Distribution—"Spray Painting in HM Ships" (Serial No. A530)—Obsolete.

(*AFO* 844/1961.)

Copies of the Admiralty instructional film "Spray Painting in HM Ships" (Serial No. A1292) are being obtained and initial distribution will be made without demand by SNSO, Sydney, on the following scale—

Service.	*No. of Copies.*
Flinders Naval Depot	1
HMAS LEEUWIN	1
RAN Film Library, Sydney	2

2. The film shows the types of spray painting equipment used in HM ships, the preparatory work necessary for, and precautions to be taken whilst spray painting. It also illustrates the technique of spray painting, the rectification of faults in application or equipment and the maintenance and cleaning of the gear.

3. The film has a running time of 36 minutes and is issued on one spool.

4. "Spray Painting in HM Ships" (Serial No. A530) has been declared obsolete. All copies of this film are to be withdrawn from service and disposed of in the normal manner.

(DNAS 519/56/163.)

UNCLASSIFIED.

849.—Pay and Allowances—Cash Grant for Khaki Clothing for Officers Serving in the United States of America.

Officers appointed for duty in the United States of America for periods in excess of nine months are eligible to receive a cash grant to cover the cost of the following items of khaki clothing for summer wear—

Shirt, khaki	3 No.	
Jacket, khaki, gabardine	2 No.	*See* Note.
Trousers, khaki, gabardine	2 Pair	
Cover, cap, khaki	3 No.	

Note.—2 No. Drill suits may be obtained in lieu of one of the gabardine suits.

2. The maximum amount payable during the financial year 1961–62 is £47 18s. 6d. based on the value at Commonwealth Government Clothing Factory prices of three shirts, two gabardine suits and three cap covers. The amounts payable in subsequent years will be notified in Interim Pay Instructions.

3. On receipt of their appointments, officers should make application for the grant to the Director of Navy Accounts. The grant will be paid once only to any officer.

4. Officers appointed for periods of less than nine months, and who are required to wear khaki clothing whilst in the United States of America, may receive a grant for a reduced outfit and claims for expenditure incurred are to be submitted to Naval Board.

5. IPI 177A/1, paragraph 2, which will be amended in due course should be noted accordingly.

6. Navy Order 200 of 1961 is hereby cancelled.

(DV 930/53/6.)

(*Navy Order* 200 *of* 1961.)

UNCLASSIFIED. Cancelled CNO 795/62

850.—Programme of Educational Tests in the RAN.

The following will be the programme for educational tests in the RAN during 1962—

ET1—

(*a*) Fleet, Friday 23rd March–Friday 7th September.

(*b*) Tests will be held monthly at the Recruit School, Flinders Naval Depot. Tests in March and September are to coincide with the Fleet ET1.

(*c*) Tests will be held February, May, August, December at JRTE, HMAS LEEUWIN and will coincide with those held in these months at the Recruit School, Flinders Naval Depot.

HET-RAN—

(*a*) HET, April—

	Forenoon.	*Afternoon.*
Monday 9th April ..	—	English Expression.
Tuesday 10th April ..	General Knowledge	History.
Wednesday 11th April ..	Geography ..	Navigation.
Thursday 12th April ..	Practical Mathematics	Mechanics.
Friday 13th April ..	Magnetism and Electricity.	

(*b*) HET-SEPTEMBER—

Monday 24th September	—	English Expression.
Tuesday 25th September	General Knowledge	History.
Wednesday 26th September	Geography ..	Navigation.
Thursday 27th September	Practical Mathematics	Mechanics.
Friday 28th September ..	Magnetism and Electricity.	

HET-RN—

(*a*) March/April—October/November (as promulgated in AFO's).

(*b*) RN ratings and RAN Upper Yardmen candidates only, are eligible to attempt this test.

(*c*) Returns of candidates due at Navy Office by 1st December and 1st July each year. Late entries will not be accepted.

(*d*) Commanding Officers are to ensure that RAN CW candidates are fully qualified in accordance with Navy Order 295 of 1961 and are considered to have a reasonable chance of passing. Subjects for which candidates intend to sit are to be stated in the nomination.

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

3. Navy Order 1034 of 1960 is hereby cancelled.

(HPB 325/1/25.)

(*Navy Orders* 1034 *of* 1960, 295 *of* 1961.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

851.—Ammunition—Cartridges QF 40/60 HE of Propellant Lot RNP 1634—Removal of Restriction.

(*AFO* 1973/1961.)

Ammunition Item ..	Cartridges QF 40/60 HE Tracer of Propellant Lot RNP 1634.
Purpose	The restriction in use and supply imposed by Navy Order 158 of 1960 is hereby removed.
Action by RAN Armament Depots	All 40/60 HE cartridges of propellant Lot RNP 1634 held on restricted charge *vide* Navy Order 158 of 1960 are to be merged into unrestricted stock.

2. Navy Order 158 of 1960 is hereby cancelled.

(DAS 726/251/130.)

(*Navy Order* 158 *of* 1960.)

UNCLASSIFIED.

852.—Ordnance QF 4.5-in. Mark 5—Lubrication of Breech Blocks.

Recent failures of OQF 4.5-in. Mark 5 Breech Blocks to close fully has been attributed to the use of incorrect lubricants.

2. Attention is drawn to BR 292, Chapter 33, paragraph 63, which lays down the correct lubricants to be used for breech blocks and mechanisms.

3. In addition, either Oil OX 520 or OM 65 is to be used when filling the Tecalemit breech lubricators.

4. BR 292, Chapter 33, paragraph 63, will be amended in due course to include lubricants to be used in Tecalemit breech lubricators.

(DW 706/51/57.)

UNCLASSIFIED.

853.—Alteration and Addition Item—Daring Class Destroyers—Battle Class Destroyers—AS Frigates (Converted Fleet)—AS Frigates Type 12—AS Frigates (Mod. River) and HMAS SYDNEY.

The following alteration and addition item is approved for the classes of ships as shown—

Daring Class Destroyers.
Class Item No. 57. *Classification A.*

Battle Class Destroyers.
Class Item No. 147. *Classification A.*

AS Frigates (Converted Fleet).
Class Item No. 585. *Classification A.*

AS Frigates, Type 12. (YARRA AND PARRAMATTA only.)
Class Item No. 252. *Classification A.*

AS Frigates (Mod. River).
Class Item No. 613. *Classification A.*

HMAS SYDNEY.
Class Item No. 310. *Classification A.*

Item: To fit aerial feeder and 230-volt AC power supplies complete with outlet sockets/switch-sockets for recreational TV purposes in accordance with the approved scale of fitting.

Reference: Navy Office letter 1211/251/30 dated 3rd July, 1961.

(DCNTS 1211/251/30.)

UNCLASSIFIED.

854.—Naval Stores (General) (Class B—Group 8—Part B)—Dripless Hot Water Taps for Hot Water Urns.

Dripless Hot Water Taps, ½-in. "top-lift" type have been introduced for use in HMA ships 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. HMA ships are to include an item in the defect list quoting this order as authority.

(DNAS 505/87/10.)

UNCLASSIFIED.

855.—Naval Stores (Motor Transport)—Introduction of New Series Commonwealth Number Plates.

The existing series of number plates for Commonwealth motor vehicles (red "C" and five figures) is now exhausted and a new type of number plate has been introduced.

2. The new series will comprise plates in the range ZAA-000 to ZZZ-999. The new plates will be of the same size and type as the 3-letter/3-figure plates in use in the various States except that the letter "Z" will be in red and the remaining letters and figures in black on a white background.

3. The series will include a Departmental identification in the second letter, e.g., "N" for Navy, "S" for Supply, "W" for Works. The numbers allocated to Department of the Navy vehicles will be in the "ZNA" series.

4. The series ZTA-000 to ZTZ-999 has been set aside to meet the requirements of all Commonwealth Departments for trailers. Motor cycles will continue to be allocated the present "C" series special motor cycle number plates.

5. It is not intended that the present "C" number plates on issue be replaced at this stage. These plates will be progressively withdrawn as vehicles are de-registered.

(DNAS 459/70/6.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

856.—Paper Towelling and Dispensers.

Paper towelling for hand drying and metal dispensers which until now have been supplied to and accounted for in HMA ships and establishments as Naval Stores are to be dealt with in future as Victualling Stores.

2. Dispensers in use and stocks of dispensers and paper towelling held by HMA ships and commissioned establishments are to be transferred from the Naval Store Account to the Mess Gear Account. ABR 4 Article 1812 (e) refers. Superintending Naval and Air Store Officer is to transfer any quantities held to the Superintending Victualling Store Officer, Royal Edward Victualling Yard, on a similar basis.

3. The items are to be accounted for as—

Consumable—

Vocab. No.	*Description.*	*Fixed Issuing Price.* £ s. d.
55064	Paper Towelling (nominal 250-ft. roll) ..	0 3 3 per roll.

Permanent—

54083	Paper Towelling, Metal Dispenser for ..	1 12 0 each.

No financial adjustment is to be effected in respect of these transfers.

4. Dispensers are available for issue to HMA ships and establishments for siting adjacent to sinks and wash basins.

5. The dispensers replace roller towel fixtures and are to be fitted at a convenient height with the use of local resourses. Demands for dispensers are to be forwarded to the Superintending Victualling Store Officer, Royal Edward Victualling Yard.

6. Paper towelling will be supplied in rolls approximately 250 feet long and 8 inches wide. Normally 15 inches is sufficient for use as a towel and consequently a roll is equivalent to 200 towels.

7. Ships and establishments in the Eastern, North Australia and New Guinea Areas should demand requirements of paper towelling from superintending Victualling Store Officer, Royal Edward Victualling Yard. Requirements in other Areas should be obtained under contracts arranged by appropriate Commonwealth Stores Supply and Tender Boards.

8. Unless specific Naval Board approval has been obtained for the use of greater quantities, maximum expenditure of towelling is not to exceed 96 rolls per annum per 100 of complement borne in HMA establishments and 240 rolls per annum per 100 of complement borne in HMA ships. Towelling expended is to be written off charge monthly by a certificate, a copy of which, endorsed with the average number borne, is to be forwarded to Navy Office with Mess Gear Accounts.

9. Wire baskets are to be sited adjacent to dispensers as receptacles for used towels. These baskets are to continue to be demanded from the Superintending Naval and Air Store Officer.

10. Any huckaback towels on loan issue are to be withdrawn from personnel who have access to paper towelling and these together with any surplus quantities of roller towels are to be returned at the first opportunity to Royal Edward Victualling Yard.

11. However, senior officers who are provided with washing facilities may retain their personal issue of a huckaback towel as may those personnel who are currently entitled to a huckaback towel and who use washing facilities where insufficient numbers are involved to warrant the fitting of paper towelling dispensers. In the latter instance, where authority for the issue of huckaback towels on loan does not exist, roller towels and fittings may be retained.

12. ABR 93 will be amended.

(DV 501/80/18.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

857.—Books—Distribution of Non-accountable Publications and Amendments.

In future, when by reference to the monthly Navy Order, it is found that any amendments or non-accountable publications have not been received, the Superintending Naval and Air Store Officer, Sydney, on receipt of advice to this effect will forward a duplicate supply, but despatch particulars of the previous supply will not be furnished.

2. ABR 4 Article 2518 (6) will be amended.

(DNAS 465/51/47.)

UNCLASSIFIED.

858.—Certified Mail Service—Territory of Papua-New Guinea.

The certified mail service does not operate within or to the Territory of Papua-New Guinea. Articles which would normally be sent by this means are to be sent by registered post when intended for delivery in Papua-New Guinea.

2. RI will be amended.

(HNB 68/1/4.)

Section 6.
ESTABLISHMENTS.

RESTRICTED.

859.—Armament and Gunnery Equipment Depots Maribyrnong and Byford—Reduction of Activities.

Navy Order 910 of 1960 is to be amended by inserting the following additional paragraph—

"5. As certain post-refit trials, referred to hereunder, are required to be carried out at Melbourne from time to time, arrangements are to be made for ships proceeding to Melbourne for refit to carry sufficient ammunition to cover any known requirements for such trials—

(*a*) Regular—Maximum shock and vibration trials in accordance with Navy Order 164 of 1961.

(*b*) Occasional—In accordance with Chapter 11, BR 292.

The ammunition is to be landed at RAN Armament and Gunnery Equipment Depot, Maribyrnong, on deposit."

(DAS 700/255/66.)

(*Navy Orders* 910 *of* 1960 *and* 164 *of* 1961.)

Section 7.
CANCELLED LIST.

860.—Cancellation of Navy Orders.

The Navy Orders listed hereunder are hereby cancelled as they have been incorporated in the publications shown—

ABR 4 *Naval Storekeeping Manual* (*Amendment No.* 8)—
Navy Orders 312, 316, 324, 369, 381, 448 and 487 of 1961.

Interim Pay Instructions—
Navy Orders 623 and 625 of 1961.

(HNB 465/7/1.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

CNO 861

NOT

ISSUED.

Withdrawn

Only copy held by Mr McClure.

REGISTRAR 7/12

RESTRICTED

FOR OFFICIAL USE ONLY.

CNO's 862-878/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
17th November, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

10302/61.

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No. *Title.*

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863. Aircraft Ejection Seats—Revision of Trade Responsibilities.

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865. Test for the Rank of Lieutenant-Commander (Supply and Secretariat Specialization).

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873. Diving—High Pressure Steel Cylinders for SSBA and CABA Breathing Equipment.
874. Naval Stores (Air) Section 34B, Greases and Protectives—Obsolescence.
875. Naval Stores (General) (Class B, Group 11, Part D)—Lathe Turning Tools, Hand—Withdrawal from the Service.
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878. Forms S307—Amplifiers—Standard Series 1, 2 and 3 Units—Data Booklets—Issue.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

862.—ABR 5018—Navy Accounts Manual.

Action is at present in course for distribution of ABR 5018—Navy Accounts Manual. Due to the lapse of time since the publication was prepared for printing, certain of the contents have been superseded by instructions included in Navy Orders.

2. Pending the issue of amendments to the Manual, the instructions therein are to be read in conjunction with current accounting instructions as promulgated in Navy Orders.

(DNA 465/59/1.)

UNCLASSIFIED.

863.—Aircraft Ejection Seats—Revision of Trade Responsibilities.

Navy Order 244 of 1961 is to be amended as follows—

Appendix—

Insert new sub-paragraph 3 (*g*) as follows—

"(*g*) Lecture by electrical instructor (radio) on MIC/TEL leads, with emphasis on inspection requirements and including demonstration on use of Continuity Tester".

(DAMR 1313/51/5.)

(*Navy Order* 244 *of* 1961.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

864.—Programme of Professional Tests in the RAN.

The programme of professional tests in the RAN to be conducted from Navy Office during the period 1st January, 1962 to the 30th June, 1962 will be as shown in the Appendix to this order.

2. Commanding Officers are to ensure that candidates are fully qualified in all respects before submitting returns to Navy Office. Where results have not been received in respect of a prior test, names are to be submitted for consideration.

3. Returns received after the closing date will not be considered. However, should circumstances arise whereby it is evident the delay is no fault of the candidate, the circumstances should be reported to the Naval Board for consideration, together with names of candidates.

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

5. Navy Order 1018 of 1960 is hereby cancelled.

APPENDIX.

Tests.	*Date of Tests.*	*Return of Candidates Due at Navy Office.*
Leading Steward	Tuesday 13th February	1st January
Petty Officer Wran Sick Berth ..	Tuesday 13th February	15th January
Leading Wran Sick Berth Attendant ..	Tuesday 13th February	15th January
Shipwright Sub-Lieutenant	Tuesday 6th March .. Wednesday 7th March	1st February
Leading Writer	Tuesday 13th March .. Wednesday 14th March	1st February
Leading Wran Writer (GD)	Tuesday 13th March .. Wednesday 14th March	1st February
Leading Wran Writer (ST)	Tuesday 13th March ..	1st February
Leading Stores Assistant (S) and (V) ..	Tuesday 13th March .. Wednesday 14th March	1st February
Leading Wran Stores Assistant (S) ..	Tuesday 13th March ..	1st February
Leading Wran Stores Assistant (V) ..	Tuesday 13th March .. Wednesday 14th March	1st February
Leading Writer RANR	Wednesday 7th, 14th, 21st March	5th February
Leading Stores Assistant (S) and (V) RANR	Wednesday 7th, 14th, 21st March	5th February
Sick Berth Chief Petty Officer ..	Tuesday 6th March ..	5th February
Sick Berth Petty Officer	Tuesday 6th March ..	5th February
Leading Sick Berth Attendant ..	Tuesday 6th March ..	5th February
Leading Wran Steward (G)	Tuesday 13th March ..	1st February
Leading Steward RANR	Wednesday 14th, 21st March	12th February
Petty Officer Dental Assistant ..	Tuesday 13th March ..	12th February
Leading Dental Assistant	Tuesday 13th March ..	12th February
Electrical Sub-Lieutenant (L) (R) (AL) (AR)	Tuesday 13th March .. Wednesday 14th March	1st February
Engineer Sub-Lieutenant (ME) and (MECH)	Wednesday 28th March	16th February
Wardmaster Sub-Lieutenant	Tuesday 27th March .. Wednesday 28th March	12th February
Petty Officer Writer	Tuesday 27th March .. Wednesday 28th March	12th February
Petty Officer Wran Writer (GD) and (P)	Tuesday 27th March .. Wednesday 28th March	12th February
Stores Petty Officer (S) and (V) ..	Tuesday 27th March .. Wednesday 28th March	12th February
Petty Officer Wran Stores (S) ..	Tuesday 27th March ..	12th February
Petty Officer Wran Stores (V) ..	Tuesday 27th March .. Wednesday 28th March	12th February
Petty Officer Steward	Tuesday 27th March .. Wednesday 28th March	12th February
Petty Officer Wran Steward (G) ..	Tuesday 27th March ..	12th February
Petty Officer Writer RANR	Wednesday 11th, 18th 25th April Wednesday 2nd May	12th March

Appendix—*continued.*

Tests.	*Date of Tests.*	*Return of Candidates Due at Navy Office.*
Stores Petty Officer (S) and (V) RANR	Wednesday 11th, 18th, 25th April Wednesday 2nd May	12th March
Petty Officer Steward RANR ..	Wednesday 11th, 18th, 25th April	12th March
Leading Steward	Tuesday 8th May ..	2nd April
Engineer Sub-Lieutenant (O/E) ..	Monday 11th June .. Tuesday 12th June	1st May

(HPB 312/6/5.)

(*Navy Order* 1018 *of* 1960.)

UNCLASSIFIED. Cancelled CNO 803/62

865.—Test for the Rank of Lieutenant-Commander (Supply and Secretariat Specialization).

The test for the rank of Lieutenant-Commander (Supply and Secretariat Specialization) will be held during 1962 as follows—

Part I ..	Monday 20th August Thursday 23rd August	.. Returns due at Navy Office on 30th July.
Part II ..	Monday 26th February Thursday 1st March	.. Returns due at Navy Office on 29th January.

2. Navy Order 1014 of 1960 is hereby cancelled.

(HPB 312/6/5.)

(*Navy Order* 1014 *of* 1960.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

866.—Machinery—Superheated Steam Valves—Material of Locking Washers.

Investigations, subsequent to the failure of a superheated steam valve fitted in HMAS QUICKMATCH revealed that the valve locking washer had become ineffective due to the use of incorrect material.

2. Attention is therefore drawn to BR 3001, Article 1110, relating to the use of soft iron or low carbon steel for locking washers of superheated steam valves in vessels other than Darings and Type 12 Frigates.

(DME 1211/51/262.)

Cancelled with N.O. 452/62

UNCLASSIFIED.

867.—Aircraft—Cartridges, Power—Cartridges Operating Fire Extinguisher, Electric, No. 1—Mark 3—Introduction.

(*AFO* 1147/1961.)

The following stores are hereby introduced into service—

KJ 833 Cartridge Operating Fire Extinguisher, Electric, No. 1, Mark 3 (2 pin).
KJ 846 Cartridge Operating Fire Extinguisher, Electric, No. 1, Mark 3 (3 pin).

2. KJ 833 and KJ 846 Cartridges are now available. These cartridges will replace the Mark 1 Cartridges KJ 703 (2 pin) and KJ 716 (3 pin), which are unsuitable for use above 20,000 feet, and will be retained for possible use in helicopters. Exchange will be arranged by the Superintending Armament Supply Officer, Sydney, without demand.

3. The life of Cartridges, Operating Fire Extinguisher, Electric, No. 1, is as follows—

	In original unbroken sealed package.	*In aircraft.*
Mark 1 ..	7 years from date of manufacture	2 years (provided total life from date of manufacture is not exceeded).
Mark 3 (provisionally)	2 years from date of manufacture	12 months (provided total life from date of manufacture is not exceeded).

4. Cartridges should not normally be removed from their sealed package, i.e., polythene envelope or press cap cylinder, until required for fitting to fire extinguishers.

(DAS 727/58/29.)

RESTRICTED.

868.—Ammunition—Nose Fuzes—Firing through Muzzle Covers.

(*AFO* 1812/1961.)

The following fuzes may be fired through muzzle covers made of rubber or canvas and even when coated with ice—207, 215, 230, N.3, N.80, N.96, N.98, N.180.

2. Although the above fuzes are safe when fired through muzzle covers, there is a distinct possibility that the fuze will fail to function correctly on the target.

3. The following fuzes should not be fired through muzzle covers except in emergency in war, when a small risk of a bore premature can be accepted—198, 206, 211, 400, V.16 U/A, N.81, N.90, N.97, Mk. 72.

4. On no account are the following fuzes to be fired through muzzle covers—241, 248, 259, N.2.

(DAS 729/251/31.)

RESTRICTED.

869.—Class Ammunitioning Guides.

A series of Class Ammunitioning Guides is being prepared (one per class of HMA ship) to provide a ready reference to the recommended methods of ammunitioning and de-ammunitioning HMA ships in harbour at Sydney.

2. Each guide will consist of the following sections—

1. Armament and Outfit.
2. Lighterage.
3. Method of Embarking.
4. De-ammunitioning.
5. Explosive Content of Lighters.
6. Multiple Activity Time Chart of Operation.

3. The purpose of the guides is to provide a recommended method of ammunitioning or de-ammunitioning and to eliminate much of the pre-planning previously necessary prior to the commencement of these operations. It is not intended that the guides should be mandatory in any way; indeed it is only to be expected that experience will show the need for some amendments and refinements. However, it is hoped that they will provide the means for the recording and consolidation of experience gained and will indicate the avenues where further investigation would be profitable.

4. Copies of the guides will be made available to HMA ships concerned by the Superintending Armament Supply Officer, Sydney, in order that ship's officers may be aware of recommended methods and be afforded the opportunity to participate in the development of the best method for each operation.

(DAS 408/251/8.)

RESTRICTED.

870.—CRBF Directors, Marks 2M, 7 and 7 Mod. 3—Modifications.

Navy Order 386 of 1960 is to be amended as follows—

Mod. 2—(*a*) In " Description " column—

delete—" To provide a silk filter in main oil supply ".

insert—" To provide a silk filter with associated stop valves and an additional pressure gauge in main oil supply ".

(*b*) In " Drawing " column—

delete—" WDO 178
WDO 179."

insert—" DW—A/51226 Series ".

(DW 737/60/11.)

(*Navy Order* 386 *of* 1960.)

UNCLASSIFIED.

871.—MRS 8—CRBF Director, Mark 5—Modifications.

The Appendix to Navy Order 292 of 1961 is to be amended as follows—

Mod. No. 13—Column 3, after " sheet No." *add* —" 169 ".

Mod. No. 14—Column 2, after " energized " *add*—" and to rectify defects in the Aimer's Switch Box Locking Device ".
Column 3, after " sheet No." *add*—" 181 and 320 ".

Mod. No. 17—Column 2, *amend* " light " *to read* " sight ".
Column 2, after " sight " *add*—" and to improve securing arrangements of pressure gauge ".
Column 3, after " sheet No." *add*—" 136 ".

2. The Appendix to this order lists approved modifications to CRBF Directors Mark 5 which are additional to those promulgated in Navy Order 292 of 1961.

3. Certain drawings are not held at present; these will be forwarded to Dockyards when available.

4. Defect items are to be raised to have the outstanding modifications carried out by Dockyards quoting this order as the authority.

5. As each modification is completed, a notation is to be made in The Ordnance Engineer's Master Record or on Form S1151(*e*).

APPENDIX.

Mod. No.	*Description of Modification.*	*Drawings, MR or Change Sheet.*	*Supply of Parts.*	*Remarks.*
18	To eliminate oil leakage from taps situated on end of main oil tank. Ball valve body to be modified. Rotherham taps replaced by globe valves modified to DNO 8813 AC/155 and 156. New details 157–160, and Rotherham type ½-in. x ⅜-in. single ended unions added. Pipes modified to suit	MR 28 .. Change Sheet No. 35 DNO 8813 D DNO 8813 F DNO 8813 W DNO 8813 V DNO 8813 AC Drawings will be forwarded when available	—	Outstanding in No. 210 only
19	To improve accessibility of grease nipples on training cut-out valves. Extend nipples through floor plate by means of pipes and adaptors supported on brackets	MR 35 .. Change Sheet No. 60 DNO 9091 B DNO 9091 C DNO 9091 D DNO 9091 E	—	Outstanding in Nos. 210, 216, 217, 230, 234, 235

Appendix—*continued.*

Mod. No.	*Description of Modification.*	*Drawings, MR or Change Sheet.*	*Supply of Parts.*	*Remarks.*
20	Inspection window added in Section " L " Rear Cover, to avoid the necessity of removing tachometric box cover to check sensitive servo oil pressure	MR 43 .. Change Sheet No. 79 DNO 8820 DNO 8820 D DNO 8820 E items 23–27 inclusive	—	Outstanding in Nos. 210, 216, 217, 230, 234, 235
21	To bring Radar Operator into communication with CO and Aimer. Reinstate Radar Operator's communications (reversing part of Mod. No. 4)	MR 75 .. Change Sheet No..... DNO 8812 series drawings will be forwarded when available	—	The Radar Operator's headset and microphone are not to be removed from Directors Nos. 210, 216 and 217 as called for in Mod. 4 Directors Nos. 230, 234, 235 and 259 in which Mod. No. 4 was carried out during manufacture will require incorporation of Mod. 21

(DW 737/60/9.)

(*Navy Order* 292 *of* 1961.)

UNCLASSIFIED.

872.—Asdics—Batteries, Pattern F24/14242, Used in Type 181AA TART Set—Cells Incorrectly Assembled—Re-assembly by Ships' Staffs.

(*AFO* 1325/1961.)

It has been reported that a proportion of batteries, Pattern F24/14242, used in the Type 181AA Towed Asdic Repeater Target Set, has been incorrectly assembled.

2. Pattern F24/14242 comprises 4 in No. Silver Oxide/Zinc cells connected in series and assembled in a bakelite box, as shown on Drawing No. DEE C.36009, Navy Order Diagram Issue 11/61.

3. When the cells are assembled correctly in the bakelite box, the negative battery terminal is at the right-hand end when the battery is viewed facing the cable entry slots.

4. All batteries held in stock and all new batteries being prepared for service should be examined, and if the terminals are not disposed correctly, the intercell connectors should be removed and the cells reassembled in the correct manner. When replacing the inter-cell connectors, care must be taken to ensure that the contact surfaces are clean and that excessive force is not applied when tightening the terminal nuts.

(DEE 518/252/185.)

UNCLASSIFIED.

873.—Diving—High Pressure Steel Cylinders for SSBA and CABA Breathing Equipment.

Several fatalities to skin-divers have occurred in Australia due to the exploding of internally corroded cylinders, generally overdue for periodical test and examination. As periodical inspection of RAN 38.6 cubic feet steel alloy diving cylinders has revealed some cases of bad internal corrosion, in future all cylinders will be treated internally and externally by phosphating and special external painting to minimize corrosion.

2. The following instructions must be adhered to in order to reduce the incidence of corrosion and also to withdraw internally corroded cylinders from service before they become potentially dangerous.

3. HMA ships and establishments are to arrange for the return of all cylinders to the Superintending Naval and Air Store Officer, Sydney, when—

(*a*) Nine months have elapsed from the date of the last examination. (Date of examination is stencilled on a plastic strip attached to the cylinder body.)

(*b*) The pressure of air has been reduced below 50 psi, or inadvertently raised above 2250 psi.

(*c*) Damage has occurred to the cylinder or cylinder valve.

(*d*) There is any doubt concerning the exterior or interior condition of the cylinder, e.g. if water or foreign matter can be heard on shaking the cylinder, or when the cylinder valve is opened, moisture is apparent in the air.

4. Cylinders are not to be issued or accepted for service unless they have been examined within the previous eighteen months, as indicated by the date stencilled on the cylinder.

5. *Care in Service*—

(*a*) All care is to be taken in the handling of cylinders to avoid dropping or rolling, scratching or abrading the surface, or damaging the valve.

(*b*) Cylinders which have been severely scratched or dented, obviously been in a fire, or contain rust or moisture are to be returned to the Superintending Naval and Air Store Officer, Sydney.

(*c*) When charging, use only specified dry breathing air and ensure that hoses, charging connections, &c., are clean, dry, and free from oil or grease. The air should be checked for odour prior to decanting from bulk cylinders.

(*d*) Ensure that the filling is progressed slowly to avoid shock to the cylinder, and that the maximum filling pressure never exceeds 100 psi above the working pressure of the cylinder.

(*e*) No attempt should be made to remove or tighten valves, as these are fitted with special seals and tightened to a specified tension, and use of the wrong seal or incorrect tension can cause severe damage to the cylinder neck. All cylinders with leaky valves are to be returned to the Superintending Naval and Air Store Officer, Sydney.

(*f*) In the event of fire or when fire is likely in the vicinity of charged or partially charged cylinders, all personnel should be warned of the danger of an explosion due to cylinders overheating.

6. The Superintending Naval and Air Store Officer, Sydney is to arrange for the periodical examination, maintenance and testing of cylinders in accordance with Specification DW 7841, and, as at present, facilities for this work exist at RANTE only, all new cylinders from manufacture are also to be treated accordingly before issue, pending further arrangements.

(DW 512/74/115.)

UNCLASSIFIED.

874.—Naval Stores (Air) Section 34B, Greases and Protectives—Obsolescence.

(*AFO* 1327/1961.)

The undermentioned greases and protectives are obsolescent and will be superseded by the items shown—

Obsolescent Type.	*Superseded by.*
Grease XG-270— Ref. 34B/910-0508 (4-oz. tubes). Ref. 34B/910-0509 (1-lb. containers).	Grease XG-277— Ref. 34B/910-0514 (1-lb. containers).
Grease XG-272— Ref. 34B/910-5069 (7-lb. containers). Ref. 34B/942-4987 (1-lb. containers). Ref. 34B/943-7273 (28-lb. containers).	Grease XG-284— Ref. 34B/943-9321 (1-lb. containers). Ref. 34B/220-2310 (28-lb. containers).
Grease XG-410— Ref. 34B/910-0523 (4-oz. tubes).	Grease XG-235— Ref. 34B/944-0585 (1-lb. containers).
Protective ZX-17— Ref. 34B/942-3154 (5-gall. containers).	Protective PX-23— Ref. 34B/944-0605 (5-gall. containers).

2. The obsolescent greases should continue to be used until stocks are exhausted after which no further purchases will be made. Grease XG-284 (34B/943-9321 and /220-2310) is, however, essential for use on Sycamore Aircraft and the obsolescent grease should not be issued in lieu when required for this purpose.

3. Issue of the protective ZX-17 and PX-23 is to cease forthwith. (Refer to RANAMO/ENG/X5 concerning use of protective OX-11 or OM-13 in lieu of protective ZX-17.)

(DNAS 603/84/46.)

UNCLASSIFIED. Cancelled vide N.O. 885/63

875.—Naval Stores (General) (Class B, Group 11, Part D)—Lathe Turning Tools, Hand—Withdrawal from the Service.

(*AFO* 1821/1961.)

The following Lathe Turning Tools, Hand, have been found to be dangerous for metal working and should no longer be used—

Pattern.	*Description.*
B11D/104	Lathe turning tool, hand, graver, ⅜-in.
B11D/103	Lathe turning tool, hand, graver, ½-in.
B11D/106	Lathe turning tool, hand, parting, ⅛-in.
B11D/942–3046	Lathe turning tool, hand, parting, ¼-in.
B11D/108	Lathe turning tool, hand, round nose, ⅜-in.
B11D/107	Lathe turning tool, hand, round nose, ½-in.

2. Stocks of these patterns should be disposed of as scrap in accordance with current instructions. The items will be deleted from BR 810, the Rate Book and Authorized List of Naval Stores.

3. Requirements of tools for lathe turning should be met by the use of Lathe Turning Tools, Machine, Patterns B11D/3030 to B11D/3040, inclusive.

(DNAS 506/71/178.)

RESTRICTED.

876.—Naval Stores (General) (Class F.2A and F.25)—Night A/S Markers and Case.

(*AFO* 1875/1961.)

As from the date of this order, Pattern 16213 Night A/S Marker, at present dealt with under Class F, Group 2A, Part 3, is to be transferred to F.25 (ABC Supply Classification Group 6210).

2. The transit case, in which the Night A/S Markers have hitherto been purchased and issued, has been allocated the following pattern number—

Pattern Number (ABC Group 6210).	*Description.*	*Ship's Accounting Classification.*
F.25/202837	Case, for Pattern 16213 Night A/S Marker ..	P

3. Existing stocks of these cases and those in use should be taken on separate charge, quoting this order as the authority.

4. The allowance of Pattern F.25/202837 Cases is one for each Pattern F.25/16213 Marker held. When future demands are lodged for the Night A/S Markers the transit case, F.25/202837 should be demanded as a separate item.

(DNAS 517/251/92.)

UNCLASSIFIED.

877.—Naval Stores (Machinery Spares)—Equipment, Spare Gear, &c., Not Supplied on Commissioning.

Whilst every effort is made for all equipment, portable fittings, spare gear, &c., as allowed by establishment to be supplied prior to commissioning, certain items, because of unforeseen circumstances, are not always available.

2. In such circumstances and one month prior to commissioning, the ship builder in the case of ships being constructed, or the administrative authority in the case of ships being commissioned from Reserve, will render to Navy Office, copy to Superintending Naval and Air Store Officer, Sydney, a list of the items which will be deficient on commissioning.

3. On commissioning, deficient items will also be listed on the attachment to the first charge certificate (Form AD787C/AS473C) included in the List of Equipment, &c.

4. Action to provide items which have not been supplied on commissioning will be co-ordinated at Navy Office and the deficient items will be issued when available by Superintending Naval and Air Store Officer, Sydney, without demand. The block " Reason for demand " on the Form AS 134 will be annotated " Deficient on Commissioning ".

5. On receipt, the items are to be taken on charge in accordance with established practice; at the same time, the entry on the attachment to Form AD787C/AS473C is to be struck out and supported by the serial number of the Form AS 134 supplying the item, viz.—AS 134/.....dated.....,

6. The following action will be required to be taken to amend Lists of Equipment, &c., on supply of items deficient on commissioning—

(*a*) Where items are not included in the List of Equipment, &c., Forms AD526/AS197 will be raised by Superintending Naval and Air Store Officer, Sydney, to include the items and will be forwarded to the ship concurrently with the items. The location in the ship should be recorded on these Forms AD526/AS197 which should then be returned to Superintending Naval and Air Store Officer, Sydney for distribution.

(*b*) Where items are included in the List of Equipment, &c., Forms AD526/AS197 are to be raised by the Accounting Officer to include the location of the items where a location has not already been allocated in the List of Equipment, &c.

7. Whilst Inspecting Officers during examination of accounts will report on the non-supply of established allowances, the Captain should refer to Navy Office any undue delay in the receipt of items which should have been supplied on commissioning.

(DNAS 1100/54/39.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

RESTRICTED.

878.—Forms S307—Amplifiers—Standard Series 1, 2 and 3 Units—Data Booklets—Issue.

(*AFO* 1072/1961.)

A series of data sheets has been prepared for on-the-spot tabulation of setting-up information so that amplifier settings, values of phase advance components fitted and other details may be recorded.

2. The booklets are in loose leaf form having stiff board covers, stowage pockets being provided in each amplifier assembly.

3. Stocks of covers and data sheets are held by SNSO, Sydney, and demands should be made by Dockyards, and Commanding Officers of ships in commission as appropriate, and quoting the generic numbers and quantity required of each.

4. A list showing the data sheets which are available is appended herewith—

S.307 (1) Layout and Page Index.
(2) Layout and Page Index, Mark 17AA GSMAA.
(3) ACU, Mark 1 AU.
(4) C/F Amplifier, Mark 7D.
(5) C/F Amplifier, Mark 8D.
(6) C/F Misalignment Lockout Unit, Mark 9D.
(8) Two Motion LPC/RPC Amplifier, Mark 10DC.
(10) Amplifier, Mark 27M.
(11) Misalignment Amplifier, Mark 3MA.
(12) Power Unit, Mark 19P.
(13) Power Unit, Mark 22P.
(14) Test Unit, Mark 10TU.
(15) Test Unit, Mark 17TU.
(16) Miscellaneous Settings (Fan Interlock and Feedback).
(17) Relay Panel (Front Panel Settings).
(18) Relay Panel (Internal Settings).
(19) Miscellaneous Settings (Resistors).
(20) Blanbing Unit, Mark 1BU.
(27) Roll Velocity Feedback Unit, Mark 4FB.
(28) Misalignment Amplifier and Firing Relay, Mark 5MA.
(29) Two Motion Power Unit, Mark 24P.
(30) Relay Power Unit, Mark 29P.
(31) Slew/Track Power Unit, Mark 30P.
(32) Lag/Lead Amplifier, Mark 3PS.
(33) Gear Box, Mark 2S.
(34) Fixed Test Unit for Plane Converter, Mark 14TU.
(35) Standard ACU Test Unit, Mark 19TU.
(39) Amplifier, Mark 14F.
(41) Layout and Page Index, Series 2.
(54) Relay Unit, Mark 5RL.
(56) Feedback Unit, Mark 7FB.

This list will be augmented from time to time.

5. Complete setting-up data should be inserted during the final auto acceptance trials by the installation and testing and tuning teams, to the satisfaction of the ship's Electrical Officer. A data sheet should be completed for each amplifier unit fitted, whether operational or spare.

6. Any alterations to the settings or to the location of the units should be recorded in the appropriate data sheet.

7. Instructions for disposal on paying off—

(*a*) Where the ship pays off and recommissions immediately, the Amplifier Assembly list is to be transferred to the new commission.

(*b*) If a ship pays off into Dockyard Control the Amplifier Assembly list is to be placed on deposit with the Superintending Naval Store Officer for re-issue to the next commission in accordance with QR and AI, Article 5219.

(*c*) If a ship pays off into Reserve or to the Disposal List, the Amplifier Assembly Data Booklet is to be placed in the ship's box.

(DEE 464/251/23.)

With reference to Navy Order 1094 of 1959, Navy Orders 854 to 914 of 1959 are now over two years old and may be disposed of.

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
22nd November, 1961.

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

By direction of the Naval Board.

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

10499/61.

CONTENTS.

No. *Title.*

SECTION 2.—PERSONNEL.

879. Discipline—Application of QR and AI Chapters 18 to 22 in the RAN.

SECTION 1.—ADMINISTRATIVE AND GENERAL.

880. Regulations and Instructions for the Royal Australian Navy—New Chapters.

Section 2.

PERSONNEL.

UNCLASSIFIED.

879.—Discipline—Application of QR and AI Chapters 18 to 22 in the RAN.

Chapters 18 to 22 of RI, which are contained in Amendment 1, now in course of distribution (*see* Navy Order 880 of 1961), consolidate the existing Naval Forces Regulations, COR articles and other orders and instructions regarding the application in the RAN of those provisions of QR and AI which relate to discipline and courts-martial (QR and AI Chapters 18–22).

2. Careful examination and study of these chapters by all officers is essential as they contain the most comprehensive instructions so far issued on this matter. Many details have been stated or clarified for the first time.

3. Particular attention is drawn to articles 2266A to 2284A relating to courts-martial appeals, which are a summary of Australian legislation on this subject and entirely replace the corresponding regulations in QR and AI (QR and AI Chapter 22 Section XI.).

4. For convenience of use each article in these chapters of RI has been given the same number as the article of QR and AI to which it relates or corresponds with the letter A added (or B, C &c., where there is more than one RI article). At the beginning of each chapter, there is a table which contains a list of the articles in the chapter, showing the QR and AI and corresponding RI article numbers, the subject matter and, briefly, how the QR and AI article is affected (i.e., replaced, amended, &c.).

5. The following Navy Orders on disciplinary matters are at present in force—

Navy Order 1112 of 1959 and 898 of 1960	Punishments for leave breaking—Revised Regulations.
Navy Order 847 of 1961	Deserters and absentees without leave. Members of the RAN, arrest, trial and punishment by RN.
Navy Order 454 of 1961	Discipline—Responsibility for maintenance.
Navy Order 48 of 1960	Punishments for offences of drunkenness.
Navy Order 502 of 1960 and 723 of 1960	Committal Orders (AS 245)—Completion.
Navy Order 796 of 1960	Ratings sentenced to Imprisonment and Detention—Information to Next-of-Kin.
Navy Order 963 of 1960	Forfeiture of Medals and Good Conduct Badges on Desertion.
Navy Order 41 of 1961	Reciprocal powers of arrest amongst Australian Forces in Malaya.

6. Navy Order 439 of 1961 is hereby cancelled.

(CNJA 321/6/17.)

(*Navy Orders* 439 *and* 880 *of* 1961, *and those referred to in paragraph* 5.)

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

880.—Regulations and Instructions for the Royal Australian Navy—New Chapters.

In 1959, it was announced that the Navy, Army and Air Force are to be governed solely by Australian legislation as soon as practicable.

2. So far as the RAN 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 RAN.
   (*b*) *Regulations and Instructions for the Royal Australian Navy* will ultimately replace the whole of *Queen's Regulations and Admiralty Instructions* in the RAN.

3. The preparation of the new Navy Act and of the regulations to be made thereunder is proceeding.

4. The first issue of chapters of RI was made in 1960. A further sixteen chapters and eight appendixes are now in course of distribution as Amendment 1 and a list of these is shown in Appendix A to this order. The few chapters and appendixes which have not yet been issued are in preparation. The index to RI will be issued in Amendment 3.

5. It is to be specially noted that, pending the passing of the new Act and the issue of new regulations, QR and AI, as provided in Section 36 of the present *Naval Defence Act*, continues to apply to the RAN, except where modified by Australian regulations (and except where, because of their special nature in relation to the Royal Navy, they cannot have practical effect in the RAN). In short QR and AI applies except where it is replaced by RI; *see* paragraph 7.

6. Because of legal requirements it is not possible at this stage to transfer to RI chapters 18, 19, 20, 21 and 22 of QR and AI which derive sanction directly from the *Naval Discipline Act* 1957. These chapters, as modified by the *Naval Forces Regulations*, remain the authority for the regulation of discipline and the conduct of courts-martial and disciplinary courts in the RAN. The modifications made by the *Naval Forces Regulations* are reprinted in chapters 18 to 22 of RI.

QR and AI.

7. The following chapters and appendixes of QR and AI remain in force in the RAN until further notice—

Chapters.	*Appendixes.*
3–6 (inclusive)	1
18–22 (inclusive) as varied by RI chapters 18–22)	5 8 9
~~28~~	14
51 (as varied by RI chapter 51)	—
54–57 (inclusive)	—

A list of chapters and appendixes no longer effective in the RAN is given in Appendix B and a disposal table showing superseded articles of QR and AI, chapters 1, 2, 7, 8–10, 12 and 13 and appendixes 10 and 19 and the corresponding RAN instructions is given in Appendix C.

COR.

8. The only chapters of COR which continue in force for the present ~~are—~~
   III.
   ~~IX.~~
   XXII.

Cancelled vide CNO 200/63

~~A list of COR~~ articles to be cancelled is given in Appendix D.

Navy Orders.

9. A list of Navy Orders to be cancelled is given in Appendix E.

References.

10. Certain publications referred to in the appendixes to this order and in RI itself have not yet been issued. Pending issue, reference is to be made to the corresponding publication shown in the following table—

Reference in RI.	*Corresponding Existing Publication.*
ABR 1921 .. .. .. *Trials Manual*	BR 1921 and Navy Orders
ABR 1991 .. .. .. *Handbook of Standing Orders for the R.A.N. Medical and Dental Service*	COR chapter XXII, and Navy Orders
ABR 5020 .. .. .. *Naval Pay Instructions*	*Interim Pay Instructions*

11. Paragraphs 1 to 10 of Navy Order 791 of 1960 are hereby cancelled.

APPENDIX A.

RI—CHAPTERS AND APPENDIXES CONTAINED IN AMENDMENT 1.

Chapter	1	Administration and Orders.
	2	Rank and Command.
	3	Appointment of Officers.
	7	Definitions and Counting of Service.
	8	Ratings—Conditions of Service.
	9	Leave.
	10	Personal Records.
	12–13	Ceremonial.
	18–20	Discipline.
	21–22	Regulations for the Conduct of Courts-martial and Disciplinary Courts.
	51	Prize and Salvage
	57	Naval Dockyard Police.

APPENDIX A—*continued.*

Appendix 1A Official Seal and Badge.

2A Naval, Military and Air Forces Acting Together.

3A Aides-de-Camp, Honorary Aides-de-Camp and Honorary Physicians, Surgeons and Dental Surgeons.

10A Ratings' Personal Records—List of Forms to be Used.

10B Ratings' Personal Records—Standard List of Titles, Specialist Qualifications and Abbreviations.

12A Ensigns and Flags Worn by Naval Establishments.

12B Merchant Ships—Hoisting National Colours and Wearing Improper Colours.

18A Some Statutory Regulations under the *Naval Discipline Act* 1957.

APPENDIX B.

QR AND AI—CHAPTERS AND APPENDIXES NO LONGER EFFECTIVE IN THE RAN.

Chapters.					
1	13	26	35	43	52
2	14	27	36	44	53
7	15	29	37	45	
8	16	30	38	46	
9	17	31	39	47	
10	23	32	40	48	
11	24	33	41	49	
12	25	34	42	50	
Appendixes.					
2	6	12	16	19	22
3	10	13	17	20	
4	11	15	18	21	

APPENDIX C.

QR AND AI—DISPOSAL TABLE SHOWING SUPERSEDED ARTICLES OF QR AND AI AND CORRESPONDING RAN INSTRUCTIONS.

1. This list is additional to the list published in Appendix C of Navy Order 791 of 1960.

2. RAN references are to articles and chapters, &c., of RI unless otherwise stated.

QR and AI.	*RI, &c.*	*QR and AI.*	*RI, &c.*	*QR and AI.*	*RI, &c.*
0101	0201	0122	0222	0134	0234
0102	0202	0123	0223	0135	0235
0103	0203	0124	0224	0136	0236
0104	0204	0125	0225	0137	0237
0105	0205	0126	0226	0138	0238
0106	0206	0131	0231	0139	0239
0107	0207	0132	0232	0140	0240
0121	0221	0133	0233	0141	0241

APPENDIX C—*continued.*

QR and AI.	*RI, &c.*	*QR and AI.*	*RI, &c.*	*QR and AI.*	*RI, &c.*
0142	0242	0806	4801	0902	0942
0143	0243	0807	0806		0946
0144	0244	0808–10	—	0903	0950
0171–4	—	0811	0807	0904	0941
0181	0281	0812	0807	0905	0921
0182	0282	0813–5	—		0945
0201	0301	0826	0821		0947
0202	—	0827	0821		0950
0203	0303		0822	0906	0947–8
0204	0304		0823	0907	—
0205	0306	0828	0806	0908	0948
0206	0323	0829–32	—	0908a	—
0207	0302	0841	0861	0909	—
0208	—	0842	0861	0910	—
0209	—	0843	0861	0911	—
0210	—	0844	—	0912	—
0211	—	0845	—	0913	0954
0212	0307	0846	0802	0914	0957
	0308		0822	0915	0944
0213	0305	0847	0802	0916	—
0214	0347	0848	0802	0917	0905
0215	—	0849	0802		4478
0216	—	0856	0881–2	0918	0903
0217	—	0857	—		4493
0251	0321	0858	0883	0919	—
0252	—	0859	0884	0920	—
0253	0322	0860	—	0941	0901
0254	—	0861	—	0942	0946
0255	0323	0862	0885	0943	0902
0256	0325	0863	—	0944	0947
0701	0701	0864	—	0945	0957
0702	0702	0865	0886	0946	—
0703	0701	0866	—	0947	0953
0704	—	0867	0888	0948	0946
0705	0703	0868	0888	0949	—
0706	—	0869	—	0950	0955
0707	—	0870	—	0951	—
0708	—	0871	0891	0971	0921
0709	—	0881	0841		0922
0710	0704	0882	0842		0925
0711	0705	0883	0845	0972	0924
0712	—	0884	0846	0973	0904
0713	0705	0885	—	0974	0906
0801	0801	0891	0843	0975	0921
0802	Recruiting Instructions	0892	0844	0976	0921
		0893	—	0977	0922
0803	0803	0894	0844	0978	0923
0804	0804	0901	0942	0979	0921
0805	0805			0980	0953

APPENDIX C—*continued.*

QR and AI.	*RI, &c.*	*QR and AI.*	*RI, &c.*	*QR and AI.*	*RI, &c.*
0981	—		1092	1256	1256
0982	0957		1123		Appx. 12B
0983	0904	1077	—	1271	1271
0984	0926	1078	1068	1272	—
1001	1001	1079	1069	1273	1273
1002	—	1080	1066	1274	1274
1003	2039B	1081	1071	1275	1275
1004	1005	1082	1002	1276	—
1011	1001	1201	1201	1277	1276
1012	1011	1202	1202	1278	1277
1013	1002	1203	1203	1279	—
1014	1014	1204	1204	1280	1278
1021	1021	1205	—	1281	1278
1022	1022	1206	1209	1282	1279
1023	—	1207	1210	1301	1301
1024	1022	1208	—	1302	1303
1025	1023	1209	1211	1303	1304
1026	—	1210	1212	1304	1305
1027	1022	1211	1213	1305	1306
1028	1022	1212	1214	1306	1307
1029	1024	1213	1215	1307	1308
1030	1025	1214	1216	1308	1309
1031	1022	1215	—	1309	1310
1032	1022	1231	1231	1310	1311
1033	—	1232	1232	1311	1312
1034	1026	1233	1233	1312	1313
1035	1027	1234	1234	1313	—
1051	1051	1235	1235	1314	—
1052	1052	1236	1236	1315	1315
1053	—	1238	1237	1316	1316
1054	1052	1239	1238	1317	1317
1055	—	1240	1239	1318	1318
1056	1052	1241	1240	1319	1320
1057	1052	1242	1241	1320	1321
1071	1062	1243	1242	1321	1322
	1063	1244	1243	1322	1323
	1064	1245	1244	1323	1324
1072	1064	1246	1245	1324	1325
1073	1083	1247	1246	1325	1326
1074	—	1248	1247	1326	1327
1075	1090		Appx. 12A	1327	1328
1076	1081	1249	—	1328	1329
	1082	1250	1250	1329	1330
	1084	1251	1251	1345	1341
	1085	1252	1251	1346	1343
	1086	1253	1252	1347	1344
	1088	1254	1254	1348	1345
	1089	1255	1255	1349	1345
	1091		Appx. 12B	1350	—

APPENDIX C—*continued.*

QR and AI.	*RI, &c.*	*QR and AI.*	*RI, &c.*	*QR and AI.*	*RI, &c.*
1351	1346	1370	1365	1388	1382
	1347	1371	1366	1389	1383
1352	—	1372	1367	1390	1384
1353	1348	1373	1368	1391	1391
1354	1348	1374	1369	1392	1392
1355	1348	1375	1370	1393	1394
1356	1348	1376	1371	1394	1395
1358	—	1377	1373	1395	1396
1359	1350	1378	—	1396	1397
1360	1351	1379	1374	Appx. 10	
1361	1352	1380	1375	Pt. 1	1066
1362	1354	1381	1376		1086
1363	1356	1382	1377		1087
1365	1361	1383	1378	Pt. 2	1066
1366	1362	1384	—		1071
1367	1363	1385	1380	Pt. 3	Appx. 10A
1368	1364	1386	1380	Pt. 4	Appx. 10B
1369	—	1387	1381	Appx. 19	1354

APPENDIX D.

COR—ARTICLES CANCELLED.

The following articles of *Consolidated Orders and Regulations* are hereby cancelled.

2. Where a superseding reference is quoted, the reference is to an article, &c., of RI unless otherwise stated.

COR Article.	*Replaced by.*	*COR Article.*	*Replaced by.*	*COR Article.*	*Replaced by.*
2	0111–3	51	0137	72	1253
7	ABR 8	65	1207	73	1305
8	0201		1241	74	1301
9	0121		1272	75	1362
10	0121		1274	76	1362
	1801A		1278	77	1302
11	0201	66	1232	78	1348
	0205		1233	79	—
	0242		1236	80	1342
	1353		1241	81	1341
12	—	67	1232	82	1353
15	—		1236	82A	1353
26	1349		Appx. 12A	83	1370
33	5101	68	1231	84	1370
38	—	69	1251	85	1240
39	1013	70	1231	86	1239
	1082	71	1249		1355

APPENDIX D—*continued.*

COR Article.	*Replaced by.*	*COR Article.*	*Replaced by.*	*COR Article.*	*Replaced by.*
87	1239	146	0822	256	1090
	1354	147	—	257	1064
88	1238	148	0826	258	1064
89	1391	150	0809	259	—
90	1392	151–6	—	260	1090
91	1101	158	—	261	—
92	1101	159	0810	262	ABR 10
93	1101	160	0846	263	ABR 10
94	1101	161	—	264	—
97	0301	162	—	265	1065
	0344	166	—	266	1070
	0842	169	0885	272	0946
98	—	170	0881	273	—
99	1052		0890	291	—
100	—	171	0887	292	—
101	—	177	0862	298	—
102	—	204	ABR 10	299	—
113	—	213	—	300	—
114	—	219	1801A	302	—
117	—		1901A	308	—
118	0326		1991A	308A	—
	Appx. 3A		1991B	311	
119	0326		2001A	312	
	Appx. 3A		2025A	314	BR 3000
120	0326		QR 1827	321	BR 3001
	Appx. 3A		QR 1828	322	ABR 4
122	—		QR 1831	323	
127	0308		QR 1849	324	
128	0344–7	220	1801C	325	
129	0341	226	1836A	326	—
130	0342		3102	328	BR 3000
131	0204	228	0307	328A	BR 3001
	0241	231	1835A	335	0121
132	0343	237	2037A		5201
133	0343		2038A		Appx. 52A
134	—	240A	2021A	340	0121
136	0822	243	2053A	342	—
139	0821	245	2054A	411	1838A
	0822	246	2055A	419	—
140	0842	249	1872A	470	—
140A	0842	252	2039A	537	1801C
141	0803	254	1840A		
142	0888	255	1062		

APPENDIX E.

NAVY ORDERS CANCELLED.

The following Navy Orders are hereby cancelled.

2. The superseding references are to articles of RI unless otherwise stated.

Navy Order.	*Replaced by RI.*	*Navy Order.*	*Replaced by RI.*
1959:		876	2053A
550	1361	934	Appx. 12A
644	Ch. 9	941	1012
797	0901	957	Appx. 10B
	0904	960	0810
875	0131–4	986	1011
901	2053A		1021–7
			1051–2
1960:		1004	1003
25	1002	1036	0947A
111	0890		
380	0234	1961:	
446	0347	8	0947
572	1247	9	1946A
	Appx. 12A		1957A
598	1001	35	Appx. 12A
655	0951	104	1356
753	Ch. 9	221	0947A
861	1002	245	1014

(Sec. 47/8/3.)

(*Navy Order* 791 *of* 1960—*see also those cancelled in Appendix E.*)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

CNO's 881-897/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
27th November, 1961.

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

By direction of the Naval Board.

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

10589/61.

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No. *Title.*

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891. Diving—CABA—SSBA—Emergency Supply Handwheels.
892. Alteration and Addition Items—HMAS MELBOURNE.
893. Naval Stores—Electrical—Test Assembly Mark 60AA for Series 1 Amplifiers—Introduction.
894. Surface Preparation of Steel Structures—Navy Office Plan No. SP773.

SECTION 5.—BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

895. Book—BR 2203 Ship Husbandry Manual—Introduction.
896. Books—Libraries—Central Reference Libraries—Additions.

SECTION 7.—CANCELLED LIST.

897. Automatic Cancellation of Navy Orders over Two Years Old.

Section 1.
ADMINISTRATIVE AND GENERAL.

UNCLASSIFIED.

881.—United Kingdom Joint Services Liaison Staff in Australia—Change of Title.

The title of the United Kingdom Joint Services Liaison Staff in Australia has been changed to the British Defence Liaison Staff, Canberra.

(HNB 22/1/36.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

882.—Destination to Which a Member May be Granted Free Travel—Home Town.

Where an estrangement exists between a member and his wife, and he desires free travel other than to the place of residence of his wife, application containing the full circumstances of the case is to be made to the Naval Board.

2. It is not intended that the choice of home town for leave concession purposes as shown in IPI 217/2 (2) will apply while the member is voluntarily allotting to his wife and Marriage and Separation Allowance are being paid. In these circumstances the definition " married man " applies and the only entitlement in respect of leave concession warrants will be in accordance with IPI 217/2 (1) (*b*).

3. Instruction 217/2 (2) Note 1 of Interim Pay Instructions which will be amended, should be noted accordingly.

(HPB 187/1/96.)

UNCLASSIFIED.

883.—Uniform—Naval Officers—Table of Dresses.

(*AFO* 1460/1961.)

The Tables of Dresses for Naval Officers shown in the Uniform Regulations (Appendix to the Royal Navy List) has been reviewed and the revised Table of Dresses shown in the appendix to this order is to be brought into use forthwith.

2. Attention is drawn particularly to the provision made in the revised table for—
   (*a*) Abolition of Nos. 3 and 3W dresses and re-allocation of the occasions for wear formerly assigned to them to other dresses, thus simplifying the range of dresses.
   (*b*) Wearing white gloves with the ceremonial day coat.
   (*c*) Wearing Nos. 1 and 1W dress without sword on certain occasions.
   (*d*) Substitution of No. 4 for No. 1 dress on ceremonial occasions where it is known that greatcoats will be worn.
   (*e*) Wearing No. 5 or No. 5W dress for memorial services.

3. These instructions are to be followed so far as applicable by women officers.

4. Attention is also invited to the provision made in the revised table for the wearing of—

(*a*) Gold-laced trousers by officers of Flag Rank with dress No. 1 and by officers of Captain's Rank and above with dresses Nos. 2, 6, 2W and 6W.

(*b*) The ceremonial day coat by officers of Flag Rank with dress No. 1.

(*c*) Full dress sword belts by officers of Flag Rank with dresses Nos. 1 and 1W.

(*d*) Up to two Stars of Orders and one Neck Decoration with dresses Nos. 4 and 4W.

5. Full dress sword belts worn by officers of Flag Rank should, in future, be of the pattern worn pre-war by Commodores, Captains and Commanders. Belts of this pattern are available for loan issue to officers of Flag Rank who do not possess or wish to provide a personal belt. Officers in possession of pre-war pattern belts for officers of Flag Rank may continue to wear them.

6. Officers of Flag Rank should wear scabbards of the pattern normally worn by officers below Flag Rank but sword scabbards of the pattern worn pre-war by officers of Flag Rank may continue to be worn by officers of Flag Rank who possess them.

7. These Uniform and Dress Regulations will be incorporated in RI.

8. Navy Orders 735 of 1960 and 282 of 1961 are hereby cancelled.

Appendix.

Uniform Regulations for Naval Officers. Dresses and occasions on which they are to be worn.

Dress No. 1—Full Dress.

Description.—Ceremonial day coat for officers of Flag Rank; undress coat for other officers.

With ceremonial day coat

Shoulder straps.
*Gold-laced trousers.
*Full dress sword belt.
White gloves.

With undress coat

Plain blue trousers.
*Undress sword belt.
*Sword.
Cap.
Black shoes or boots.
Broad riband.
Up to 4 stars of orders.
Up to 2 neck decorations.
Decorations and medals on breast.

Occasions for wear:

(*a*) State occasions.

(*b*) When receiving Her Majesty the Queen or other Crowned Heads or Heads of State, unless specially ordered to the contrary.

(*c*) When receiving other Royalty on formal occasions.

Note.—On informal visits by members of the British or Foreign Royal Families, No. 5 Dress should be worn, unless No. 4 Dress is more appropriate to the occasion.

Appendix—*continued.*

(*d*) Exchanging visits of ceremony with Governors-General, Governors, High Commissioners and Lieutenant-Governors; with Commissioners and Administrators entitled to salute of thirteen guns or more; with officers of HM Foreign Service of and above the rank of Charge d'Affaires or Consul General; and with Foreign Officers and Functionaries entitled to a salute of thirteen guns or more.

(*e*) Ceremonies and entertainments when the Senior Officer considers it desirable to do special honour to the occasion.

(*f*) Occasions of duty and ceremony when No. 4 Dress is not sufficient.

On certain occasions, for indoor ceremonies at which the sword would be an encumbrance, No. 1 Dress may be ordered without sword; on such occasions, but with the ceremonial day coat only, the sword belt should continue to be worn, with the slings hooked together.

2. Retired officers of Flag Rank not in possession of the ceremonial day coat may wear the undress coat and plain trousers in No. 1 Dress.

Dress No. 2—Ball Dress.

Description:

Mess jacket (or for officers of Captain's rank and above at their option—Undress tail coat).
White waistcoat.
*Gold-laced trousers for officers of Captain's rank and above,

otherwise—

Plain blue trousers.
Black shoes.
Broad riband.
Up to 4 stars of orders.
One neck decoration.
Miniature badges, decorations and medals on lapel.

Occasions for Wear: Official or public balls, dinners and evening receptions of a formal nature. The civilian equivalent is evening dress with decorations. This dress should be ordered in preference to No. 6 Dress when civilians who may possess stars of orders or neck decorations are being entertained officially.

Dress No. 3.

Dress No. 4—Blue Dress.

Description:

Undress coat.
Morning waistcoat (optional).
Plain blue trousers.
Cap.
*Sword.
*Undress sword belt.
Black shoes or boots.
Up to 2 stars of orders.
One neck decoration.
Decorations and medals on breast.

APPENDIX—*continued.*

Occasions for wear:

(*a*) Courts-Martial.

(*b*) Funerals (unless regarded as State occasions).

(*c*) Inspections by Senior Officers.

(*d*) Sunday Divisions and other occasions when it is appropriate for ratings to wear medals.

(*e*) By the Officer of the Guard when boarding foreign warships.

(*f*) Exchanging visits of ceremony, as an alternative to No. 1 Dress.†

(*g*) Other occasions when ordered as an alternative to No. 1 Dress, and particularly on ceremonial occasions when it is known that greatcoats will be worn.

DRESS NO. 5—UNDRESS.

Description:

Undress coat.
Morning waistcoat (optional).
Plain blue trousers.
Cap.
Black shoes or boots.
‡Ribbons of orders, decorations and medals.
§Star of orders (one star may be worn with this dress and should be worn at launches of HM Ships by Members of the Royal Family).

Occasions for wear:

(*a*) Memorial services, unless specially ordered to the contrary.

(*b*) Ordinary occasions of duty and ceremony.

(*c*) In the evening with winged collar and bow tie by officers not in possession of Mess Undress.

*Sword and undress sword belt will be worn in this dress on the following occasions—

(*a*) Visits to Senior Officer.

(*b*) By the Officer of the Guard when boarding ships other than foreign warships.

(*c*) At launches of HM Ships by Members of the Royal Family.

(*d*) When directed by the Senior Officer.

The dress will be known on these occasions as " Undress with Sword "; short title " No. 5 with Sword ".

DRESS NO. 6—MESS DRESS.

Description:

Mess jacket (or for officers of Captain's rank and above at their option—Undress tail coat).
White waistcoat.
*Gold-laced trousers for officers of Captain's rank and above, otherwise—Plain blue trousers.
Black shoes.
Miniature badges, decorations and medals on lapel.

APPENDIX—*continued.*

Occasions for Wear:

(*a*) Dinner in harbour at the tables of Flag Officers, Commodores and officers of corresponding rank unless No. 2 Dress is ordered.

(*b*) Dinner when officers of Flag Rank or Military or Air Force officers of corresponding rank (wearing uniform) are guests.

(*c*) Evening dances and entertainment unless No. 2 Dress is ordered.

The civilian equivalent is evening dress without decorations.

DRESS NO. 7—MESS UNDRESS.

Description:

Mess jacket (or for officers of Captain's rank and above at their option—Undress tail coat).
Blue evening waistcoat.
Plain blue trousers.
Black shoes.
Miniature ribbons of orders decorations and medals.

Occasions for Wear: Ordinary evening wear.

The civilian equivalent is dinner jacket.

DRESS NO. 8—WORKING DRESS.

Description:

Navy serge blouse.
Shoulder straps.
Navy serge trousers.
Cap.
Black boots or black shoes.
For aircrew, blouse, trousers and beret are to be worn.

Occasions for Wear: Optional dress for working in other than hot climates—

(*a*) At sea and in aircraft at all times, and when on passage by air.

(*b*) In ships in harbour, Naval and Dockyard establishments and Naval Air Stations during working hours or non-ceremonial occasions, but not by Duty Officers.

(*c*) By armed landing parties or during active operations, if khaki is not worn.

(*d*) When doing arduous or dirty work (e.g., refitting) when other clothing might be spoiled.

(*e*) Subject to the above general instructions detailed orders for the occasions on which working dress may be worn are to be issued by Flag Officers, who have discretion to vary the general rules in exceptional circumstances.

Working Dress is not to be worn on shore outside Naval Establishments except when travelling by rail or road directly to or from a flight or duty connected with aircraft; nor is it to be worn on long or short leave, or by officers proceeding to or from their residences. Officers not required to provide Undress are, however, to be permitted to wear working dress on all occasions when blue uniform is ordered to be worn.

2. The light blue shirt as worn with No. 11 Dress may be worn with this dress instead of a white shirt and collar, at sea and as ordered by the Senior Officer. The blue shirt is to be worn with a tie.

APPENDIX—*continued.*

DRESS No. 9.

DRESS No. 10.

DRESS No. 11—ACTION DRESS.

Description:

Light blue shirt.
Shoulder straps.
Dark blue trousers.
Black boots or shoes.
Cap.

Occasions for Wear: At action stations when ordered by the Senior Officer.

IN HOT CLIMATES.

DRESS No. 1W—WHITE FULL DRESS.

Description:

White tunic.
Shoulder straps.
Cap.
White trousers.
*Sword.
*Full dress sword belt for officers of Flag Rank, otherwise—
*Undress sword belt.
White shoes. (Black boots or shoes may be worn on shore in bad weather.)
Broad riband.
Up to 4 stars of orders.
Up to 3 neck decorations.
Decorations and medals on breast.

Occasions for Wear:

(*a*) State occasions.

(*b*) When receiving Her Majesty The Queen or other Crowned Heads or Heads of State, unless specially ordered to the contrary.

(*c*) When receiving other Royalty on formal occasions.

Note.—On informal visits by members of the British or Foreign Royal Families No. 5W Dress should be worn, unless No. 4W Dress is more appropriate to the occasion.

(*d*) Exchanging visits of ceremony with the authorities laid down for No. 1 Full Dress.†

(*e*) Ceremonies and entertainments when the Senior Officer considers it desirable to do special honour to the occasion.

(*f*) Occasions of duty and ceremony when No. 4W Dress is not sufficient.†

On certain occasions, for indoor ceremonies at which the sword would be an encumbrance, No. 1W Dress may be ordered without sword and sword belt.

APPENDIX—*continued.*

DRESS No. 2W—WHITE BALL DRESS.

Description:

White mess jacket.
Shoulder straps.
White waistcoat.
*Gold laced trousers for officers of Captain's rank and above, otherwise—
Plain blue trousers.
Black shoes.
Broad riband.
Up to 4 stars of orders.
One neck decoration.
Miniature badges, decorations and medals on lapel.

Occasions for Wear: Official or public balls, dinners and evening receptions of a formal nature.

The civilian equivalent is evening dress with decorations. This Dress should be ordered in preference to No. 6W Dress when civilians who may possess stars of orders or neck decorations are being entertained officially.

DRESS No. 3W.

DRESS No. 4W—WHITE DRESS.

Description:

White tunic.
Shoulder straps.
White trousers.
Cap.
*Sword.
*Undress sword belt.
White shoes. (Black boots or shoes may be worn on shore in bad weather.)
Up to 2 stars of orders.
One neck decoration.
Decorations and medals on breast.

Occasions for Wear:

(*a*) Courts-Martial.
(*b*) Funerals (unless regarded as State Occasions).
(*c*) Inspections by Senior Officers.
(*d*) Sunday Divisions and other occasions when it is appropriate for ratings to wear medals.
(*e*) By the Officer of the Guard when boarding foreign warships.
(*f*) Exchanging visits of ceremony as an alternative to No. 1W Dress.†
(*g*) Other occasions when ordered as an alternative to No. 1W Dress.

DRESS No. 5W—WHITE UNDRESS.

Description:

‖White tunic.
Shoulder straps.
White trousers.
Cap.
White shoes. (Black boots or shoes may be worn on shore in bad weather.)
‡Ribbons of orders decorations and medals.
§Stars of orders. (One star may be worn with this dress and should be worn at launches of HM Ships by Members of the Royal Family.)

APPENDIX—*continued.*

Occasions for Wear:

(*a*) Memorial services unless specially ordered to the contrary.

(*b*) Ordinary occasions of duty and ceremony in hot climates.

(*c*) In the evening by officers not in possession of White Mess Undress.

*Sword and undress sword belt will be worn in this dress on the occasions laid down for No. 5 Undress. On these occasions the dress will be known as " White Undress with Sword "—short title " No. 5W with Sword."

DRESS NO. 6W—WHITE MESS DRESS.

Description:

White mess jacket.
Shoulder straps.
White waistcoat.
*Gold laced trousers for officers of Captain's rank and above, otherwise—Plain blue trousers.
Black shoes.
Miniature badges, decorations and medals on lapel.

Occasions for Wear:

(*a*) Dinner in harbour at the tables of Flag Officers, Commodores and officers of corresponding rank, unless No. 2W Dress is ordered.

(*b*) Dinner when officers of Flag Rank or Military or Air Force officers of corresponding rank (wearing uniform) are guests.

(*c*) Evening dances and entertainments, unless No. 2W Dress is ordered.

The civilian equivalent is evening dress without decorations.

DRESS NO. 7W—WHITE MESS UNDRESS.

Description:

White mess jacket.
Shoulder straps.
Blue evening waistcoat or black kamarband.
Plain blue trousers.
Black shoes.
Miniature ribbons of orders, decorations and medals.

Occasions for Wear: Ordinary evening wear in hot climates.

The civilian equivalent is dinner jacket.

DRESS NO. 8W—TROPICAL WORKING DRESS.

Description:

Light blue shirt.
Shoulder straps.
Dark blue shorts.
Blue stockings } or Sandals.
Black shoes }
Cap.

Occasions for Wear: As a working dress on tropical Stations at the discretion of the Senior Officer.

APPENDIX—*continued.*

DRESS NO. 9W—TROPICAL DRESS.

Description:

‖White tropical shirt.
Shoulder straps.
White shorts.
White stockings and white shoes; or blue stockings and black shoes or boots (for landing parties black boots); or sandals.
Black shoes may be worn with white stockings in bad weather.
Cap.

Occasions for Wear: In hot climates on non-ceremonial occasions, at the discretion of the Senior Officer.

DRESS NO. 10W—TROPICAL MESS UNDRESS.

Description:

White tropical shirt worn with neck open.
Shoulder straps.
Plain blue trousers.
Black kamarband.
Black shoes.

Occasions for Wear: For informal evening wear in hot climates at the discretion of the Senior Officer.

Notes.

* Swords, sword belts and gold-laced trousers are not supplied at public expense and are not therefore compulsory articles, but when possessed should invariably be worn as indicated.

† The dress for officers of Flag Rank exchanging visits of ceremony with foreign officers and officials will normally be No. 1, No. 4, No. 1W or No. 4W as indicated in the above table. In the cases where No. 1 or No. 1W Dress is prescribed, however, if the foreign officer or official is expected to be less formally dressed, officers of Flag Rank may, at their discretion, wear No. 4 or No. 4W Dress instead.

‡ *See* notes (i) and (ii) to Joint Services Ceremonial Dress Table in Appendix to the Royal Navy List.

§ Star of orders not worn with this dress at Court on Joint Service Functions.

‖ The white bush jacket may be worn by officers of Commander's rank and above as an alternative to the white tunic or white tropical shirt when appropriate.

(DV 910/251/9.)

(*Navy Orders* 735 *of* 1960 *and* 282 *of* 1961.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

884.—Equipment—Pre-Flight Tests of Airborne Radio and Navigational Equipment—Details.

Navy Order 252 of 1961 is to be amended as follows—

Appendix—

Paragraph 2 (*b*) *amend* to read—

" (*b*) Fuses—Check that spare fuses are carried."

(DEE 519/59/205.)

(*Navy Order* 252 *of* 1961.)

RESTRICTED.

885.—Radar—Panel L53 (AP58363) and L53A (AP64364)—Failure of Springs in Panel Lock Catches.

Reports have been received on the failure of the spring in the lock catches fitted to Panels L53 (AP58363) and L53A (AP64364) fitted in HMA ships and establishments. Investigation of the reports has shown that the failure of the springs is due to fatigue.

2. These springs have now been patternized as B10C/210057 Spring Spiral Torsion.

3. Amendment List No. 2 dated 31st August, 1960, to Establishment List No. 1008 authorizes two of these springs as ship's maintenance spares. Demands for spare springs are to be raised by ships and establishments on SNSO, Sydney.

4. Navy Order 222 of 1961 is hereby cancelled.

(DEE 518/251/385.)

(*Navy Order* 222 *of* 1961.)

UNCLASSIFIED.

886.—Guns (other than Aircraft)—Naval Armament Stores—Reports of Failure.

(*AFO* 2021/1961.)

The quality of reports of failures of ammunition, called for in Chapter 18 of BR 862/60, Naval Magazine and Explosive Regulations and Navy Order 614 of 1961, has been deteriorating for some time and is now far from satisfactory.

2. The full investigation of all failures is essential to check the adequacy of designs to meet conditions afloat, to ensure that ships' armaments are at all times efficient and reliable and to effect the removal of stores of doubtful reliability from ships' outfits as promptly as possible.

3. It is usual, when failures are reported, to arrange for the examination and, when appropriate, special proof of stores from the same lots or batches as those involved. Only in this way can the cause of a failure be determined and adequate steps be taken to prevent a recurrence. In many cases it is not at once apparent which of several components has been responsible for a failure, and all may have to be examined. Comparison with previous reports of failure may bring to light imperfections in similar stores made or filled at a particular place or time. Annual inspection of samples cannot be relied on to bring all these weaknesses to light, since some only become apparent after treatment received during use on board ship.

4. It is clearly of the greatest importance that full particulars as stamped or marked upon components of naval armament stores which fail, should be included in the reports of failures. It must be borne in mind that it is generally too late after a failure has occurred to collect particulars, since much vital information may by then be unobtainable. Without this information no investigation of the failure can be complete, nor is action to withdraw the offending stores from service possible.

5. Delay, brought about by the necessity to correspond with ships to obtain information omitted from the failure reports, is often fatal to the prosecution of the investigation.

6. Commanding Officers are to ensure that adequate detailed information of all ammunition to be used is recorded before practices are carried out. It should be noted that this information is also necessary for the investigation of failures reported during war or emergency.

7. The need to maintain a high standard of reporting of all gun and component failures, is equally important. BR 292 (1959) Ordnance Engineering Manual, Chapter 4, paragraph 7 and Chapter 31, paragraph 6 refer.

(DW 704/52/55.)

(*Navy Order* 614 *of* 1961.)

RESTRICTED.

887.—Guns (other than Aircraft)—QF 40/60—Modification of AV164 TOOL Lifting Loader Front, Mark 1.

(*AFO* 2138/1961.)

The following modification is approved—

Guns	QF 40/60 all marks.
Part affected	AV 164 TOOL lifting loader front, Mark 1.
Purpose	To improve efficiency and safety in the use of tool.
Nature of Modification	Conversion of all AV 164 tools to AV 177 tools.
Drawing	NOD 2175/87/2.
By whom to be done ..	RAN Armament Depots.
When to be done ..	Service—as soon as possible. Depot Stocks—when convenient but before issue.
Amendment to Schedule of Modifications	Schedule of Modifications, Pt. 1— QF 40/60 GUN Mark N1 and Accessories, *add* Serial No. 45. QF 40/60 GUN, Mark 9 and Accessories, *add* Serial No. 32. QF 40/60 GUN, Mark 10 and Accessories, *add* Serial No. 45. QF 40/60 GUN, Mark 11 and Accessories, *add* Serial No. 35.
Change in Allowances ..	Stocks of AV 164 tools held by HMA ships should be exchanged with AV 177 tools by arrangement with the local RAN Armament Depot and, on exchange, reference to AV 164 tool on the Contents Labels of Boxed Outfits, should be deleted.
Publications Affected ..	NPB, Vocab. of NA Stores, Warrants of NA Stores and BR 1057/53 will be amended in due course.
Change in Nomenclature	AV 164 tool after modification will be known as AV 177 tool, lifting loader front, Marks 1* and 2.

(DAS 705/251/2.)

RESTRICTED.

888.—MRS 8—Single and Dual Ballistic Units.

Instances have occurred in the RN where a Section D3 rack has fouled the main casting of Section D during certain combinations of Sight Elevation and Wind Speed.

2. Pending receipt of modification instructions, ships and establishments holding the above equipment are to ensure that " Wind Speed " settings do not exceed 45 knots.

(DW 737/256/63.)

RESTRICTED.

889.—OML 2-in. Mortar, Marks 7** and 8*—Modification to Cases Transit.

(*AFO's* 541 *and* 963/1961.)

The following modification is approved—

Weapon	OML 2-in. Mortar, Marks 7** and 8*.
Part affected	CQ 106 Case, Mark 1/1 or Mark 2 transit 2-in. Mortar, including CQ 106 Case which form part of CQ 758 Mortar, ML 2-in. Mark 7** and 8*—Assembly—Boxed.
Purpose	To permit stowage in the transit cases of 2-in. Mortars with the firing lever in the "action" position.
Nature of modification	Cut a slot in the sides of the case. Upon completion of the modification, remove and destroy warning label (IA 2620) from inside of lid of case.
Drawing	MR 790A.
New parts required ..	None.
By whom to be done ..	RANAD's.
When to be done ..	When convenient and before issue to service.
Amendment to Schedule of Modifications	Add serial number 8.
Change in Nomenclature	After modification the case, transit will be known as CQ 119 Case, transit 2-in. Mortar, Mark 1/2, 2/1 and 3.
Publications affected ..	The Vocabulary of NA Stores will be amended.

(DAS 707/251/43.)

UNCLASSIFIED.

890.—Routine Lubrication of Gunnery and TAS Equipment.

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

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 to facilitate identification.

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

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

7. A special ink is supplied for etching the tally numbers. This ink is known as "Encellex Black Waterproof Indelible Ink" and should be demanded by this description. 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.

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 these diagrams 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 one bottle of ink are to be made on SNSO, Sydney, or NSO Port Melbourne.

(DW 736/52/75.)

UNCLASSIFIED.

891.—Diving—CABA—SSBA—Emergency Supply Handwheels.

Experience has shown that continuous turning of the Emergency Supply Handwheel of the CABA wears away the square recess in the handwheel which will then turn freely without moving the valve stem.

2. Some of the more recently issued equipments have been fitted with a modified handwheel containing a brass insert. Ships and establishments holding equipments fitted with unmodified handwheels are to demand replacement modified handwheels from SNSO, Sydney for fitting by ship's staff.

3. Stocks held by SNSO, Sydney, are to be examined and modified as necessary.

4. The modified handwheel consists of four items, the nylon handwheel, brass insert, special nut and rubber grommet. The method of fitting is—after removal of the old handwheel check that the valve spindle locknut is tight, next insert the brass insert into the new handwheel and place on valve stem, lock into position by tightening the special nut, then fit the rubber grommet over the nut by first wetting with water and then lightly tapping into position.

5. The handwheel should be operated three or four times through the full revolution to ensure that it is functioning correctly.

(DW 512/74/68.)

UNCLASSIFIED.

892.—Alteration and Addition Item—HMAS MELBOURNE.

The following alteration and addition item is approved for HMAS MELBOURNE—

Class List Item No. 146. *Classification A.*

Item: 40/60 RU Lockers to be removed and rack type stowages fitted in lieu, in accordance with Navy Office Drawing No. 0/3239 (GI Drawing No. 54/6).

References: (*a*) Navy Office letter 1213/52/215 dated 9th May, 1961.
(*b*) FOICEA's N.20/14/138 dated 12th September, 1961.

(DCNTS 1213/52/215.)

UNCLASSIFIED.

893.—Naval Stores—Electrical—Test Assembly Mark 60AA for Series 1 Amplifiers—Introduction.

(*AFO* 1067/1961.)

The Test Assembly Mark 60AA for Series 1 Amplifiers consists of a special stowage cubicle containing a number of test units. It has been decided that in order to avoid confusion and to simplify accounting, the complete assembly will be dealt with in future as a portable fitting although replacement of individual items will be made through Naval Stores.

2. Pattern numbers have been assigned as necessary to the items comprising the complete outfit and are as follows—

Class/ Group.	*Pattern No.*	*Description.*	*Qty. per Set.*	*Accounting classification when replacements are required or spares are carried.*
F19/..	197100	Stowage cubicle, Mark 60AA	1	P
	197289	Decade box, 1st Stage, Mark 1DB	1	P
	197290	Decade box, 2nd Stage, Mark 2DB	1	P
	197291	Extending test rack, Mark 1TF	2	P
	197296	ACU Setting up test unit, Mark 19TU	1	P
	197297	Standard variable signal test unit, Mark 21TU	1	P
	197101	Shorting test plug	1	C
	197102	Decade box, Mark 3DB ..	1	P
F23/..	972-9657	Test lead, Type G	1	C
F26/..	204172	Misalignment amplifier, Mark 3MA	1	P
	204177	Standard power unit, Mark 22P	1	P

3. The Test Assembly is used in conjunction with the Amplifier Testing Plug Boards.

4. Ships in commission in which the equipment is fitted should transfer the complete assembly to the appropriate List of Equipment from the Ordnance Engineer's list.

5. Stocks of the above items held in Gunnery Equipment Depots are to be transferred to the Superintending Naval and Air Store Officer, Sydney.

(DNAS 517/51/235.)

UNCLASSIFIED.

894.—Surface Preparation of Steel Structures—Navy Office Plan No. SP773.

The application of vinyl compositions and glass reinforced plastic dielectric shields to ship's outer bottoms and the application of synthetic resin coatings generally depends for success, to a large degree, on the condition of the surfaces to which they are applied.

2. To allow uniform results to be obtained and recognized a standard scale of rust grading and surface preparation has been adopted and will be referred to where appropriate in future specifications.

3. Distribution of this publication Navy Office Plan No. SP.773 will be made without demand by SNSO, Sydney, on the following basis—

Authority.	*No. of Copies.*
Navy Office	2
FOICEA	3
GMWD	2
GOSIEAA	2
GOSI Vic.	1
NOIC NA	1
NOIC WA	1
NOIC New Guinea	1
NOIC Tas.	1
NOIC SA	1

(DNC 465/58/397.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

895.—Books BR 2203 Ship Husbandry Manual—Introduction.

BR 2203—Ship Husbandry Manual is being distributed without demand in accordance with the distribution list attached as an appendix to this order.

2. The book is to be considered the authoritative text book on ship husbandry in the RAN. Where reference is made to Admiralty equipment and material, &c., the appropriate RAN item is to be used.

3. Appendix 7—Schemes of Painting for HM Ships is not applicable in the RAN and has been replaced by an appropriate Addendum.

4. Commanding Officers requiring additional copies to satisfy needs should apply to Naval Board through their administrative authority.

APPENDIX.

Distribution.	*No. of Copies.*
Victoria Barracks—	
DNC	2
DCNTS	1
DCNTS Library	1
FOCAF	1
FOICEA	2
NOIC Vic.	1
NOIC WA	1
CST FND	10
GMWD	2
GMGID	2
Carriers	10
Destroyers	4
A/S Frigates (Type 12 and Converted Fleet)	3
Frigates (others)	2
Survey Ships	2
Boom Working Vessels	1
HMAS NIRIMBA	10
CRESWELL	6
LEEUWIN	10
TARANGAU	1
TORRENS	1
HUON	1
PENGUIN	1
WATSON	1
RUSHCUTTER	1
MORETON	1
MELVILLE	1
Shipwright Officers	1-No. each.
Engineer Officers of (EC) Specialization	1-No. each.

(DNC 465/52/507.)

UNCLASSIFIED.

896.—Books—Libraries—Central Reference Libraries—Additions.

A list of books added to the Central Reference Libraries in HMA Ships ALBATROSS, CERBERUS and WATSON during the quarter ending 30th November, 1961, 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 libraries.

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

APPENDIX.

Classification and Reference Number.	*Author.*	*Title.*	*Where Held ALBATROSS, CERBERUS, or WATSON.*
Philosophy—			
184/2 ..	Plato ..	Euthyphro, Apology, Crito, Phaedo, Phaedrus	W
Statistics—			
311.2/11..	Croxton and Cowden	Applied General Statistics (2nd Edition)	W
Political Science—			
327.47/1..	Deutscher ..	The Great Contest (Russia and the West)	A
328.994/3	Crisp ..	The Australian Federal Labour Party 1901–1951	C
329.994/1	Crisp ..	Ben Chifley—a Biography ..	W
Economics—			
332.67/3..	Yorston ..	The Australian Shareholders Guide (2nd Edition)	W
338.17/3..	Drane and Edwards	The Australian Dairy Industry—An Economic Study	C
338.27/1..	—	This Age of Oil (History of Oil Industry in Australia)	A
Military History—			
357.09/1..	Lunt ..	Charge to Glory (A Garland of Cavalry Exploits)	W
Education—			
371.26/2..	Vernon ..	The Measurement of Abilities ..	W
Pure Science—			
530.1/5 ..	Walker ..	Mechanical Engineering Science, Vol. I.	C
531.3/3 ..	Philips Technical Library	Mechanical Vibration	CW
550/9 ..	Ramsey and Burckley	Modern Earth Science	A
551.5/23..	Wallington ..	Meteorology for Glider Pilots ..	A
Applied Science—			
623.89/10	James ..	Application of Wave Forecasts to Marine Navigation	W
623.894/1	Maritime Services Board of N.S.W.	Sailing Directions—N.S.W. Coast (6th Edition 1959)	W
627/2 ..	Snowy Moun- Mountains Authority	Compendium of Projects (Snowy Mountains Scheme)	A
693.2/1 ..	Frost ..	Bricklaying for Beginners ..	A

APPENDIX—*continued.*

Classification and Reference Number.	*Author.*	*Title.*	*Where Held ALBATROSS, CERBERUS, or WATSON.*
Arts and Recreation—			
770/10 ..	Rieck and Verbeek	Artificial Light and Photography ..	A
796.33/6..	Jarden ..	Rugby on Attack	C
796.352/12	Fraley ..	Golf in Action (2nd Edition) ..	A
Geography—Travel—			
911/8 ..	Boyd ..	An Atlas of World Affairs ..	W
914.85/1..	Nott ..	A Clean Well-Lighted Place (a Private View of Sweden)	W
919/5 ..	Abrahamsen ..	The Philippine Islands—A Guide ..	W
Biography—			
923/135 ..	Attlee ..	A Prime Minister Remembers (Memoirs of Earl Attlee)	A
European History—			
940.27/6..	Hibbert ..	Corunna	C
940.42/6..	Clark ..	The Donkeys. (A Study of the Western Front in 1915)	A
940.5/5 ..	Gunther ..	Inside Europe Today	AC
940.542/21	Vaughan-Thomas	Anzio	A
940.547/5	Eggers ..	Colditz—The German Story ..	C
945.8/2 ..	Luke ..	Malta—An Account and An Appreciation	C
Asian History—			
950/14 ..	Wint ..	Spotlight on Asia	C
952.197/1	Jungk ..	Children of the Ashes. (Rebirth of Hiroshima)	C
American History—			
973.92/3..	Brogan ..	America in the Modern World ..	C
Australian History—			
994/18 ..	Crawford ..	An Australian Perspective ..	C
994/24 ..	Shaw ..	The Story of Australia (2nd Edition)	W
995/4 ..	Essai ..	Papua and New Guinea	A

(DNES 451/51/18.)

Section 7.

CANCELLED LIST.

UNCLASSIFIED.

897.—Automatic Cancellation of Navy Orders over Two Years Old.

Navy Orders and Confidential Navy Orders remain in force for two years only.

2. So that there will be no doubt as to which orders are in force, a disposal instruction will be included in Navy Orders each month. This instruction will list those orders over two years old which may be disposed of.

3. Navy Order 1094 of 1959 is hereby cancelled.

(HNB 465/7/2.)

(*Navy Order* 1094 *of* 1959.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
28th November, 1961.

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

By direction of the Naval Board,

Thos J Hawkins

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

10691/51.

UNCLASSIFIED. Cancelled under NO. 853/63

898.—Books—Ships' Libraries—Organization.

Regulations for the provision and administration of ships' libraries are detailed in this order.

2. Books provided to libraries in ships and establishments consist of one or both of the following types—

Accountable Books ..	.. Books of the hardcover type.
Non-accountable Books	.. Novels of the less expensive, paperback type.

Accountable Books.

3. The accountable part of the ship's library is divided into three sections as follows—

Section A—Recreation—popular fiction.

Section B—Non-Fiction—non-fictional in character but suitable for general reading.

Section C—Reference—books which are required for occasional reference.

4. The library should be located so as to provide ratings with ready access to section A and B, and officers with ready access to section C. However, both officers and ratings are to be permitted to use the facilities of all sections of the library.

5. Accounting instructions for accountable books are given in paragraphs 11 to 20.

Non-Accountable Books.

6. A monthly issue of paperback novels, proportional to the quarterly issue scale given in paragraph 8, will be forwarded by mail to the Instructor Officer or Education Officer by the Director of Naval Education Service, who is the responsible authority in Navy Office for the organization of ships' libraries.

7. Paperbacks are non-accountable and may be removed from the library and discarded when their condition deteriorates. Internal accounting is not obligatory, but a measure of control should be maintained to ensure that the books have a reasonable span of life.

Scale of Supply.

8. Ships' libraries are graded in size according to the complements of the ships and establishments 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, and a list of the books allocated is forwarded in advance of the issue.

(*a*) *Sections A and B* (*Recreation and Non-Fiction*)—Quarterly Scale Issue—

Complement.	*Library class.*	*No. of books in initial Supply.*	*Accountable Books.*	*Paperback Novels.*
Over 1,000 ..	1	800	40	40
400–600 ..	2	400	15	40
200–400 ..	3	250	10	40
140–200 ..	4	150	5	40
50–140 ..	5	100	Nil	40
Under 50 ..	6	Nil	Nil	20

Note.—Section B (Non-Fiction) books will comprise about 15 per cent. of issues, providing enough suitable books of this type are available.

(*b*) *Section C.*—The Reference Section will consist of the following books—

(i) *All Libraries*—

Atlas—Oxford.
Dictionary—English, Concise Oxford.
Dictionary—French-English.
The Law and Custom of the Sea—Smith.
Everyman's Own Lawyer.
Introduction to Naval Court Martial Procedure.
Everyman's Encyclopaedia (12 Vols.).
Catalogue of RAN Central Reference Libraries.
ACommonwealth Year Book.
APear's Cyclopaedia.
AWhitaker's Almanac.
BJane's Fighting Ships.

(ii) *Seagoing Ships only*—

Advanced Ropeworking—Popple.
Dangerous Marine Animals.
Pacific Islands' Yearbook.
Wonders of the Great Barrier Reef—Roughley.
BOAC Traveller's Digest.
Manual of Seamanship, Vols. I, II and III.
AWho's Who in Australia.

(iii) *Flagship and Senior Officers' Ships of Destroyer and Frigate Squadrons only*—

Practical Construction of Warships.
Molesworth's Handbook of Engineering Formulae.
A Manual of Marine Steam Engineering Practice—Sothern.
Wiley's Engineering Handbooks—
Vol. I—Handbook of Engineering Fundamentals.
Vol. II—Kent's Mechanical Engineers' Handbook—Power.
Vol. III—Kent's Mechanical Engineers' Handbook—Design and Production.
BJane's All the World's Aircraft.

Notes.—A—Republished regularly at intervals varying from one to three years. Up-to-date editions will be supplied to the larger ships and establishments. Superseded editions are to be returned to Royal Edward Victualling Yard for re-issue to smaller ships and establishments.

B—Superseded editions only will be supplied.

Other books required for reference in certain ships will be issued as necessary, but, in general, use should be made of the facilities of the Central Reference Libraries when reference books, not available in the ship's library, are required.

Distribution.

9. Distribution of accountable library books is made by the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney, at the request of DNES. An initial demand for the issue of a library is to be forwarded to the Director of Naval Education Service, Navy Office, Canberra. Once a ship's library has been supplied, quarterly supplements and annual reference publications are issued without further demand. Demands should therefore be made only for the issue of a

UNCLASSIFIED. Cancelled vide N.O. 853/63

898.—Books—Ships' Libraries—Organization.

Regulations for the provision and administration of ships' libraries are detailed in this order.

2. Books provided to libraries in ships and establishments consist of one or both of the following types—

Accountable Books ..	.. Books of the hardcover type.
Non-accountable Books	.. Novels of the less expensive, paperback type.

Accountable Books.

3. The accountable part of the ship's library is divided into three sections as follows—

Section A—Recreation—popular fiction.

Section B—Non-Fiction—non-fictional in character but suitable for general reading.

Section C—Reference—books which are required for occasional reference.

4. The library should be located so as to provide ratings with ready access to section A and B, and officers with ready access to section C. However, both officers and ratings are to be permitted to use the facilities of all sections of the library.

5. Accounting instructions for accountable books are given in paragraphs 11 to 20.

Non-Accountable Books.

6. A monthly issue of paperback novels, proportional to the quarterly issue scale given in paragraph 8, will be forwarded by mail to the Instructor Officer or Education Officer by the Director of Naval Education Service, who is the responsible authority in Navy Office for the organization of ships' libraries.

7. Paperbacks are non-accountable and may be removed from the library and discarded when their condition deteriorates. Internal accounting is not obligatory, but a measure of control should be maintained to ensure that the books have a reasonable span of life.

Scale of Supply.

8. Ships' libraries are graded in size according to the complements of the ships and establishments 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, and a list of the books allocated is forwarded in advance of the issue.

(*a*) *Sections A and B (Recreation and Non-Fiction)*—Quarterly Scale Issue—

Complement.	*Library class.*	*No. of books in initial Supply.*	*Accountable Books.*	*Paperback Novels.*
Over 1,000 ..	1	800	40	40
400–600 ..	2	400	15	40
200–400 ..	3	250	10	40
140–200 ..	4	150	5	40
50–140 ..	5	100	Nil	40
Under 50 ..	6	Nil	Nil	20

Note.—Section B (Non-Fiction) books will comprise about 15 per cent. of issues, providing enough suitable books of this type are available.

(*b*) *Section C.*—The Reference Section will consist of the following books—

(i) *All Libraries*—

Atlas—Oxford.
Dictionary—English, Concise Oxford.
Dictionary—French-English.
The Law and Custom of the Sea—Smith.
Everyman's Own Lawyer.

THE ROYAL AUSTRALIAN NAVY 1939-1942 - GILL.
THE ROYAL AUSTRALIAN NAVY 1942-1945 - GILL (WHEN AVAILABLE).
THE GREAT SEA WAR - POTTER AND NIMITZ.

(ii) *Seagoing Ships only*—

Advanced Ropeworking—Popple.
Dangerous Marine Animals.
Pacific Islands' Yearbook.
Wonders of the Great Barrier Reef—Roughley.
BOAC Traveller's Digest.
Manual of Seamanship, Vols. I, II and III.
[A]Who's Who in Australia.

(iii) *Flagship and Senior Officers' Ships of Destroyer and Frigate Squadrons only*—

Practical Construction of Warships.
Molesworth's Handbook of Engineering Formulae.
A Manual of Marine Steam Engineering Practice—Sothern.
Wiley's Engineering Handbooks—
Vol. I—Handbook of Engineering Fundamentals.
Vol. II—Kent's Mechanical Engineers' Handbook—Power.
Vol. III—Kent's Mechanical Engineers' Handbook—Design and Production.
[B]Jane's All the World's Aircraft.

Notes.—[A]—Republished regularly at intervals varying from one to three years. Up-to-date editions will be supplied to the larger ships and establishments. Superseded editions are to be returned to Royal Edward Victualling Yard for re-issue to smaller ships and establishments.

[B]—Superseded editions only will be supplied.

Other books required for reference in certain ships will be issued as necessary, but, in general, use should be made of the facilities of the Central Reference Libraries when reference books, not available in the ship's library, are required.

Distribution.

9. Distribution of accountable library books is made by the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney, at the request of DNES. An initial demand for the issue of a library is to be forwarded to the Director of Naval Education Service, Navy Office, Canberra. Once a ship's library has been supplied, quarterly supplements and annual reference 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 types of books required in the quarterly supplements may be forwarded to DNES.

Supply and Accounting Arrangements.

10. The accounting authority in HMA 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.

Accounting.

11. All accountable 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 12). The packing list (which is enclosed in the package) should be retained for reference purposes.

12. 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 AS 1074, approved by the Captain, is to be rendered to the Director of Naval Education Service. Form AS 1074 is to be accompanied by supporting vouchers, viz.—

(*a*) Victualling Yard Supply Notes (Form AV 120).

(*b*) Forms AS 126 in respect of books lost or deficient.

13. The following notes are for guidance of officers in completing Form AS 1074—

(*a*) "Remains from last Account"—This is the number of books actually mustered at the end of the previous half-year 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. The appropriate Royal Edward Victualling Yard Supply Notes are to be attached to the Form AS 1074.

(*c*) "Surplus"—This figure is confined to books previously reported as losses or deficiencies and subsequently found. A list of the surplus books is to be attached to the Form AS 1074.

(*d*) "Total Debit"—This is the total of the previous three items.

(*e*) "Returned to Victualling Yard"—This is the number of books returned in accordance with paragraph 14 or 15 of this order. The receipt note, Form AS 330Z, is to be attached to the Form AS 1074.

(*f*) "Lost by Neglect"—This is the number of books whose loss is traceable to specific individuals and for which Forms AS 126 are attached to the Form AS 1074.

(*g*) "Deficiencies"—This is the number of books which were unaccountably deficient at the muster and for which Forms AS 126 are attached to the Form AS 1074.

(*h*) "Numbers Remaining"—This is the number of books actually found at the muster.

Returns.

14. 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 AS 1074, together with supporting vouchers, is to be rendered to DNES 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 AS 330Z) which should specify the section to which each note refers.

15. Books from Sections (*a*) and (*b*) which are no longer of use as a result of wear and tear or for other reasons, 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 8 of this order.

16. Ships undergoing refit, unless paying off, need not return their libraries but may lodge them at the nearest victualling yard on deposit, informing DNES 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 DNES.

Losses.

17. 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.

18. 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 AS 1074 on the next occasion of rendering this form and Forms AS 126 are to be attached in respect of such losses.

19. 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 AS 1074. They are to be covered also by Forms AS 126, which are to be attached to the Form AS 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 AS 126 rendered in connexion with ships' libraries are to be subject to the approval of the Captain.

Exchanges.

20. Commanding Officers may authorize the exchange of books between ships on a book for book basis. Titles and authors of books exchanged are to be forwarded to DNES at the time. The books exchanged should be listed, in alphabetical order, under the surnames of the authors.

Conduct of the Library.

21. The ship's library officer 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.....

22. If a book has previously been on issue to another ship's library, the old serial number and the ship's name are to be obliterated before the new serial number is inserted.

23. Serial numbers are to be arranged in such a way as to indicate the section of the library to which the book belongs.

24. 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.

25. A record of books borrowed is to be maintained by the librarian and all reasonable precautions are to be taken to ensure that books are returned by borrowers in due course. To facilitate this a " Borrower's Card " has been produced, supplies of which are available from Director of Naval Education Service. The card has a heading on which the name, rating and official number of a borrower can be inserted. The body of the card is divided into columns headed—

Book Number	Date Borrowed	Borrower's Initials	Date Returned	Librarian's Initials

26. 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.

27. Navy Order 1076 of 1959 is hereby cancelled.

(DNES 451/51/15.)

(*Navy Order* 1076 *of* 1959.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

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CNO's 899-904/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
29th November, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

10870/61.

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904. Maintenance of Fire Fighting Equipment.

Section 2.

PERSONNEL.

UNCLASSIFIED. Cancelled vide CNO 319/63

899. Conditions of Entry and Service for Direct Entry—Engineer and Electrical Officers.

Ex-Naval Officers, Qualified Engineers, University Undergraduates, and Technical College Students are eligible to apply for entry as Engineering or Electrical Officers of the Royal Australian Navy on Short Service or Permanent Service Commissions. The conditions governing entry and service are set out below.

Eligibility for Commissions.

2. *Ex-Naval Officers (Excluding Special Duties List Officers).*—Engineer and Electrical Officers from the Royal Navy or other Commonwealth Navies are eligible for Permanent or Short Service Commissions on the Supplementary List or Permanent Service Commissions on the General List dependent upon their previous Naval Service.

3. *Qualified Engineers.*—

(*a*) *Short Service Commissions on the Supplementary List.* Mechanical, Aeronautical and Electrical Engineers are eligible.

(*b*) *Permanent Service Commissions on the Supplementary List.* Mechanical, Aeronautical and Electrical Engineers and Naval Architects are eligible.

4. *Undergraduates and Technical College Students.*—

(*a*) *Undergraduates*—

(i) Undergraduates studying Mechanical, Aeronautical or Electrical Engineering are eligible to apply for a Permanent or Short Service Commission on the Supplementary List at any time during their three final years.

(ii) Undergraduates studying Naval Architecture are eligible to apply for a Permanent Service Commission on the Supplementary List during their final year.

(*b*) *Technical College Students*—Students undergoing a full-time diploma course in Mechanical, Aeronautical or Electrical Engineering at a Technical College are eligible to apply for a Permanent or Short Service Commission on the Supplementary List during their final year.

Conditions of Entry.

5. Applicants who are eligible, *vide* paragraphs 2, 3 or 4, must satisfy the following conditions—

(*a*) *Professional Qualifications*—

(i) *Qualified Engineers* must possess a degree or acceptable equivalent.

(ii) *University Undergraduates and Technical College Students* must have passed the prescribed examinations for each year of the course up to the date of application.

(*b*) *Age*—

(i) Qualified Engineers and Naval Architects must be under 25 years of age.

(ii) Qualified Electrical Engineers must be under 27 years of age.

(iii) Undergraduates and Technical College students must be under 25 years of age or, in the case of Electrical students, under 27 years, on 1st March following successful completion of their course.

(iv) Ex-Naval Officers must be under 35 years of age.

(*c*) *Nationality*—Applicants must be natural born or naturalized British subjects and substantially of European descent.

(*d*) *Medical Fitness*—Applicants must pass a prescribed medical examination.

(*e*) *Interview and Selection*—Applicants who fulfil the above requirements will be interviewed by a selection committee arranged by Navy Office.

Procedure on Entry.

The titles of all officers of the Supplementary List will carry the prefix Engineer or Electrical as appropriate, e.g., Engineer Lieutenant.

6. *Ex-Naval Officers.*—Successful applicants will be entered in the probationary rank of Lieutenant or Lieutenant-Commander depending on the rank previously held by them. Seniority will be adjusted on entry having regard to their time out of the service.

7. *Qualified Engineers.*—Successful applicants for Short Service Commissions will be entered in the probationary rank of Sub-Lieutenant if under 22½ years of age or Acting Lieutenant if over 22½ years. Successful applicants for Permanent Service Commissions will be entered in the probationary rank of Acting Lieutenant.

8. *Undergraduates and Technical College Students.*—Successful applicants will be entered in the probationary rank of Midshipman (U), Acting Sub-Lieutenant (U) or Sub-Lieutenant (U) depending on whether they enter during their 2nd, 3rd or final year.

9. They will be appointed to a Naval Depot in the same area as the University or Technical College in which they are studying for completion of courses. An officer in the establishment concerned is to be detailed personally to advise incoming officer candidates on matters of uniform clothing, service customs, marks of respect, pay and allowances procedure, service organization and security arrangements.

10. During long vacations, officers will be required to undergo Naval training when compatible with the course syllabus.

11. Earnings from civil employment undertaken as part of training while in receipt of Service pay and allowances will be paid to Revenue to the extent of Service pay and allowances, the officer retaining any amounts in excess of the latter.

12. The Commanding Officer of an establishment in which a student officer is borne is to arrange for the results of examinations held during or at the conclusion of the University or Technical College course to be forwarded to the Naval Board as soon as results are known.

13. Immediately on completion of final examinations for the course, a Sub-Lieutenant (U) will be required to report to his Commanding Officer, who will inform Navy Office. The Sub-Lieutenant (U) will then proceed on fourteen days' leave, on completion of which he will be appointed for practical courses.

14. Members who fail in the final examinations or Electrical School courses may be withdrawn from the Service on authority from the Naval Board.

15. Whilst completing courses at University or Technical College, Undergraduates or Technical College students will receive the pay and allowances laid down in Interim Pay Instructions. Board and lodging will be an officer's own responsibility. Commonwealth Rehabilitation Training Scheme benefits are to be terminated on appointment from shore to a Naval Depot, this being the date from which pay and allowances will commence. Student officers are ineligible for assistance under the Commonwealth Scholarship Scheme.

16. A student officer will, at such time as the Naval Board decides, be provided with a minimum uniform outfit. The completion of the uniform outfit to the full scale for rank will be deferred until his first appointment for duty after completion of the course.

Fees, Text Books and Instruments.

17. Fees which are essential for the completion of the course and which are listed hereunder will be paid by the Department—

(*a*) Lecture and demonstration fees;

(*b*) Library fees;

(*c*) Examination fees;

(*d*) Supplementary examination fees for one subject only;

(*e*) Tutorial fees (other than those University tutorials included within the course of lectures and covered by lecture fees) to an affiliated college, but only in special cases upon the recommendation of the University or Technical College;

(*f*) Laboratory and experiment fees, including charges for materials, but only upon the recommendation of the University or Technical College authorities.

18. Fees which are listed hereunder will not be reimbursed—

(*a*) Degree fees;

(*b*) Union fees or fees in respect of any other student body;

(*c*) Sports fees; and

(*d*) Amounts in respect of any item not essential for the completion of the course.

19. Unless a student wishes to purchase his own text books, instruments, &c., for retention as private property, all necessary books, instruments, tools, &c., will be issued on loan to the officer during the course. Such issues will normally be made by the establishment to which appointed whilst doing the course.

20. Text books and other items of equipment will be issued only for the duration of the course, after which they will be returned to the establishment. Items which are only required for a part of the course will be returned when no longer required.

21. Information as to the books and instruments which will be required for the course should be given as early as practicable by the student to the Commanding Officer of the establishment to which he is attached. Requirements should, whenever possible, be listed in the body of a certificate from a member of the staff of the University or Technical College that the items are essential for the completion of the course. Local purchase of items which are not available in the establishment should normally be arranged by the Commanding Officer in the usual manner. This Navy Order should be quoted as authority on relevant documents.

22. In certain cases where time does not permit a book or other item being obtained from Naval sources or where circumstances preclude local purchase, approval may be given by the Commanding Officer for a student to purchase the item privately. The student may then be reimbursed on production of a receipt covering the expenditure involved and a certificate from the University or Technical College that the item is a standard requirement for the course. Such items will be returned to the establishment when no longer required by the student.

23. Text books and instruments returned by a student on completion of the course or when no longer required are to be retained by the Supply Officer for re-issue to other students as necessary. Particulars of any of these books and instruments held surplus to local requirements are to be reported to Navy Office so that arrangements for their use elsewhere may be made.

24. Books and instruments purchased in accordance with this order are to be taken on charge in the BR or Naval Store account, as appropriate, and issued on permanent loan to the student. Loss of or damage to books, &c., should be dealt with on Form AS 126 in accordance with normal procedure.

Training.

25. Before appointment to sea, Direct Entry Officers will undergo naval engineering or electrical courses. These courses will be of 6 weeks to 3 months duration for Engineer Officers and up to 12 months duration for Electrical Officers.

26. Engineer Officers selected for the Marine Engineering sub-specialization, on completion of courses, will be appointed to a sea-going ship for practical engineering experience and to obtain an Engineer Officer's Watchkeeping Certificate. Officers of all sub-specializations granted Permanent Commissions must qualify for the award of a Certificate of Competence.

27. Electrical Officers granted a Permanent Commission are required to obtain a Certificate of Competence before commencing post graduate training of approximately two and a quarter years duration in the United Kingdom. Short Service Commission Electrical Officers, on completion of courses, will be appointed to a ship or Naval Air Station for practical experience.

28. Subject to recommendation, the basic date of confirmation in the rank of Lieutenant or Lieutenant-Commander will be—

(*a*) For Engineer Officers (sub-specialized in Marine Engineering)—on award of the Engineer Officer's Watchkeeping Certificate, or in the case of ex-Naval Officers or Officers selected for sub-specialization other than Marine Engineering, on completion of six months in an effective appointment. Officers on Permanent Commissions also require a Certificate of Competence.

(*b*) For Electrical Officers—on completion of Naval Electrical Courses or in the case of ex-Naval Officers on completion of six months in an effective appointment. Officers on Permanent Commissions also require a Certificate of Competence.

Note.—Results of courses, copies of Engineer Officer's Watchkeeping Certificate, Certificates of Competence where applicable, and recommendations are to be forwarded to Navy Office as early as possible.

29. After the initial period at sea, Engineer Officers may volunteer to sub-specialize in Ordnance or Aeronautical Engineering or Naval Architecture. Selection will depend upon Service requirements, consideration being given to previous course results.

30. Engineer Officers serving on Permanent Service Commissions may be sent to the United Kingdom for sub-specialization courses. Later they may also be required to undergo advanced courses in their sub-specializations in the United Kingdom.

31. Electrical Officers may be selected, after the initial training period, to undergo further training in electronics.

Periods of Service.

32. *Short Service Commissions.*—Qualified officers are required to serve for five years from the date of first appointment, and student officers for five years from the first of March following completion of University or Technical College Courses.

33. Short Service Officers may be given the opportunity to transfer to Permanent Commissions subject to vacancies and suitability and to the possession of Certificates of Competence. There is no regular avenue by which Supplementary List Officers may transfer to the General List, but in exceptional cases the Naval Board may approve such transfers for outstanding officers.

34. On completion of five years Short Service, officers are required to enrol for five years on the Emergency List.

35. *Permanent Service Commissions.*—Officers are expected to serve until they reach the retiring age appropriate to their rank.

36. Applications to resign will not normally be recommended for acceptance except in very special circumstances, e.g., strong compassionate reasons.

Discharge for Unsuitability.

37. Officers will be liable to immediate discharge for misconduct or if for any reason they are considered by the Naval Board to be unsuitable for retention.

Gratuities.

38. Officers serving on a short service commission will be eligible for a gratuity on completion of their Short Service Commissions and enrolment on the Emergency List. *See* IPI Instruction 146/2.

Promotion.

39. Promotion of direct entry officers will be as follows—

Midshipman (U) to Acting Sub-Lieutenant (U)	On 1st March in third year at University.
Acting Sub-Lieutenant (U) to Sub-Lieutenant (U)	On 1st March in final year at University.
Sub-Lieutenant (U) to Acting Lieutenant	On 1st March after final year.
Sub-Lieutenant to Acting Lieutenant (Qualified Engineers on Short Service Commissions)	On attaining one years seniority or 22½ years of age, whichever is earlier.
Lieutenant to Lieutenant-Commander ..	On attaining eight years seniority. (*See* note.)
To Commander and Captain	By selection.

Note.—On confirmation in rank of Lieutenant, the seniority of Qualified Engineers, University Graduates and Technical College Graduates will be adjusted, where necessary, to ensure promotion to Lieutenant-Commander at age of 30½ or after five years service as a Lieutenant, whichever is the later.

General.

40. 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 Naval Forces.

(HPB 307/3/27.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

900.—16-mm. Cinema Projectors—Serviceability.

The serviceability and performance of 16-mm. Cinema Projectors in use in HMA ships and establishments has been adversely commented upon, but unserviceability is not substantiated by the number or content of forms AS 2061Z and AS 2022 received at Navy Office.

2. From the date of this order and until further notice, all performance deficiencies, defects and maintenance difficulties experienced with 16-mm. Cinema Projectors are to be reported on forms AS 2022.

(DEE 519/56/202.)

UNCLASSIFIED.

901.—Naval Stores—Boats—Accounting for Equipment.

As a result of a change in the method of accounting for boats equipment at Naval Store Depots, issue vouchers for boats will in future show separately, the boats and the sets of equipment. Details of the composition of the sets of equipment will be shown on equipment lists, as at present.

2. There is to be no change in the method of accounting in HMA ships and commissioned establishments as laid down in ABR 4, Article 1822, i.e., boats are to be taken on ledger charge as " complete with equipment ". ABR 4, Article 1821, will be amended to make it clear that this procedure applies also to power boats.

(DNAS 1275/58/38.)

UNCLASSIFIED. Cancelled R N O 120/63

902.—Naval Stores (General)—Naval and Air Store Branch—Stock Numbering for Machine Accounting Purposes.

In anticipation of the introduction of a machine accounting system into the Naval and Air Store Branch at Sydney, all items which at present do not bear Admiralty catalogue numbers or which bear catalogue numbers which are unsuitable for use with the proposed machine system, are being allocated Local Stock Numbers. Such numbers will be prefixed " L ".

2. Examples of cases in which Admiralty Catalogue Numbers are unsuitable for machine accounting purposes are—

(*a*) Certain plates and sheets (Class/Group B2a).

(*b*) Where the numerical content of the Admiralty Catalogue Numbers is identical and differentiation is achieved by alphabetical means, e.g., Class/Group B 10 f.—

Pattern No. 2961 Screws P.B.
Pattern No. 2961A Screws P.B.
Pattern No. 2961B Screws P.B.
Pattern No. 2961C Screws P.B.

3. On receipt of Supply Notes bearing Local Stock Numbers, such numbers should be inserted in ships and establishments, accounting &c., records and should be used in future demands, correspondence, &c., with Australian naval authorities, but should not be used for demands or correspondence with Admiralty yards and depots.

4. It will not be necessary for naval store ledgers, stowage records, &c., in HMA ships and commissioned establishments to be rearranged.

(DNAS 400/52/25.)

UNCLASSIFIED.

903.—Fire Fighting Equipment—Allowance for HMA Ships.

The allowances of protective clothing for fire fighting and for flight-deck fire fighting given in Appendix A to Navy Order 555 of 1961 are to be cancelled and the following inserted in lieu—

Protective Clothing for Fire Fighting.

Class or Group.	*Patt. No.*	*Description.*	*Carrier.*	*Daring Class.*	*Battle Class.*	*Frigates.*	*Others.*
Victualling Stores	—	Gauntlets, asbestos .. Prs.	10	2	2	2	2
Victualling Stores	—	Hood, anti-flash .. No.	40	15	10	10	8
Victualling Stores	—	Hood, foul weather .. No.	40	15	10	10	8
Victualling Stores	—	*Suit, Fearnought comb. No.	40	15	10	10	8

* Jackets, trousers and gauntlets Fearnought will be supplied in lieu until current stocks are exhausted.

Protective Clothing for Aircraft Fire Fighting.

Class or Group.	*Patt. No.*	*Description.*		*Carrier.*	*Destroyer or Frigates when attending Carrier.*	*For Ships equipped for Helicopter Landing.*
Victualling Stores	—	Boots, aircraft, fire fighting	Prs.	20	1	1
Victualling Stores	—	Gauntlets, asbestos	.. Prs.	20	1	1
Victualling Stores	—	Helmet with vizor	.. No.	20	1	1
Victualling Stores	—	Smock, Fearnought	.. No.	25	2	2
Victualling Stores	—	Trousers, Fearnought	.. No.	25	2	2

2. ABR 93 will be amended.

(DV 1446/51/4.)

(*Navy Order* 555 *of* 1961.)

UNCLASSIFIED.

904.—Maintenance of Fire Fighting Equipment.

Reports from the Naval Store Department indicate that, in many instances, CO_2 extinguishers, Pattern 12727 and 4738 are being returned for re-charging with components such as horns, swing arms and hoses missing.

3. This indicates carelessness in handling and insufficient attention to proper maintenance and inspection of this all important fire fighting equipment. In addition, the cost of components varies from £1 to £3 and increases the cost of repair.

4. As it is essential that all fire fighting equipment to be kept for instant use, authorities are to investigate the reasons for missing components before fire extinguishers are returned to store for repair or re-charging. Where necessary, disciplinary action is to be taken.

(DNAS 505/87/315.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

Registrar.

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COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
30th November, 1961.

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

By direction of the Naval Board.

Thos. J. Hawkins

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

10871/61.

UNCLASSIFIED.

905.—Books—Distribution of Non-accountable Publications during October, 1961.

The non-accountable publications, amendments to AP's, miscellaneous publications, etc., and AFO " SC " Series contained in the appendix to this order, have been distributed to ships and services during October, 1961.

2. Article 2518 of ABR 4 is relevant.

3. Copies of AFO " P " Series amendments and AP 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 Article 2518 (7) of ABR 4.

APPENDIX.

BOOKS, MAGAZINES, PAMPHLETS, ETC.

Publication.	*Date.*
Aeroplane	10th August, 1961.
Aeroplane	17th August, 1961.
Aeroplane	24th August, 1961.
Aeroplane	31st August, 1961.
Aircraft	Volume 41, No. 1, October, 1961.
The Communicator	Volume 15, No. 2, Summer, 1961.
Flight	10th August, 1961.
Flight	17th August, 1961.
Flight	24th August, 1961.
Flight	31st August, 1961.
Flight	7th September, 1961.
Flight	14th September, 1961.
Joint Services Recognition Journal	Volume 16, No. 6, May, 1961.
Joint Services Recognition Journal	Volume 16, No. 6, June, 1961.
Journal of the RN Medical Service	Volume XLVII, No. 3, Summer, 1961.
United Nations Review	Volume 8, No. 8, August, 1961.
United Nations Review	Volume 8, No. 9, September, 1961.
United States Naval Institute Proceedings	Volume 87, No. 8, August, 1961.
United States Naval Institute Proceedings	Volume 87, No. 9, September, 1961.

AMENDMENTS TO BR's, ETC.

BR No.	*Amendment No.*
ABR 4	Amendment No. 8.
BR 9/1953	4.
NZBR 30	4.
BR 31	Chapter 28, dated 1st September, 1961.
NZBR 32	Change No. 2/61, dated 18th August, 1961.
BR 45 (3) 1954	Change No. 1.
BR 125	Supplement No. 2, August, 1961.
BR 125	New Entries No. 2, August, 1961.
BR 155C (3)	Change No. 1.
BR 155C (4)	Amendment No. 3.
BR 158/1960	Erratum.
BR 664	Amendment No. 49.
BR 819 (1) 1955—RNAS Part 1	Amendments 30 and 31.
BR 819 (2)—RNAS Part 2	Amendments 16, 22, 24, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39 and 40.
BR 869 (6)	Change No. 1.
BR 929	Australian Amendment No. 1.
BR 1159	Amendment No. 17.
BR 1257	23.
BR 1326/1958	Change No. 1.
BR 1332 (1)	11.
BR 1332 (2)	10.
BR 1332 (4)	Amendments 8 and 9.
BR 1332 (12)	Addendum A.
BR 1334	Amendment No. 3, dated June, 1961.
BR 1492A	Amendments Nos. 39 and 40.
BR 1680 (1)	Change No. 1.
BR 1680 (2)	1.
BR 1709 (1)	Amendment No. 25.
BR 1717 (7)	Change No. 1.
BR 1950	Amendment No. 50.
BR 2014C/1957	Australian Amendment No. AN 4.
BR 2050 (648)	Amendment No. 4.
BR 2050 (651)	4.
BR 2067A	Change No. 1.
BR 2067B	1.
BR 2101 (5)	15.
BR 2111 (15)	Amendment No. 2.
BR 2112 (4)	Change No. 1.
BR 2112 (5)	1.
BR 2112 (8)	1.
BR 2129 (3)	Amendment No. 1.
ABR 5008	Australian Amendment No. AN 2.
ACP 121C	Change No. 4.
ACP 160/1958	Cover Slip—Effective Date.
List of Propellant Lots accepted for Naval Service 1958	Amendment No. 16.
Manual of the Audit Act and Treasury Regulations	Issue No. 63, Section 15, pages 1–3, dated 6th July, 1961.

AMENDMENTS TO BR'S, ETC.—*continued.*

BR No.	*Amendment No.*
Manual of the Audit Act and Treasury Regulations	Issue No. 64, Section 15, pages 1–3, dated 15th August, 1961.
NAMAN	Volume 16, N2256–N2264, dated 30th September, 1961.

DISTRIBUTION OF AFO "SC" SERIES.

Publication.	*SC No.*
BR 1978	SC 12/61, Correction No. 16.

AMENDMENTS TO AIR PUBLICATIONS.

AP No.	*AL or Leaflet.*
113	AL 175.
113A (2nd Edition)	AL 1 and 2.
830, Vol. 2 (2nd Edition)	AL 66.
957C, Vol. 1 (2nd Edition)	AL 27.
970, Vol. 3	AL 13.
1086, Book 1 (2nd Edition)	AL 33.
1986, Book 2 (2nd Edition)	AL 104 (Erratum) and 106.
1086, Book 3, Part 1 (2nd Edition) ..	AL 83, 84 and 85.
1086, Book 3, Part 2 (2nd Edition) ..	AL 145, 146, 148, 149 and 150.
1086, Book 4, Part 1 (2nd Edition) ..	AL 129, 131 and Erratum, 133 and 134.
1086, Book 4, Part 2 (2nd Edition) ..	AL 58.
1086, Book 4, Part 4 (2nd Edition) ..	AL 33 and 34.
1086, Book 5 (2nd Edition)	AL 92 and 93.
1086, Book 6 (2nd Edition)	AL 113.
1086, Book 7 (2nd Edition)	AL 131 and 132.
1086, Book 8, Part 1 (2nd Edition) ..	AL 61.
1086, Book 8, Part 2 (2nd Edition) ..	AL 21 and 22.
1086, Book 9 (2nd Edition)	AL 149 and Erratum.
1086, Book 10 (2nd Edition)	AL 114 and 115.
1086, Book 11 (2nd Edition)	AL 162.
1086, Book 12, Part 1 (2nd Edition) ..	AL 207, 208 and 209.
1086, Book 12, Part 2 (2nd Edition) ..	AL 18 and 19.
1086, Book 14 (2nd Edition)	AL 41 and 42.
1086, Book 15 (2nd Edition)	AL 192.
1181, Vol. 2	(AL 145)–B73 (Alt. 1 inc.) (AL 143)–B117 (AL 144)–B118 (AL 146)–B119.
1181C, Vol. 1 and 6, Part 1	AL 39 and 40.
1182A, Vol. 2, Part 1	C54 C55
1182B, Vol. 1 and 6	AL 41.
1182C, Vol. 1	AL 152, 153 with O/L, 154, 155 and 156.
1182C, Vol. 2	(AL 101)–B25 (AL 102)–F27.
1182C, Vol. 4, Part 6	AL 30.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

AP No.	*AL or Leaflet.*
1182C (Naval), Vol. 1	AIL 1/61 AIL 2/61 AIL 3/61 AIL 4/61 AIL 5/61 AL 27.
1182E, Vol. 2	(AL 96)–E11.
1182 (Naval), Vol. 2	(AL 102)–E26.
1275A, Vol. 1, Section 13	AL 45.
1275A, Vol. 1, Section 16	AL 54, 55 and 56.
1275A, Vol. 1, Section 17	AL 45, 46 and 47.
1275A, Vol. 1, Section 18	AL 40, 41 and 42.
1275A, Vol. 1, Section 19	AL 6.
1275A, Vol. 1, Section 20	AL 66, 67 and 68.
1275A, Vol. 1, Section 22	AL 27.
1275A, Vol. 1, Section 24	AL 64.
1275A, Vol. 1, Section 26	AL 34, 35 and 36.
1275A, Vol. 1, Section 27	AL 32 and 33.
1275A, Vol. 2	(AL 129)–K21 (AL 133)–K22 (AL 127)–M5 (Alt. 2) (AL 131)–Y11.
1275A, Vol. 6, Section 20	AL 16.
1275B, Vol. 1, Section 11	AL 34, 35 and 36.
1275B, Vol. 1, Section 16	AL 31 and 32.
1275B, Vol. 6	AL 22.
1275E, Vol. 4, Part 6 (N) (Office and Working Copies)	AL 5 and Errata.
1275E, Vol. 6	AL 28.
1275G, Vol. 1	AL 76, 77 and 78.
1275G, Vol. 2, Part 1	(AL 167)–A7 (Alt. 4 inc.) (AL 164)–C34 (AL 165)–C35 (AL 166)–C36.
1275G, Vol. 4, Part 6 (N), Issue 1 (Office and Working Copies)	AL 4.
1275T, Vol. 1	AL 101.
1355, Vol. 2, Part 1	(AL 157)–C164.
1355A, Vol. 1 (2nd Edition)	AL 3.
1355C, Vol. 1	AL 69.
1355C, Vol. 4, Part 6	AL 26.
1355D, Vol. 1	AL 37.
1355F, Vol. 1	AL 16.
1355G, Vol. 1	AL 17.
1374F, Vol. 3, Part 1, Section 3 (3rd Edition)	AL 1 (Errata).
1374G, Vol. 1	AL 46.
1464B, Vol. 1	AL 183, 184 and 185.
1464D, Vol. 1	AL 215.
1469F, Vol. 1	AL 30.
1492A, Vol. 1	AL 101 and 102.
1500M, L	AL 5 and 6.

AMENDMENTS TO AIR PUBLICATIONS—*continued.*

AP No.	*AL or Leaflet.*
1538, Vol. 1	AIL 1/61
	AIL 2/61
	AIL 3/61.
1538P, Vol. 1 and Vol. 6, Part 1	AL 38.
1538P, Vol. 2	B10 (AL 1 inc.)
	B11 (AL 1 inc.).
1538P, Vol. 6, Parts 2 and 4	AL 45.
1641H, Vol. 2, Part 3	AL 58, 59 and 60.
1641P, Vol. 1, Parts 1 and 3 (2nd Edition) ..	AL 14.
1641P, Vol. 1 and Vol. 5, Part 2	AL 51.
1641S, Vol. 1, Parts 1 and 3	AL 46 and 47.
1641S, Vol. 1, Part 2 and Vol. 5	AL 36.
1661, Vol. 2, Parts 1 and 3	AL 15.
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(DNAS 465/57/290.)

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CNO's 906-921/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
7th December, 1961.

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

By direction of the Naval Board.

Ross Hawkins

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

RESTRICTED.

11151/61.

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UNCLASSIFIED.

906.—Films and Filmstrips—Instructional—Title—"Cranes, Derricks and Lifting Appliances" (Serial No. SA 1320)—Distribution.

(*AFO* 1707/1961.)

Copies of the Admiralty instructional filmstrip "Cranes, Derricks and Lifting Appliances" (Serial No. SA 1320) are being obtained and initial distribution will be made without demand by Superintending Naval and Air Store Officer, Sydney, on the following scale—

Service.	*No. of copies.*
Flinders Naval Depot	1
HMAS LEEUWIN	1
RAN Film Library, Sydney	1

2. This filmstrip shows the wide range of lifting gear now available for all purposes, from manually operated tackles to the heavy mechanical appliances in everyday use.

3. The strip consists of 38 frames.

(DNAS 519/56/190.)

UNCLASSIFIED.

907.—Films and Filmstrips—Instructional—Title "The Orange Tree" (Admiralty Serial No. H.1442)—Distribution.

(*AFO* 1657/1961.)

Copies of the religious film "The Orange Tree" (Admiralty Serial No. H.1442) are being obtained and distribution will be made without demand by Superintending Naval and Air Store Officer, Sydney, on the following scale—

Service.	*No. of copies.*
Flinders Naval Depot	1
RAN Film Library, Sydney	1

2. The film brings out the need for leadership and initiative among those preparing to take their places as clergymen in Uganda. While the setting is Africa and the story a true one, it is applicable to every country or community where men and women are, or ought to be, emerging to assume greater responsibility in a changing world.

3. The film has a running time of 30 minutes, is in colour, and is issued on one spool.

(DNAS 519/56/187.)

UNCLASSIFIED.

908.—Leave Travel by Private Transport.

A member authorized to drive his vehicle on leave travel under the conditions of IPI 229/1, may be permitted to carry as passengers other members also entitled to travel at departmental expense on approved leave.

2. In such circumstances in addition to the Mileage Allowance, an allowance of one penny per mile (irrespective of the number of passengers carried) will be paid, provided that the total payment shall not exceed that which would have otherwise been expended in fares had the member and his passengers proceeded by the normal means of conveyance.

3. Mileage Allowance is to be computed on the basis of the most direct route by suitable roads. No payment will be made in respect of deviations from that route.

4. Payment for passengers carried will be in respect of the destination to which the passenger is carried within the overall limitation of the journey the member/driver himself is entitled to make.

5. Payments in respect of the passenger by way of Mileage Allowance and actual fares will not exceed the normal departmental liability in respect of fares.

6. Examples of entitlements under this order—

(*a*) Member serving in Sydney whose home town is Melbourne, carries a passenger whose home town is Albury. The entitlement is Mileage Allowance Sydney-Melbourne-Sydney plus one penny per mile Sydney-Albury-Sydney with an overall limitation of the cost of the appropriate return rail fares Sydney-Melbourne and Sydney-Albury.

(*b*) Member serving in Sydney whose home town is Melbourne, carries a passenger whose home town is Canberra. The entitlement is Mileage Allowance Sydney-Melbourne-Sydney, plus one penny per mile Sydney-Goulburn-Sydney, with an overall limitation of the cost of the appropriate return rail fare from Sydney-Melbourne in respect of the owner/driver and the difference between return rail fare Sydney-Canberra and Goulburn-Canberra in respect of the passenger. The passenger retains his entitlement to a return leave concession warrant Goulburn-Canberra. If the member drives via Canberra the above entitlement is not varied as he is diverging from his own direct route.

(*c*) Member serving in Sydney whose home town is Melbourne, carries a passenger whose home town is Ballarat. The entitlement is Mileage Allowance Sydney-Melbourne-Sydney plus one penny per mile Sydney-Melbourne-Sydney with an overall limitation of the cost of the appropriate return rail fare Sydney-Melbourne in respect of the owner/driver and the difference between return rail fares Sydney-Ballarat and Melbourne-Ballarat in respect of the passenger. The passenger retains his entitlement to a return leave concession warrant Melbourne-Ballarat.

(*d*) Member serving in Sydney whose home town is Melbourne, carries a passenger whose home town is Cowra (NSW). The entitlement is Mileage Allowance Sydney-Melbourne-Sydney by the direct route with an overall limitation of the cost of the appropriate return rail fare Sydney-Melbourne. As Cowra is not on the most direct route, payment will not be made in respect of the passenger.

7. IPI 229/1 should be noted accordingly and will be amended in due course.

(HPB 187/4/7.)

UNCLASSIFIED.

909.—Naval Health Benefits Society—Report as at 30th June, 1961.

The following report as at 30th June, 1961, together with financial statements as appendixes A to D, is published for the information of all members of the Naval Health Benefits Society.

GENERAL NOTICE.

During the year there has been an increase of 59 Naval and 174 civil members, the present membership being 2,373 Naval and 555 civil. The membership includes 235 civilians employed by the Department of the Navy and 320 ex-Navy personnel.

2. The number of ex-Navy contributors will continue to show a steady increase as personnel paying off apply to remain members of the Society. Such membership is limited to those who have served in the RAN for twelve or more years or who have been discharged on medical grounds and it is regretted that requests from others who wish to retain their ties with the Service through the Society must be refused. The Society exists primarily to supply an amenity for serving personnel and the rules must ensure that they form the majority of members.

3. The Committee of Management have recognized a need to provide a second, and higher, schedule of benefits as an alternative to the schedule now in use. The Naval Board and the Department of Health have approved the introduction of this new schedule, the details of which will be widely promulgated. It is felt that the new schedule will fill a gap in the amenities available and will satisfy those personnel who at present feel it necessary to join outside societies, despite their disadvantages to Servicemen, in order to be eligible for higher benefits. It will be found that the new schedule will offer attractive benefits and that its table of contributions will continue to recognize the fact that the serving member does not require cover for himself.

4. All claims are dealt with quickly although it is inevitable that there will be some delays caused by incorrect claiming. The following points should be watched by members—

(*a*) Make use of the system which permits a wife to make claims and receive benefits on her husband's behalf. This can be done by forwarding a completed Form NHBS8 and will be found most convenient when the husband is away from home.

(*b*) Ensure that claim forms show the nature of the illness in the space provided. As assessing is done on an "item" basis (*see* the schedule in Navy Order 217 of 1960) it is sometimes impossible to complete the payment of benefits without referring back to the member.

(*c*) Only send in doctor's itemized accounts. It is not possible to assess a subsequent "account rendered", which merely shows a total of an earlier itemized account.

(*d*) See that the receipt for payment is forwarded. Payments cannot be made against unreceipted accounts.

(*e*) In hospital claims, see that the Form HB 21, which must be issued by the hospital, is forwarded.

5. The number of claims dealt with during the year showed an increase of 6 per cent. over the previous year, with a consequent increase in the amount of benefits paid. There are, however, many officers and ratings eligible for membership who have not taken the opportunity to join the Society, which was formed essentially to cater for their needs. It is particularly important that those who have not joined any Society should join as soon as possible as experience with claims shows that some very heavy expenses can arise which would, in some cases, prove very difficult to meet without assistance. It is hoped, also, that the introduction of an alternative schedule of benefits will bring forward many new members.

6. Financial statements are published herewith.

O. E. WILLIAMS,
A/Supply Commander,
Secretary and Public Officer.

APPENDIX A.

NAVAL HEALTH BENEFITS SOCIETY.

Balance Sheet as at 30th June, 1961.

	£	s.	d.	£	s.	d.
Reserve Fund—						
Balance at 30.6.1960	15,976	9	7			
Add Net Income for year ..	258	4	3			
				16,234	13	10
Hospital Benefits Fund				5,526	8	3
Medical Benefits Fund				7,507	5	3
				29,268	7	4

	£	s.	d.	£	s.	d.
Cash at Bank—						
Current Account	4,908	3	4			
Fixed Deposit	9,000	0	0			
				13,908	3	4
Commonwealth Bonds	..			14,000	0	0
Department of Health—						
Hospital Benefits Refund ..	386	8	0			
Medical Benefits Refund ..	969	6	0			
				1,355	14	0
Office Equipment	6	10	0			
Less Depreciation	2	0	0			
				4	10	0
				29,268	7	4

Audited and found correct.

(Signed) Goode, Morris & Toner.

29.9.1961.

APPENDIX B.

COMMONWEALTH BENEFITS PAID BY THE SOCIETY AND RE-IMBURSEMENTS RECEIVED FOR THE TWELVE MONTHS TO 30TH JUNE, 1961.

	Hospital.			*Medical.*			*Total.*		
	£	s.	d.	£	s.	d.	£	s.	d.
Re-imbursements outstanding 30th June, 1960	352	8	0	672	16	6	1,025	4	6
Add Commonwealth Benefits paid by the Society	5,345	3	0	10,044	6	6	15,389	9	6
	5,697	11	0	10,717	3	0	16,414	14	0
Less Re-imbursements received from the Department of Health ..	5,311	3	0	9,747	17	0	15,059	0	0
Re-imbursements outstanding 30th June, 1961	386	8	0	969	6	0	1,355	14	0

APPENDIX C.

HOSPITAL AND MEDICAL BENEFITS FUND ACCOUNTS FOR THE TWELVE MONTHS ENDED 30TH JUNE, 1961.

	Hospital.			*Medical.*			*Total.*		
	£	s.	d.	£	s.	d.	£	s.	d.
Fund Balance as at 30th June, 1960	5,000	16	4	5,208	5	6	10,209	1	10
Add Contributions received from members 1st July, 1960 to 30th June, 1961..	11,142	18	11	13,928	13	9	25,071	12	8
	16,143	15	3	19,136	19	3	35,280	14	6
Less Society benefits paid 1st July, 1960 to 30th June, 1961	10,617	7	0	11,629	14	0	22,247	1	0
Fund Balance as at 30th June, 1961	5,526	8	3	7,507	5	3	13,033	13	6

APPENDIX D.

SUMMARY OF SOCIETY AND COMMONWEALTH BENEFITS PAID FOR THE TWELVE MONTHS ENDED 30TH JUNE, 1961.

	Hospital.		Medical.		Total.	
	£	s. d.	£	s. d.	£	s. d.
Society Benefits Paid	10,617	7 0	11,629	14 0	22,247	1 0
Commonwealth Benefits Paid	5,345	3 0	10,044	6 6	15,389	9 6
Total Benefits Paid	15,962	10 0	21,674	0 6	37,636	10 6
Medical Benefits comprising—						
Consultations	15,982					
Other Services	5,394					
Total Services ..	21,376					

(DGS 271/51/13.)

(*Navy Order* 217 *of* 1960.)

UNCLASSIFIED. Cancelled under C N O 236/63

910.—Resettlement in Civil Life—Naval Resettlement Organization.

Navy Order 345 of 1961 is to be amended as follows—

(*a*) *Delete* paragraphs 32 (*a*) to 32 (*c*) and *insert* in lieu—

" 32. The following conditions, under which post-discharge training assistance shall be available, will apply to personnel who are discharged on or after 1st December, 1961—

(*a*) training may be undertaken by correspondence or on a full-time or part-time attendance basis;

(*b*) applications for training shall be lodged not later than 6 months after the date of discharge but, in the case of medical dischargees, applications may be accepted by the Department of Labour and National Service up to 1 year after the date of discharge;

(*c*) the maximum period for which a member may receive training will be 3 years from the date of commencement of the first available course after the date he lodges a completed application."

(*b*) *Delete* paragraphs 35 and 36, and *insert* in lieu—

" 35. 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 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. Where a member considers it likely that post-discharge training will be required, but is unable to specify, prior to discharge, the training course desired, he should be encouraged to submit an " open " application.

36. The application form (Form ES 104), 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 procedures for Form ES 102. Where possible the application form should be accompanied by Form ES 102. In no case, however, should an application for training be sent to the Labour and National Service Resettlement Officer in advance of Form ES 102. Where a member elects to submit his application after discharge, he may at any time within 6 months (12 months in the case of a medical dischargee) 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."

(DNES 347/201/1.)

(*Navy Order* 345 *of* 1961.)

UNCLASSIFIED.

911.—Uniform—Ratings—Schooner Rig for Wear in Hot Weather.

The wearing of No. 2A dress on board, or as an optional dress for libertymen in hot weather on the Australia Station is authorized as an alternative to other dresses.

2. This dress consists of No. 1 or No. 2 trousers with white tropical shirt for ratings in Class I or III uniform and with white cotton flannel for men in Class II uniform. Rating badges are to be worn by Petty Officers and Leading Rates. Belts are not to be worn with this uniform.

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

4. Navy Order 228 of 1960 is hereby cancelled.

(DV 930/51/35.)

(*Navy Order* 228 *of* 1960.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

912.—Maintenance—Radiographic Inspection of Aircraft.

This order deals with the introduction of radiography (X-ray examination) as an aid to aircraft servicing, covers the advantages and limitations of this form of examination and explains the administrative action required to obtain radiographic examination of technical equipment.

Application.

2. Experience on modern, and complex aircraft, dictates that the normal technique of visual inspection be supplemented by other non-destructive examination methods. This is especially necessary on important structural components and parts known to be susceptible to failure. The technique of radiography provides one of these non-destructive examination methods by which the limits of visual inspection can be extended.

3. Radiographic examination can achieve savings in effort as the need for disassembly and reassembly operation can sometimes be eliminated or reduced. Such examination, moreover, provides a permanent record and so enables comparison of results to determine the rate of deterioration in any suspected area.

4. Some possible applications of radiography are—

(*a*) *Primary Structure Failures.* Radiographic examination can sometimes assist in the assessment of the extent of the failure and the repair required.

(*b*) *Known Defects.* Radiography is most useful in examination for defects likely to develop in known locations.

(*c*) *Special Inspections.* Radiography can sometimes reduce the need to strip or dismantle to satisfy an STI and can provide a means of assessing the extent of rectification needed and determining the need for modification.

(*d*) *Accident Investigation.* Accident investigation may be assisted by radiographic examination prior to stripping suspect assemblies or components.

(*e*) *Crack Detection.* The likelihood of detecting, by radiography, fine cracks of fatigue, stress corrosion or overstress types, is restricted by considerations of sensitivity. As a guide to detectability, a crack must have opened to a significant extent, have a depth amounting to at least 2 per cent. of the total section being inspected, be at least ¼-in. long and lie in a plane oriented less than 10 degrees from the axis of the X-ray beam.

(*f*) *Corrosion Detection.* Corrosion, unless extensive, can not be detected with certainty because of the use of sealants and chromates which are opaque to X-rays.

(*g*) *Special Applications.* A typical special application of radiography is the examination of oil coolers from failed engines. The oil coolers are flushed and can be cleared for use if radiographic examination shows them to be clear of loose metal.

5. It is not intended, at this stage, that radiography should be applied to routine servicing. All concerned should, however, consider the possibility of this application and submit recommendations for the adoption of radiographic inspection where this is practicable and where worthwhile savings in effort can be achieved.

Limitations.

6. It is stressed that radiography is not a remedy for all inspection problems, and if misused, could more than nullify its true value. To avoid time wasting and experimental shooting it is necessary for the operator to possess precise instructions on where to look and what is expected to be revealed.

Radiation Hazards.

7. Radiation from X-ray units and radio-isotope sources is destructive to living tissue. Exposure to personnel may arise from the direct rays emitted from the generating source (tube head unit) or as a result of scattered radiation from any object in the path of the direct or scattered beams.

8. While the exposure is in progress, the operator and all personnel in the immediate vicinity must be protected. When dealing with aircraft, which may be dispersed in the open or undergoing servicing in a hangar, the main protection is afforded by the air gap, or distance, between personnel and the source of radiation.

Precautions.

9. The safety of personnel can only be assured if certain safe distances specified for the particular equipment used, are observed. For the present used Fedrex/Muller 200 KV. X-ray Heads with a maximum output of 4 milliamps at 200 KV., the following minimum precautions are to be observed during exposure—

(*a*) An area with a radius of 60 feet to the sides and rear of the tube head is to be kept clear of all personnel, other than the operator.

(*b*) The areas in front of the aperture must be kept clear for a distance of 160 feet; adequate protection is, however, afforded by a single brick wall 60 feet from the aperture.

(*c*) After positioning the tube ready for use, the operator must ensure that all rooms or bays in the effective beam areas are clear of personnel before exposure is made.

(*d*) Warning signs are to be displayed, clearly marking the perimeter of the restricted area. A senior rating is to be responsible for preventing any personnel from entering the cleared area.

(*e*) Industrial radiography apparatus is never to be operated or interfered with by any person other than a properly qualified industrial radiographer.

(*f*) Personnel required to assist in, or work in the vicinity of, industrial radiography activities on more than three days in any one week shall be considered to be occupationally exposed to radiation hazards, and therefore subject to the provisions of Navy Order 32 of 1961.

Warning.

10. Exposure to X-rays produces no sensory effect at all, and it is impossible to be aware that the body has been subjected to such radiation. Continued exposure to low values of radiation does not produce any drastic or noticeable effect but may have a cumulative adverse effect on the health of personnel so exposed.

Facilities Available.

11. The Directorate of Quality Control (DQC), Department of Air, will make available non-destructive testing teams which are equipped to carry out radiographic examination in addition to inspections employing magnetic, dye penetrant and fluorescent techniques. Each team consists of a technical officer and a radiologist.

12. It is stressed that this service is essentially an advisory one and that the ultimate responsibility for deciding on the serviceability of an item or assembly rests with the Air Engineer Officer.

Administrative Action.

13. Requests for visits by DQC non-destructive testing teams are to be submitted through normal channels to Secretary, Department of the Navy.

14. If the inspection required directly concerns the airworthiness of any aircraft or the safety of personnel, the request is to be made by signal. In all other cases, the request is to be forwarded by mail.

(DAMR 1311/51/15.)

(*Navy Order* 32 *of* 1961.)

UNCLASSIFIED.

913.—Ammunition—Propellant—Landing—Destruction—Report.

(*AFO* 2137/1961.)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached the age limit—

Propellant lots and sub-lots affected.	*Type.*	*Nature of ammunition, &c, which may be involved.*
RNC 1405XA ..	SC 048 ..	QF 4.7-in.; QF 4-in.; QF 4.5-in. reduced charge.
RNC 1282 ..	SC 061 ..	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in. (F.A.)

Propellant lots and sub-lots affected.	*Type.*	*Nature of ammunition, &c, which may be involved.*
RNC 1269 ..		
RNC 1274 ..		
RNC 1275 ..		
RNC 1286 ..		
RNC 1402XA ..		
RNC 1424XA ..	SC 103 ..	QF 5.25-in.; QF 4.7-in.; QF 4.5-in.; QF 4-in.
RNC 1435XA ..		
RNC 1614XB ..		
RNC 1772XC ..		
RNC 1777XC ..		
RNC 2892XH ..		
RNC 2914XH ..		
RNC 1273 ..	SC 109 ..	QF 4.7-in.
RVC 1613XB ..		
RNC 1267 ..		
RNC 1285 ..	SC 150 ..	Impulse torpedo.
RNC 1612XB ..		
SPDN 8138 ..		
SPDN 8141 ..		
SPDN 8143 ..		
SPDN 8147 ..		
SPDN 8152 ..		
SPDN 8157 ..	FNHP 020-022	QF 40/60.
SPDN 8158 ..		
SPDN 8160 ..		
SPDN 8222 ..		
SPDN 8261 ..		
BS 18527 ..		
BS 18528 ..		
BS 18529 ..	SUK/C 029 ..	Motor rocket 2-in.
BS 18530 ..		
BS 18531 ..		
BS 18723 ..	SUK 1.7–0.6	Motor rocket 2-in.
BS 18724 ..		

Action to be taken by HMA ships, &c. Return to nearest NA Depot as early as practicable; if unable to comply within three months from the date of this order, report specially to Navy Office for instructions. NM and ER 1960, BR 862, Article 1126, refers.

Action to be taken at RANA Depots Separate instructions have been issued.

(DAS 729/57/115.)

RESTRICTED.

914.—Torpedoes—21-in., Mark 9 Type Blowing Heads—Introduction of New Design Small Blowing Valve.

(*AFO* 1871/1961.)

Difficulty has been experienced in the past in preventing air leaks past the small blowing valves of 21-in. Mk. 9 type blowing heads. This valve has now been redesigned, and trials have shown that the new valve is more efficient and requires less maintenance.

2. The new design small blowing valve incorporates a synthetic rubber washer which makes an airtight seal on the valve body. It is not necessary to fill this valve with oil.

3. In future all 21-in. Mk. 9 type blowing heads issued from torpedo depots will be fitted with the new design small blowing valve which is accounted for as—

SH 153 VALVE, release, rubber seated, blowing head.

4. Valves of the new design will not be included in Spare Gear Chests and the existing metal seated valve (SH 114) will be withdrawn from chests.

5. The new design valve will also be fitted in 21-in. Dummy Torpedoes Mk. 9.

6. Admiralty has advised that BR 1928 has been amended and a new edition of BR 1544 has been issued incorporating the necessary amendments.

(DAS 712/251/136.)

UNCLASSIFIED.

915.—Fire Damage by Polyvinyl Chloride.

The following extract from a recent issue of the publication " Fibres and Plastics " is promulgated for the information of all concerned—

> " A hazard frequently overlooked in fires where polyvinyl chloride is involved is the effect of the hydrogen chloride produced. The magnitude of this hazard is strikingly illustrated by a small fire that occurred in the office of the storage department of a Danish factory. The office was severely damaged, but in the storage area itself goods on only a few shelves near the office were affected. On these shelves, however, were components made of P.V.C. weighing in all about 55-lbs.
>
> This amount of P.V.C. will produce about 350 cu. ft. of gaseous hydrogen chloride. As a result of the fire all the ferrous metal parts of the equipment in the store were corroded except those that had been coated with a thick layer of nickel. Components covered with thin layers of cadmium or zinc were severely damaged, and brass and copper parts were also affected; even lacquered surfaces were attacked. The damage to the structure of the building amounted to £5,000, but the damage to the contents, which was almost entirely by corrosion and not fire, was estimated at £150,000."

2. It should be noted that PVC is not in itself considered a fire hazard, because once ignited it is self-extinguishing. However, a quantity of PVC if exposed to heat commences to decompose and in doing so gives off hydrochloric acid fumes.

3. When storing materials or components having a PVC content, the following precautions should be observed wherever practicable—

(*a*) such materials and components to be stored in a building protected by automatic sprinklers;

(*b*) shelved on non-combustible shelves;

(*c*) if floor-storage is used, wooden flooring should be avoided; and

(*d*) segregate as far as possible from metallic objects—the degree of segregation depending on the seriousness or otherwise of such objects becoming corroded.

4. ABR 4, Article 1718, will be amended.

(DNAS 1446/51/8.)

UNCLASSIFIED.

916.—Naval Stores (Air)—RAF Vocabulary, Section 5A—Transfer of Fuses to Class F, Groups 9 and 21.

(*AFO* 2192/1961.)

The following items, at present dealt with as Naval Air Stores under RAF Vocabulary Section 5A, have been re-referenced and will in future be dealt with under Class F Groups 9 and 21 references—

Old Ref. No. under Section 5A.	*New Ref. No. under Class F Group 9.*	*Description.*	*Old Ref. No. under Section 5A.*	*New Ref. No. under Class F Group 21 NATO Group 5920.*	*Description.*
3445	10H/23883	Fuse Unit 5A Type B	3444	933-9571	Fuse Unit 5A Type A
3446	10H/23884	Fuse Unit 5A Type C	3450	943-6865	Fuse Unit 15A Type D
3447	10H/23886	Holder Fuse			
3448	10H/23885	Fuse Unit 15A Type A			
3449	10H/23932	Fuse Unit 15A Type C			
3451	10H/23887	Holder Fuse			
3452	10H/23888	Fuse Unit 30A Type A			
3454	10H/23890	Fuse Unit 30A Type C			
3455	10H/23891	Holder Fuse			
3458	10H/23896	Fuse Type C 60-amp.			
3850	10H/23904	Fuse Unit 15-amp.			
4113	10H/23924	Fuse Type TLS 50			

2. Records are to be amended accordingly. HMA ships and commissioned establishments are to adjust their ledgers in accordance with Article 1812 (*b*) of ABR 4 (Naval Storekeeping Manual).

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

(DNAS 603/55/468.)

UNCLASSIFIED.

917.—Naval Stores (General) (Class E, Group 7D) White Polyethylene Carboys for Acids—Introduction.

White Polyethylene Carboys, 3½ gallon capacity, dimensions approximately 12-in. x 12-in., have been introduced for stowage of sulphuric acid SG 1-270 and hydrochloric acid in all concentrations in HMA ships in lieu of earthenware jars.

2. The carboys will be accounted for as permanent items of Naval Stores under Class E, Group 7, Part D, non-pattern.

3. Supply to HMA ships will be effected by SNSO Sydney, only as and when, empty earthenware jars are returned for refilling.

(DNAS 512/80/116.)

UNCLASSIFIED.

918.—Naval Stores (General)—Light, Patt. F25/16479 for Stern Floats for Night Fuelling at Sea—Allowance.

(*AFO* 1622/1961.)

It has been decided that destroyers and frigates should carry one Light, Patt. F25/16479 (Accounting classification—Permanent) so that, in the event of their damaging a supplying ship's stern float light on embarking gear, they could replace it, thereby obviating the need for the supplying ship to recover her gear to do so.

2. One lamp, Patt. F25/995-1146 and three cells, Patt. F24/910-1101 (Accounting Classification consumable) are required to complete the light.

3. Ships in commission should forward demands to SNSO Sydney. Supply to ships under construction, modernization, conversion or long refit will be made as part of the first outfit.

(DNAS 519/75/17.)

UNCLASSIFIED.

919.—Naval Stores (General)—Supply of Spare Vinyl Tiles and Adhesives for Maintenance Purposes in HMA Ships.

Instances have occurred in HMA ships where vinyl tiles have started to lift and to prevent the trouble spreading, tiles are to be relaid or replaced if necessary, by ship's staff.

2. A spares backing of flexible vinyl tiles of a nominal thickness of $\frac{1}{8}$-in. and adhesives, to be demanded from SNSO Sydney, is to be held on board HMA ships as follows—

(*a*) *Tiles*—Up to 1 per cent. of each pattern fitted.

(*b*) *Adhesives*—

Moulded Products No. 110—$\frac{1}{2}$ gallon in $\frac{1}{2}$-pint or 1-pint tins. (for internal areas)

Hornex No. 6 $\frac{1}{2}$ gallon in $\frac{1}{2}$-pint or 1-pint tins. (for bathrooms, laundries and other wet areas)

(DNAS 1209/51/70.)

UNCLASSIFIED.

920.—Naval Stores (General)—Supply to HMAS Ships at Sydney.

The procedure for supply of non-urgent casual requirements to ships in Sydney, and the collection of non-urgent returns, has been varied and brief details of the revised procedure are as follows—

Non-urgent Demands.

(*a*) Ship to lodge demand (Form AS 134) or Shopping List (Form AS 134S) with SNSO, Sydney.

(*b*) Storehouseman will suitably label or otherwise identify all items to facilitate checking by the ships' representative, but will package or case items only to the extent necessary to ensure safe delivery. Items delivered loose will, however, be allocated a package or lot number.

(*c*) The Provider will each day collect packages from Charge Storehousemen and deliver alongside ship, obtaining receipt from the ship in a Package Book. Copy No. 4 of Form AS 134 will be handed to the ship's representative, No. 3 copy being included in packages. Ships to be responsible for providing working parties for unloading trucks and transfer of items on board.

(*d*) Packages, &c., to be unpacked in storeroom and items stowed and checked against copy No. 3 of AS 134. Copy No. 4 of AS 134 to be receipted and returned to SNSO in the normal manner, *vide* ABR 4, Article 0705 (*f*) and (*g*).

(*e*) Re-usable containers to be returned to SNSO.

Non-urgent Returns.

(*a*) Ship to advise SNSO by telephone of items to be returned and will be informed of approximate time collection will be made.

(*b*) Provider will collect stores from alongside ships and give an interim receipt on copy No. 4 of Form AS 331.

(*c*) After survey final receipt will be forwarded to ship on No. 3 copy.

2. The procedure for urgent demands will remain unchanged. Ships in Sydney will present their demand and arrange collection of stores in own transport as at present. Ships away from Sydney will make arrangements as at present.

3. In the case of returns, if urgent replacement is required, items may be returned to the return store by ship's staff and vouchers processed through the Naval Store Office as at present.

4. It is stressed that one of the factors which will have a substantial bearing on the successful and economical operation of the scheme will be the prompt availability of Ships' Supply Staff to accept stores on delivery and to turn over stores for return.

5. ABR 4, Article 0702, will be amended.

(DNAS 501/51/27.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

UNCLASSIFIED.

921.—Laundry Charges in HMA Ships.

It has been decided that uniform charges shall apply to the laundering of Departmental property in ships' laundries to defray the costs of detergents used.

2. A flat rate of 6d. per dozen articles is to be charged to public funds, in respect of all Service articles laundered as from 1st January, 1962.

3. Navy Order 98 of 1960 is hereby cancelled.

(DV 900/51/4.)

(*Navy Order 98 of 1960.*)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

11151/61.—

REGISTRAR

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CNO's 922-927/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
11th December, 1961.

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

By direction of the Naval Board.

Mosf Hawkins

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

RESTRICTED.

11325/61.

CONTENTS.

No. *Title.*

SECTION 1.—ADMINISTRATIVE AND GENERAL.

922. Ceremonial—Australian, Other Commonwealth and Asian National Anniversaries and Festivals.

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927. Machinery and Plant—Annual Proposals.

Section 1.
ADMINISTRATIVE AND GENERAL.

RESTRICTED.

922.—Ceremonial—Australian, Other Commonwealth and Asian National Anniversaries and Festivals.

(*AFO* 939/1961.)

The following amendments are to be made to Navy Order 658 of 1961—

Delete—Paragraph 2 of the introduction.

Add—To part B as follows—

The information in this table is given as a general guide only. Inquiry as to the correct procedure should be made beforehand.

PART B.—NATIONAL ANNIVERSARIES AND FESTIVALS OF OTHER COMMONWEALTH AND ASIAN COUNTRIES.

Date.	*Country.*	*Anniversary.*	*Practice of Country where known.*		*Remarks.*
			Ships Dressed Overall.	*Fire Salute.*	
4–6th March	Cambodia ..	King's Birthday..	D	Yes	—
9th June ..	Thailand ..	HM The King's Accession Day	—	21 guns at mid-day	—
26th October	South Vietnam	National Fete of the Republic	D	Yes	—
9th November	Cambodia ..	Independence Day	D	Yes	—

(DSD 12/201/22.)

(*Navy Order* 658 *of* 1961.)

Section 2.
PERSONNEL.

UNCLASSIFIED.

923.—Effect of Rehabilitation Training Courses on Continuity of Service for Furlough Purposes.

The following conditions governing the admission, for furlough purposes, of time spent on courses undertaken by members under the Commonwealth Reconstruction Training Scheme or the Repatriation Act were in force until 1st August, 1961—

(*a*) Members who were granted leave of absence by the Commonwealth, or a State, or an authority of same, may count as service for furlough the total period of absence, including any period of subsidized employment with any employer during the course. The foregoing is conditional on the period of approved leave of absence granted being admissible for the purposes of the relevant furlough provisions.

(*b*) Members who were not granted leave of absence by the Commonwealth, a State, or an authority of same, or whose leave of absence was not admissible for the purpose of the relevant furlough provisions, could not count, as service for furlough, the time spent on course or in subsidized employment other than with the Commonwealth, a State or an authority of same. However, time spent on course and any period of subsidized employment would not constitute an absence for the purposes of IPI 246/3 (4), i.e., for the purposes of determining whether continuity of service for furlough purposes had been broken, irrespective of the fact that the employment may have been with an employer other than the Commonwealth, a State, or an authority of same.

2. It has now been decided, however, that in the case of members to whom paragraph 1 (*b*) applies who joined the service on or after 2nd August, 1961, and who have undertaken a course under the CRTS or the Repatriation Act, which included a period of subsidized employment, the period of employment will constitute an absence for the purposes of IPI 246/3 (4), where the employment was with an employer other than the Commonwealth, a State, or an authority of same.

3. Accordingly, applications to have taken into account for furlough purposes a period of prior service, which includes a period of training under the CRTS or the Repatriation Act involving subsidized employment, are to be accompanied by full details of the course undertaken, the subsidized employment, and advice of whether leave of absence to undergo the course was granted.

4. The conditions in paragraph 1 above will continue to apply to members serving as at 1st August, 1961.

5. IPI 246/3 (5) will be amended accordingly.

(HPB 1502/66/1.)

UNCLASSIFIED.

924.—Electricity Charges—Married Quarters.

Paragraphs 56 and 57 of Navy Order 580 of 1961 are cancelled and the following is substituted—

" 56. Tenants have no entitlement to the supply of electricity from service sources, but, where it is convenient for an establishment to do so, supply may be made to married quarters situated inside or outside the establishment where there is no reasonable access to normal civilian sources of supply. Supply of current to each tenant from the establishment's bulk supply is to be registered by meter except where otherwise approved by the Naval Board. In all cases where supply is from the establishment's bulk supply the tenant will have no dealings with local supply undertakings. Tenants of married quarters obtaining their electricity from non-service sources are required to settle direct with the supply authority for all electricity consumed, the Department of the Navy having no connection with the transaction whatever. Paragraph 88 also refers.

57. Tenants of married quarters, except as provided for in paragraph 55, who are supplied with electricity from service sources and do not settle accounts direct with local supply undertakings are to be charged at the lower of the following rates—

(*a*) cost per unit of electricity supplies to the establishment generally; or

(*b*) the current domestic rate charged to private householders by the local supply undertakings.

Meter readings are to be taken and recorded under the direction of a responsible officer at periods corresponding with the accounting periods of claims by the local supply undertaking and on the date of change of occupancy. The basis of charge should be calculated to afford the tenant the benefit of the lower rate as at (*a*) and (*b*) above and recovery of amounts due from tenant effected in accordance with Navy Accounts Manual Article 376 (*d*)."

2. Suitable notation should be made against Navy Accounts Manual Article 376 (*c*) which is to be amended by deleting " at the end of February, May, August and November " and substituting in lieu " at periods corresponding with the accounting periods of claims by the local supply undertakings ".

3. The Navy Accounts Manual will be amended.

(DNA 203/51/13.)

(*Navy Order* 580 *of* 1961.)

Section 3.
HULL, MACHINERY, EQUIPMENT AND STORES.

UNCLASSIFIED.

925.—Alteration and Addition Item—HMAS MELBOURNE.

Navy Order 797 of 1961 is to be amended as follows—

Delete—Class List Item No. 114.

Insert—Class List Item No. 144.

(DCNTS 1213/52/283.)

(*Navy Order* 797 *of* 1961.)

Section 6.
ESTABLISHMENTS.

RESTRICTED.

926.—Armament and Gunnery Equipment Depots, Maribyrnong and Byford—Reduction of Activities.

Activities at Armament and Gunnery Equipment Depots, Maribyrnong and Byford have been curtailed. Henceforth it will be necessary for HMA ships to obtain, as normal procedure, all requirements of ammunition and ordnance stores from the appropriate establishment at Sydney.

Ships Refitting at Naval Dockyard, Williamstown.

2. Spare parts required for repair and refitting of gunnery and underwater weapon equipments at Williamstown are to be drawn from ships' outfits, which should be completed before departure from Sydney and replenished again on return to that port.

3. It has been decided also that, pending further instructions, ships are to land ammunition in accordance with BR 862, Chapter VI, at Sydney prior to refitting at Williamstown, with exception of sufficient ammunition to cover any known requirements for the following post-refit trials—

(*a*) Regular—Maximum shock and vibration trials in accordance with Navy Order 164 of 1961.

(*b*) Occasional—In accordance with Chapter 11, BR 292.

This ammunition is to be landed at Maribyrnong on deposit.

Ships Building at Naval Dockyard, Williamstown.

4. Armament and Gunnery Equipment Depot, Maribyrnong, will continue to supply to ships building at Williamstown, the outfit of gunwharf stores and gunnery equipment, stores for trials, and a navigational set of armament stores, but it will be necessary for ammunition outfit to be drawn at Sydney.

5. **General.**—In exceptional circumstances limited supplies and services may be arranged through the Officer-in-Charge, RAN Armament and Gunnery Equipment Depot, Maribyrnong, subject to a minimum of two weeks notice.

6. Navy Orders 910 of 1960 and 859 of 1961 are hereby cancelled.

(DAS 700/255/66.)

(*Navy Orders* 910 *of* 1960, 164 *and* 859 *of* 1961.)

UNCLASSIFIED. Cancelled CNO 420/68 Incorporated into NI(ABR 5016) 5501-8

927.—Machinery and Plant—Annual Proposals.

Navy Order 761 of 1961 is to be amended as follows—

Paragraph 19—*Delete* " Form AS 148 ".

Insert " Form AD 148 ".

(DNAS 1100/54/35.)

(*Navy Order* 761 *of* 1961.)

With reference to Navy Order 879 of 1961, Navy Orders 915 to 1017 of 1959 are now over two years old and may be disposed of.

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

RESTRICTED
FOR OFFICIAL USE ONLY.

CNO's 928-940/61.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
22nd December, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

11527/61.

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940. Books—ABR 2001—Provisional Fire Control Drill for the Medium Range System 3.
ABR 2002—Provisional Drill for the Gun Direction System Mark V.

Section 1.
ADMINISTRATIVE AND GENERAL.

RESTRICTED.

928.—ACP 165—Operational Brevity Code.

(*CAFO's* 27 *and* 71/1961.)

Operational brevity codewords in CAFO's 27/1961 and "S" 71/1961 are not authorized amendments or additions to ACP 165 and have no joint or Commonwealth agreement.

2. They may be used in intra-RAN exercises if so directed by the officer conducting the exercise, but are not to be used in exercises involving other forces without prior agreement.

(DSD 465/256/74.)

RESTRICTED. Cancelled vide CNO 762/63

929.—Aviation—Instrument Rating—Weather Limitations.

Authorization of flights in Naval fixed-wing aircraft in conditions of low cloud and low visibility is to be governed by pilots' Instrument Ratings.

Award of Instrument Rating.

2. A pilot who successfully passes the Instrument Flight Test and Ground Oral Examination as described in Appendix A to this order and who is qualified in accordance with Appendix B to this order will be awarded an initial or renewed White, Green, or Master Green Instrument Rating valid for one year.

3. Application by a pilot for an award of an initial or renewed Instrument Rating is to be made on forms AA 26 in duplicate to his Commanding Officer. The application should normally be made one month before an Instrument Rating is due to become invalid.

4. The Commanding Officer may make arrangements for the test and examination to be conducted by an Instrument Rating Examiner or exceptionally by the Command Instrument Rating Examiner. The Instrument Rating Examiner or the Command Instrument Rating Examiner who conducts the test is to complete Section II of the forms AA 26. Thereafter the Commanding Officer is—

(*a*) to sign forms AA 26 and forward copies to the Flag Officer-in-Charge, East Australia Area, for onward transmission to Navy Office, and the Command Instrument Examiner; and

(*b*) if the pilot is considered suitable for the issue or renewal of an Instrument Rating, record the award of the Instrument Rating in Appendix D of the pilot's flying log book.

5. A pilot who has been awarded a White Instrument Rating may, during the course of the year of its validity and after becoming qualified in accordance with Appendix B to this order, apply on forms AA 26 in duplicate to his Commanding Officer for award of a Green Instrument Rating. If the award is approved, the Commanding Officer is to—

(*a*) dispose of the forms AA 26; and
(*b*) sign the pilot's log book;

as in paragraph 4 above. The date of award of the Green Instrument Rating awarded in this manner is to be the same as the date of award of the White Instrument Rating held when the award is made.

6. A pilot who holds an RN or RAAF Instrument Rating may apply on form AA 26 in duplicate to his Commanding Officer for award of an RAN Instrument Rating provided he is qualified in accordance with Appendix B of this order. If the award is approved, the Commanding Officer is to take action with the forms AA 26 and pilot's log book as in paragraph 4. The date of award of the RAN Instrument Rating is to be the same as the date of award or renewal of the RN or RAAF Instrument Rating.

Instrument Rating Cards.

7. At the time of forwarding forms AA 26, the Commanding Officer is to issue a White, Green or Master Green Instrument Rating card, endorsed "Jet only", "Propeller only", or "Jet and Propeller" as appropriate, to the pilot or renew the Instrument Rating card already held by the pilot.

8. A Commanding Officer may withdraw a pilot's Instrument Rating card at any time if the pilot is considered incompetent to hold the rating. An entry is then to be made in Appendix D of the pilot's flying log book and Navy Office, FOIC EA and the Command Instrument Examiner are to be informed of the action taken.

9. Pilots who hold Instrument Rating cards endorsed "Jet and Propeller" may have them renewed after a test on the type of aircraft they currently fly. Pilots of turbo-propeller aircraft are required to hold Instrument Rating cards endorsed "Jet and Propeller" or "Propeller only" but when possible they chould be tested on turbo-propeller aircraft for renewal of their Instrument Rating cards.

10. Pilots are to keep their Instrument Rating cards available to show to authorizing officers if required. RN and RAAF White cards are to be regarded as equivalent to RAN White cards.

Command Instrument Rating Examiner.

11. A Command Instrument Rating Examiner will be appointed to RANAS Nowra. He will be a qualified Flying Instructor holding a Master Green or Green Instrument Rating. Where possible he should be experienced in both jet and turbo-propeller aircraft. The qualification is valid for twelve months and is to be renewed by re-examination at the RAAF Central Flying School.

12. The duties of the Command Instrument Rating Examiner are—

(*a*) To instruct and qualify selected pilots as Instrument Rating Examiners and to assist and advise them as necessary after qualification.

(*b*) To maintain a liaison with the Central Flying School and report on developments in instrument flying.

(*c*) To keep records of the issue of Instrument Rating cards and of Instrument Rating Examiner qualifications.

13. The Command Instrument Rating Examiner is to examine the instrument flying of a proportion of RAN pilots each year and is to advise their Commanding Officer of any basic flying technique errors detected.

Instrument Rating Examiners.

14. To provide Instrument Rating Examiners as required for the conduct of tests and examinations, Commanding Officers of Naval Air Stations are—

(*a*) to select suitable senior pilots who hold Green or Master Green Instrument Ratings; and

(*b*) arrange for them to be instructed, tested and examined by the Command Instrument Rating Examiner.

Flight Authorizations.

15. A pilot who does not hold an Instrument Rating should not be authorized to fly in other than VFR conditions except for specific cloud flying exercises.

16. A pilot who holds a White Instrument Rating should not be authorized—

(*a*) to take off or land when conditions are worse than the minima laid down in Appendix C of this order or the RAAF approach procedure charts for the airfield concerned;

(*b*) to make a ground controlled approach when the cloud base is less than 200 feet and visibility less than 1 mile;

(*c*) to make an extended flight under IFR conditions unless an alternative airfield—

(*i*) with CR D/F, forecasting cloud base at least 500 feet above break-off altitude and at least 3 miles visibility; or

(ii) with GCA forecasting a cloud base of at least 500 feet above the airfield level and not less than 1 mile visibility:

is within range for diversion.

17. A pilot who holds a Green Instrument Rating should not be authorized—

(*a*) to take off or land when conditions are worse than the minima laid down in Appendix C of this order ot the RAAF approach procedure charts for the airfield concerned;

(*b*) to make a ground controlled approach when the cloud base is less than 200 feet and visibility less than ½ mile;

(*c*) to make an extended flight under IFR conditions unless an alternative airfield—

(i) with CR D/F, forecasting cloud base at least 200 feet above the break-off altitude and not less than 2 miles visibility; or

(ii) with GCA, forecasting cloud base at least 300 feet above the airfield level and not less than ½ mile visibility;

is within range for diversion.

18. A pilot who holds a Master Green Instrument Rating is to conform to the same restrictions as those for a Green Instrument Rating except that he may make an extended flight under IFR conditions provided an alternative airfield—

(*a*) with CR D/F, forecasting cloud base at least 100 feet above the break-off altitude and not less than 1 mile visibility; or

(*b*) with GCA, forecasting a cloud base of 200 feet above the airfield level and not less than ½ mile visibility;

is within range for diversion.

19. For a pilot holding a White, Green or Master Green Instrument Rating, the Commanding Officer may authorize a flight under worse conditions by day than those detailed in paragraphs 16, 17 and 18 as applicable, provided he is satisfied that the flight is within the pilot's competence. Conversely, for pilots of below average ability or for pilots who are not in flying practice on type, the Commanding Officer may stipulate greater minima than those indicated.

20. The term "cloud base" throughout this order is to be interpreted as the vertical distance between the base of the lowest cloud of 4/8th or more and the ground or water at the point of observation.

21. Transit flights are not to be made by aircraft without radio except under VFR conditions within sight of the ground or sea.

22. The requirements to designate an alternative airfield as detailed in paragraphs 16, 17 and 18 may be waived when the airfield of destination is reported to have weather equal to or better than ceiling 3,000 feet and visibility 5 miles and forecast to remain so until one hour after the estimated time of arrival. However, this is liable to further restriction at airfields where there is high ground, obstructions or inadequate radio aids. Such information is published in Air Traffic Control publications.

23. The weather limitations for aircraft carriers are to be decided by the Commanding Officer after taking into consideration the type of aircraft, the ability of aircrews and the aids available.

24. Navy Order 151 of 1960 is hereby cancelled.

APPENDIX A.

INSTRUMENT FLIGHT TESTS.

Test.	*Remarks.*	*Requirements and Limits.* *White and Green.*	*Master Green.*
1. Take-off and initial climb ..	To be made solely by reference to instruments ..	No limits. Safe in all respects.	
2. Climb	Check speeds and limiting temperatures. Best climbing speed to be maintained	± 10° ± 10 knots ± 200 feet for level out	± 5° ± 5 knots ± 100 feet for level out
3. Rate one precision climbing turns through 360° in each direction	This is a "rate of scan" and co-ordination test. (Testing officer to assist in timing if required.) Rate of climb and speed to be as appropriate	± 10 secs. ± 10° ± 200 feet	± 5 secs. ± 5° ± 100 feet throughout the turn
4. Steep turns (full panel) ..	Minimum of 50° bank through not more than 360° in each direction. Jet aircraft to be flown at .7M	± 200 feet	± 100 feet
5. Steep turns (restricted panel) ..	Rate of turn appropriate to 45° bank through not more than 180° in each direction. Jet aircraft to be flown at .7M	± 300 feet	± 200 feet
6. High speed run and maximum deceleration (restricted panel). (Jet aircraft only)	Test of ability to maintain control at a speed at which compressibility effects become apparent, and to reduce speed as quickly as possible by use of airbrakes and throttle	± 500 feet ± 15°	± 300 feet ± 10° during deceleration
7. Recovery from unusual attitudes (restricted panel)	To include recovery from a spiral dive and a stall or near-stalled condition	Recovery to straight and level flight to be with minimum loss of height	
8. High or low-level controlled descent (restricted panel)	Where possible to feed into an instrument approach (e.g., GCA or ILS)	± 10 knots ± 10° ± 200 feet	± 5 knots ± 5° ± 100 feet
9. Instrument approach and missed approach procedure (full panel)	To include a runway instrument approach using GCA or equivalent. If this is not possible a GCA is to be simulated by the testing officer	Height and speed to be adequate for a safe approach	
10. Flight with asymmetric power ..	On multi-engined aircraft, the testing officer is to simulate engine failure during one of the exercises listed above	Appropriate action to be taken without delay	

Note.—Flight tests may be conducted in cloud or by using special equivalent to create instrument flying conditions. They may only be conducted in cloud when the base of the cloud is high enough to provide an adequate safety margin.

GROUND ORAL EXAMINATION.

It is to be ensured that the pilot has a safe and sound knowledge of—

(*a*) Air Traffic Control regulations with special reference to instrument flight rules.
(*b*) Practical weather technique, including flight through turbulence, icing, &c.
(*c*) Principles of flight with special reference to range and endurance flying.
(*d*) Meteorology.
(*e*) Flight instruments.
(*f*) Pilot navigation.
(*g*) Airmanship.

APPENDIX B.

QUALIFICATIONS FOR INITIAL GRANT OR RENEWAL OF INSTRUMENT RATINGS.

White Instrument Rating.	*Green Instrument Rating.*	*Master Green Instrument Rating.*
Initial.	**Initial.**	**Initial.**
(I) Pass Instrument Flight Test and Ground Oral Test as described in Appendix A of this order	(I) 10 hours "actual" and "simulated" as first pilot in last 6 months	(I) 10 hours "actual" and "simulated" as first pilot in last 6 months
(II) 50 hours as first pilot in past year	(II) Total of 50 hours "actual" and "simulated". At least 20 hours to be actual	(II) Total of 100 hours "actual"
	(III) 500 hours as first pilot	(III) 1,000 hours as first pilot
	(IV) 50 hours as first pilot in past year	(IV) 50 hours as first pilot in past year
Renewal.	**Renewal.**	**Renewal.**
(I) As in (I) above	(I) as in (I) above unless a Master Green Instrument Rating has been held within the past year	(I) As in (I) above
(II) 25 hours as first pilot in past year unless a Green Instrument Rating has been held within the past year	(II) 25 hours as first pilot in past year unless a Master Green Instrument Rating has been held within the past year	(II) 25 hours as first pilot in past year

Notes:

(*a*) "Actual" instrument flying is that flying time, day or night, when the aircraft cannot be controlled except by reference to flight instruments.

(*b*) "Simulated" instrument flying is that time when instrument flying conditions are created by use of special equipment.

APPENDIX C.

MINIMUM OPERATING CONDITIONS FOR RAN AIRFIELDS.

Airfield.		*Green and Master Green.*		*White.*	
		Cloud Base.	*Visibility.*	*Cloud Base.*	*Visibility.*
RANAS Nowra	Take-off ..	0 ft.	500 yds.	200 ft.	1 NM
	Landing ..	950 ft.	2 NM	1,150 ft.	

Break-off altitude (QGH) .. .. 1,300 ft.

APPENDIX D.

APPENDIX D TO PILOT'S LOG BOOK—INSTRUMENT RATING AWARD, RENEWAL OR WITHDRAWAL.

(To be completed by Commanding Officer.)

Column A.—Enter " White ", " Green " or " Master Green ".
Column B.—Enter " Jet only ", " Propeller only ", or " Jet and Propeller ".
Column C.—Enter " Awarded ", " Renewed " or " Withdrawn ".
Column D.—Enter date of award, renewal or withdrawal.

A.	*B.*	*C.*	*D.*	*Ship or Air Station.*	*Signature.*

(DAWOT 303/2/9.)

(*Navy Order* 151 *of* 1960.)

UNCLASSIFIED.

930.—Stores Terminology—Definitions.

The following definitions of stores terminology will in future apply to all types of stores and should be used when compiling instructions, documents, forms, &c., relating to stores functions.

2. It is to be noted however, that the definition for " Unserviceable " is not intended to be utilized in those units where this term is also used to describe a category temporarily given to items requiring inspection or survey.

3. Further definitions will be progressively promulgated from time to time as formulated.

4. It may be necessary to re-examine certain of the definitions in conjunction with the formulation of additional terms in which case amendments will also be promulgated.

Definitions.

Accessory Item.

An item which is an addition to a complete article; such addition serves a definite purpose, but its absence would not prevent the main article from being used.

An Equipment.

A group of assemblies, sub-assemblies, or components which is functionally complete and when assembled constitutes a whole for supply purposes.

Arisings.

Basic materials recovered from stores no longer of use for their original purpose.

Articles in Use.

Stores in use which are of sufficient value to make it desirable that a record be kept of their issue, distribution and ultimate disposal.

Assembly.

Part of an equipment comprising a group of components or sub-assemblies which when assembled constitute a whole for supply purposes.

Associated Stores.

Stores used in combination to achieve a common purpose.

Bin Card.

A quantity record of goods in hand kept in the bins or adjacent to the stock.

Board of Survey.

A committee of officers (usually 3) appointed to determine the condition of stores and to recommend methods of disposal.

Cannibalise.

To remove serviceable or repairable parts from one item of equipment to instal them in other items of equipment as a matter of expediency.

Catalogue.

A list of stores arranged in accordance with the system of nomenclature used. Normally such a system incorporates a code of numbers or letters or both under which each item may be identified.

Cataloguing.

The designation by group, section, reference number or part number, which serves to identify the equipment in storage or for issue. (*See* Catalogue.)

Catalogue Number.

The number given to an item in a catalogue to identify it.

Collective Purchasing.

Arranging for the bulk purchase of requirements of decentralized user sections on a group or centralized basis.

Common Use Item.

An item in use by two or more users.

Component.

An item which constitutes part of another item but may be stocked separately. When contained in another item it is not subject to separate accounting.

Condemned Stores.

Unserviceable items which due to their nature require destruction prior to obtaining approval of competent authority.

Consignment Inwards Register.

A register to record the inwards delivery and receipt of packages.

Consignment Outwards Register.

A register to record the outward dispatch of packages.

Consumable Items.

Those items not catergorized as permanent or returnable, which are either—

(*a*) of small monetary value,

(*b*) not economically repairable when worn or defective,

(*c*) consumed or used to destruction, or

(*d*) items of mess gear, the losses or breakages of which are charged against replacement allowance.

Consumer Unit.

A unit of an organization which draws on bulk stock holding units for its requirements.

Continuous Account.

A continuous record of receipts, issues and resulting balances of stock.

Contract Acceptance and Purchase Order.

A form used by the Department of Supply to obtain goods or services from a contractor, and to notify the Department concerned that such a contract has been arranged.

Contractor.

A firm or person who has agreed to supply goods or services as required within the terms of a contract.

Conversion.

The process of changing the identity of items by assembly, disassembly, modification or re-identification.

Conversion Voucher.

A form used to show particulars of a stores conversion for subsequent stock recording and accounting action.

Counter Issue and Receipt Voucher.

A voucher which may be used to record issues of stores made over the counter on demand.

Delivery Lag.

The time which elapses between termination of the delivery period and receipt of the stores.

Delivery Period.

The time which must elapse between the placing of an order or demand and agreed date for delivery of the stores.

Demand.

A request for the supply of stores.

Demand and Issue Voucher.

A form which performs the dual functions of demand and issue voucher.

Discrepancy Report.

A form use to report discrepancies between stores charged and received, or damaged in transit.

Diversion Order.

An instruction by a competent authority to a contractor to deliver goods or services, off contract, to a consignee not specified in the contract; or to amend quantities between consignees specified in the contract.

Dues In.

Goods outstanding against current orders or demands.

Dues Out.

Stores authorized for issue but which will not be supplied without delay.

Earmarked Stores.

Stores set aside for a definite purpose.

Equipment and Articles-in-Use Account.

An account used by an authority to account for equipment and articles-in-use which are of sufficient value to make it desirable that a record be kept of their issue, distribution and ultimate disposal.

Establishment of Stores.

A list of stores authorized to be held.

External Transaction.

That which takes place—

(*a*) between Store Accounting Units,

(*b*) between a Store Accounting Unit and another Authority, or

(*c*) involving transfer of stock between Store Accounts maintained in a Store Accounting Unit.

Finished Parts Stock.

Stock of fabricated components awaiting final assembly.

Holding Depot.

A stock holding unit which holds stores for distribution to a consumer unit.

Inability.

A requirement which cannot be met on demand.

Inspecting Officer.

An officer authorized to inspect and report on the condition of stores. The term is also used to described an officer authorized to audit store accounts and inspect stowage arrangements.

Inspection.

The act of determining whether stores conform with acceptable standards of design and condition.

Installation.

A group of functionally associated equipments which constitute a whole for supply purposes.

Insurance Stock.

Stores which normally should not be required but which it is prudent to hold in limited quantities against unforseeen eventualities.

Interchangeability List.

A section of a stores vocabulary or catalogue cross-referencing alternatives.

Internal Transaction.

That which takes place completely within one Store Accounting Unit, excluding transfers of stock between store accounts maintained in the Unit.

Inventory.

A detailed schedule of stores, plant, buildings, &c., which may indicate the condition of items and include any relevant information such as quantity and value. The term may also be used to mean a store account or the stores involved.

Inventory Control.

The function of ensuring that stocks are maintained at the optimum level. The term also embraces the system of records set up to achieve this objective together with the control and prevention of losses and wastage.

Issue Voucher.

A form used to cover the issue of stores and as acknowledgment of receipt of the goods. It is also utilized to support the store account.

Item.

An article which is accounted for separately.

Lead Time.

The time, which elapses between the initial estimating of requirements and the estimated date of delivery.

Ledger Card.

Stock record card showing stock balance and all movements of stock.

Liabilities.

The quantity of a stores item anticipated to be issued during the provisioning period.

Life of Type.

Estimated time that an item will be a current requirement.

Life of Type Provisioning.

Provisioning for a backing of maintenance requirements to cover the defined "life of type".

Local Purchasing.

Purchasing on a decentralized basis by user sections usually in the locality where the sections operate.

Log Books.

A record of performance, maintenance and modification of a major item of equipment. Where appropriate, details of fuel consumption may also be included.

Materials Handling.

All methods associated with the movement and storage of materials.

Maximum and Minimum Stock Levels.

Predetermined quantity levels for the holding of stocks in store established with the object of indicating—

(*a*) when excessive stock is being carried;

(*b*) when stocks are low and require to be replenished.

Modification.

An approved change to a standard pattern.

Non-Accountable Stores.

Those items which, due to their nature, negligible monetary value, or particular use do not warrant accounting after issue from a bulk store depot. These items will be specified on the relevant stores issue voucher.

Non-Periodic Procurement.

Procuring only when a requirement arises or when dwindling stocks indicate that replenishment is necessary.

Non-Standard Stores.
Items not conforming to an approved standard.

Obsolescent.
An item going out of Service use.

Obsolete.
An item which has gone out of Service use.

Order Level.
The level of stock at which an order for replenishment should be placed.

Packing Note.
A certificate of contents enclosed with stores despatched.

Packup.
An assortment of equipment co-ordinated for issue to one consignee. This is suitable either for mobility purposes or ease of movement to remote areas.

Pattern.
A sufficient description of the form, quality and functions of an item of supply in terms of drawings, specifications or samples to permit identification on procurement to appropriate standards of uniformity and interchangeability.

Period Contract.
A contract made with a supplier for a fixed period and on the basis of approximate quantities for each item listed. The Department is not legally obliged to order under the contract but undertakes to place orders as required on the successful tenderer. Other qualifying factors such as termination of contract, &c., apply.

Periodic Procurement.
Procuring at regular intervals.

Permanent Stores.
Those items with a reasonably long life which are not consumed in use and which are sufficiently valuable to require to be accounted for at all times. If such items become defective and cannot be repaired within the Ship's or Establishment's resources, they must be returned for survey.

Perpetual Reconciliation.
A phrase used to describe a system under which continuous reconciliation is maintained between the physical stock balances and the main stock record balances.

Personal Charge Account.
A form listing items held on personal charge.

Plant.
Machinery, equipment and stores which due to considerations of value, size, form and durability are recorded as assets in the capital accounts of an undertaking.

Post Posting.
Recording transactions in the stock records after the stores have been issued from or taken into stock.

Pre-Posting.
Recording transactions in the stock records before passing the vouchers to the storehouse.

Procurement.
The process of arranging acquisition of stores or services from any source.

Produce.
The arisings and components obtained from the breakdown of unserviceable, obsolete or surplus stores.

Progressing Deliveries.
A term used to describe follow-up action on orders to ensure that deliveries are made as agreed. (Alternative term—progressing orders).

Provisional Adjusting Voucher.
A form used to adjust stock records for stock discrepancies pending approval by competent authority to effect adjustments.

Provisioning.
The process of calculating how much must be ordered from time to time to ensure that stocks will be adequate to meet requirements and initiating procurement.

Provisioning Period.
The pre-determined period for which stocks are provided in order to maintain continuity of supply and having regard to the economic frequency and level of stock replenishment. It is usually expressed in months indicating the period between successive provision reviews.

Purchase Order.
A request to a supplier to supply goods or render services.

Quasi-Permanent Stores.
Items which, although classified as consumable, are not normally completely consumed or used to destruction within a limited period and the issues of which are controlled by requiring production of a worn out item before replacement is issued.

Quotation.
An offer made verbally or in writing and in response to an invitation to supply goods or services on prescribed terms and conditions.

Quotation Form.
A form on which a quotation is submitted.

Quotation Schedule.
A form on which quotations are listed to show price and other relevant details and submitted with recommendations for acceptance.

Ready Use Storehouse.
A storehouse established near a working area to avoid loss of working time in obtaining items generally of a consumable nature.

Receipt Voucher.

A form used to record that stores have been received and brought to account.

Record of Stocktaking.

A form used to record stocktaking results and to obtain the necessary certifications in regard thereto.

Record of Stores In Aid.

A progressive record kept by departments to ensure that contractors are not over issued with materials required in the terms of the contract.

Recurring Issues.

Issues for normal usage which are likely to be repeated.

Red Carding.

A procedure for segregating explosives and associated non-explosive stores suspected of being inefficient or dangerous, to prevent their issue or use until cleared by qualified personnel.

Repairable.

Stores not fit for issue, or for use as originally intended, but capable of being restored economically to a serviceable condition.

Requisition.

A form prepared by sections of an organization to specify services required, e.g. examination, repair, purchase of stores.

Restricted Stores.

Explosive and associated non-explosive stores which for reason of overhaul, replacement of component or suspicion of malfunction are not to be issued unless cleared by test, replacement or examination by qualified personnel. The term is also used to denote stores subject to the " restricted " security classification.

Returnable Stores.

Items which, by their nature, must be returned to storehouse for subsequent re-issue, repair or disposal.

Sale Stores.

Items for disposal which are considered to have a re-sale value.

Salvage.

(Noun). Material, irrespective of condition, which is recovered for reason of economy or exediency.

(*Verb*). The collection for recovery, of material irrespective of condition, for reasons of economy or expediency.

Sentence.

A pronouncement by a Board of Survey or Inspecting Officer on the condition of stores.

Serviceable Stores.

Items fit for issue or for use for the purpose for which originally intended and not overdue for periodical examination.

Standardization.

The process of establishing by common agreement, engineering criteria, terms, principles, practices, materials, items, processes, equipments, parts, sub-assemblies and assemblies, to achieve the greatest practicable uniformity of items of supply and engineering practices and to ensure the minimum feasible variety of such items and practices and to effect optimum interchangeability of equipment, parts and components.

Stock.

The quantity of stores and supplies of all kinds on hand but not in use.

Stock Assets.

A term used in provision reviews to denote stock held plus " dues in ".

Stock Control.

The functions of controlling receipts, issues and provisioning of stores.

Stock Record.

A detailed record of receipts, issues and balances of stock, amplified if desired, with such details as stock values, dues in, dues out, ordering level maximum and minimum levels.

Stock Record Adjustment Voucher.

A voucher used to adjust stock records where it can be proved that errors are attributable to faulty identification.

Stock Record Point.

That part of a stores organization where stock records are kept.

Stocktaking.

The process of counting or measuring stores and verifying the results with the relevant store accounts.

Stocktaking Discrepancy Report.

A form used to detail discrepancies after a stocktaking has been completed.

Stock Turnover Rate.

The net quantity of stock used during a standard period expressed in relation to a standard stock figure.

Store Accounting Unit.

A consumer unit which maintains store accounts and which may be responsible for the store administration or accounting of detached subsidiary consumer units.

Storehouse.

That part of a stores organization where stores are kept.

Stores in Aid.

Stores issued to contractors to assist in the completion of manufactured articles.

Sub-assembly.

Part of an assembly comprising a group of components, which, when assembled, constitute a whole for supply purposes.

Supply.

A term used to describe the broad function of arranging for stores to be available for users as and when required and includes identification, assessment of requirements, provisioning, procurement, receipts, inspection, storage, issue, stock recording, stocktaking, accounting for and disposal of stores.

Supply Management.

The use of managerial supervision to control and co-ordinate related supply actions within the supply system of an organization in order to achieve maximum effectiveness in supply at minimum cost.

Tender.

An offer made in writing and in response to public invitation, to supply goods or services on such terms and conditions as are stated in the tender schedule.

Transaction Sequence Number.

A sequential number given to each transaction from a record maintained at the stockholding point and endorsed on the relevant transaction voucher to facilitate continuous reconciliation of balances of stock bin card or stock record.

Transfer Voucher.

A form used to perform the functions of receipt and issue vouchers in connexion with the transfer of stores between storehouses.

Transit Register.

A register used for recording the transit of stores through a main store without bringing them to account.

Unit Loading.

A method of grouping stores in predetermined units of volume, weight, measurement or count, assembled on pallets, dunnage or in cases or crates for each such unit in such a way that units can be handled individually.

Unit Piling.

A method of grouping stores in predetermined units for storage pending issue, the unit being one of volume, weight, measurement or count normally representing the minimum quantity which is issued to users. Furthermore the units are so arranged in layers, rows or stacks as to facilitate quick physical check of the balance of stock on hand at any time.

Unserviceable.

Items worn out, defective or damaged and not economically restorable to a serviceable condition.

Note: In user units, i.e., ships and commissioned establishments, this term is also utilized as a temporary category for items known or suspected of not being serviceable pending survey.

Valuable or Attractive Stores.

Items of a valuable or attractive nature which are subject to special care in storage and accounting.

Voucher.

An auditable document used to support entries in accounting records in respect of stores transactions.

Work in Progress.

Work in the course of production or construction which has not reached the stage of Finished Parts Stock or Finished Stock.

Workshop Supplies.

Items which cannot be conveniently or accurately charged to a specific job.

Write-off Voucher.

A voucher used to write off stock from the stock records after approval by competent authority.

(D O and M 400/51/92.)

Section 2.
PERSONNEL.

RESTRICTED.

931.—Pilots—Conversion and Familiarization in Aircraft.

Section I of this order lays down the procedure to be followed in converting a pilot to an aircraft group in which he is not already qualified. Section II lays down the procedure for familiarizing a pilot in an aircraft contained in a group in which he has previously qualified under Section I.

Section I.

2. Naval aircraft have been divided into groups as follows—

Piston-Engined Groups.	*Description.*	*Examples.*	*Normal Method of Conversion.*
A	Single-engined light aircraft	Auster .. Tiger Moth	Local conversion
B	Single-engined operational aircraft and associated trainers	Firefly ..	NAS Nowra 723 Squadron
C	Twin-engined aircraft ..	Dakota ..	Courses at RAAF, E. Sale as arranged by the Naval Board
D	Helicopters	Sycamore	NAS Nowra 723 Squadron
Jet-engined Groups.			
E	Single jet operational aircraft and associated trainers	Sea Venom Vampire Trainer	NAS Nowra 724 Squadron
F	All prop-jets and associated trainers	Gannet .. Gannet Trainers	NAS Nowra 725 Squadron

3. In every case the established training course should be regarded as the normal method of converting a pilot to a new group.

Local Conversions.

4. Briefing officers for local conversions should be selected for their experience on type and should conduct their briefings in accordance with Section II of this order. The applicable approved syllabus should always be used as a guide to briefing officers with particular emphasis on ground lectures.

Section II.

5. This section lays down the procedure for familiarizing a pilot in aircraft within a group in which he is already qualified. It is not necessary to familiarize pilots on aircraft which have the same set of pilots' notes as those of an aircraft on which they are already familiarized.

6. The Commanding Officer is to ensure that the procedure set out hereunder is strictly followed—

(*a*) The pilot is to make a detailed study of the pilot's notes, engine handling pamphlets and all relevant SFI's and STI's;

(*b*) A briefing officer, experienced on type, should give the pilot a thorough cockpit familiarization on the ground, including a blindfold cockpit check;

(*c*) Dual instruction is to be given in all possible cases. If no Qualified Flying Instructor is available, who is qualified on type, this instruction may be given by a pilot experienced in the aircraft concerned, at the Commanding Officer's discretion

(*d*) Favourable weather conditions, with particular reference to crosswing, are to be selected for the initial flights;

(*e*) The briefing officer is to give the pilot a complete pre-flight briefing for each flight. Three local flights of 50 minutes each are to be made, with an additional flight of 50 minutes for jet aircraft. All flights in jet aircraft are, however, to be timed to allow at least 30 per cent. fuel remaining for the final landing.

(*f*) Before making any flights, the pilot is also to be examined orally by the briefing officer as to—

(i) radio aids and equipment installed,
(ii) IFF,
(iii) all emergency drills including ejector seat drill,
(iv) ditching and dinghy stowage,
(v) oxygen and instrument drills.

On completion of this he is to sign the left hand column of the "Certificate of Qualification as Pilot", which is to be inserted in the front of his current log book. The certificate is to be made up as follows—

CERTIFICATE OF QUALIFICATION AS PILOT.

Name..... Rank.....

Certified that I have read the pilot's notes and carried out cockpit drills, in accordance with Navy Order 931 of 1961, on the following aircraft—			Certified that this pilot has completed familiarization (under Section II of Navy Order 931 of 1961) and is qualified.		
Date.	*Aircraft.*	*Signature.*	*Date.*	*Briefing Officer.*	*Commander (Air).*

(*g*) Objects of the familiarization flights are—

First Flight—

Starting, warming and running up.
Taxying and use of brakes.
Take-off and climb to safe height VFR.
Engine handling and changing tanks.
Stalling (clean and all down).
Slow flying.
Slow safe cruising.
Use of speed brakes.
Note use of emergency systems.
Rejoin circuit, one overshoot and one landing.

Second Flight (Jet aircraft only)—

Take-off and climb to 20,000 feet.
QGH, weather to be suitable and VFR at base.
Rejoin circuit.
Circuits and roller landings.

Second Flight (Propeller aircraft)—

Take-off and climb to local safe approach height.
QGH, weather to be suitable and VFR at base.
Rejoin circuit.
Circuits and roller landings.

Third Flight (Single-engine jet aircraft)—

Climb to 20,000 feet.
Use of pressurization.
Steep turns.
Basic aerobatics as permitted by pilot's notes.
Gliding.
Forced landing approaches on airfield.

Third Flight (Single-engined propeller aircraft)—

Climb to a safe height.
High speed stall.
Steep turns.
Basic aerobatics as permitted by pilot's notes.
Gliding.
Forced landing approaches.
Flapless roller landings.
One final flapped landing.

Third Flight (Twin-engine propeller aircraft)—

Asymmetric flying at a safe altitude FVR.
Feathering and unfeathering.
Critical speeds with varying power and under varying conditions as briefed.
Steep turns.
Basic aerobatics as permitted by pilot's notes.
Final twin-engine landing.

Fourth Flight (Jet aircraft only)—

Maximum permissible rate climb to 35,000 feet.
High speed stall and steep turn at speed.
High speed run to critical Mach No.
Speed brake descent to 20,000 feet.
Aerobatics.
High level QGH.
Flapless roller landings.
One final flapped landing.

(*h*) Single-engined overshoot procedure and single-engined landings are to be practised at the discretion of the Squadron Commander as soon as he considers runway and weather conditions suitable and the pilot competent. In all cases, single-engined landings are to be carried out prior to gaining eight hours' experience on type. When a dual aircraft of a similar group is available, at least one single-engined landing should be carried out dual by the pilot being converted, before commencing solo. In no circumstances is a pilot to be considered "Qualified on Type or Mark" until he has carried out a single-engined landing and overshoot procedure satisfactorily.

(*i*) Except when comparing the drag of a windmilling propeller with that of a feathered one, all single-engined flying should be carried out with the propeller of the failed engine feathered.

7. The above familiarization flights are to be entered in red ink in the Flight Authorization Book.

8. On successful completion of the familiarization exercises required, a notation is to be made in the right hand column of the "Certificate of Qualification as Pilot", to the effect that the pilot has been checked out in accordance with Section II of this order. This should be dated and signed by the briefing officer and Commander (Air).

9. The above are the minimum requirements for familiarization applicable to an experienced pilot in flying practice. Each familiarization flight, however, depending on the experience and ability of the pilot, is to be repeated until the Squadron Commander or briefing officer is reasonably confident that the pupil is proficient to proceed to the next familiarization phase.

10. Commanding Officers of squadrons or units must be satisfied that a pilot is competent to handle a new type with a full war load before he is ordered to fly it on general service duties.

Returns.

11. All conversions under Sections I and II should be reported on completion to the Naval Board, copy to FOICEA.

12. Navy Order 137 of 1960 is hereby cancelled.

(DAWOT 311/4/31.)

(*Navy Order* 137 *of* 1960.)

UNCLASSIFIED. Cancelled vide NO 767/63

932.—Sea Venom Pilots—Catapult Indoctrination.

Sea Venom pilots without catapult take-off experience are to be given a demonstration flight, as a passenger in a Sea Venom, before their first solo accelerated take-off.

2. Navy Order 190 of 1960 is hereby cancelled.

(DAWOT 311/3/26.)

(*Navy Order* 190 *of* 1960.)

UNCLASSIFIED. Cancelled vide NO 795/63

933.—Training—General—Fire Fighting Training.

(*AFO* 2183/1961.)

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. Commanding Officers of HMA 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 a real emergency.

3. Opportunities should be made for carrying out practical fire-fighting training. 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. Commanding Officers of Training Establishments should arrange for ratings under training to 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.

(DTSR 311/3/24.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

934.—Safe Custody of Small Arms.

Navy Order 783 of 1961 is to be amended as follows—

Paragraph 18.

Delete "Naval Armament Storekeeping Officer" and *insert* "Explosives Accounting Officer".

Paragraph 33.

Delete " Naval Armament Store Accounting Officer " and *insert* " Explosives Accounting Officer ".

In the SECTION heading preceding paragraph 49.

(*a*) *Delete* " Commissioned ".
(*b*) *Delete* " Staffed " and *insert* " Guarded ".

In Paragraphs 49, 54, 58, 59, 63, 64 and 65.

Delete the word " commissioned ".

(DW 700/255/13.)

(*Navy Order* 783 *of* 1961.)

UNCLASSIFIED.

935.—Alteration and Addition Item—Daring Class Destroyers.

The following Alteration and Addition Item is approved for Daring Class Destroyers—

Class List Item No. 42. *Classification A.*

Item—To fit 2 in No. Air Filtration Units in accordance with Navy Office Drawings Nos. 201/1276 (VOY), 201/1276 (VAMP) and 201/1276 (VEN). Compensating weight of 990 lb. is required.

References—(*a*) Navy Office letter 1112/251/1 dated 17th January, 1961.
(*b*) FOIC EA's N.16/3/36 dated 8th March, 1961.
(*c*) GMWD's 232/2/71 dated 8th September, 1961.

(DCNTS 1112/251/1.)

UNCLASSIFIED.

936.—Boats—Whalers—Disengaging Gear.

(*AFO* 2279/1961.)

It has been reported in the RN that, during an exercise, a sea boat's disengaging gear failed to disengage correctly and an accident was narrowly averted.

2. Inspecting Officers and Refitting Authorities are to ensure that during manufacture and in subsequent periodic surveys and tests, boats' disengaging gears are fully operational before certifying acceptance for service. Such acceptance should include a careful check, after galvanizing, that the safety pin engages completely in the holes through both cheek plates, and removal of surplus zinc deposits on the upper pawl of the releasing lever, which would prevent the safety pin engaging completely in its hole owing to fouling by the back edge of the releasing lever.

3. Ships' officers should check carefully that disengaging gear is free running and functioning correctly before putting into operational use.

(DNC 1275/53/88.)

RESTRICTED. Cancelled vide N.O. 883/63

937.—Hull Structure—Unventilated Watertight Compartments—Labelling.

(*AFO* 1621/1961.)

Two RN ratings recently lost their lives by asphyxiation because in order to investigate damage after a collision they entered a forepeak watertight compartment which had not first been properly ventilated.

2. The necessity to ventilate such compartments before they are entered, and other precautions to be taken, are laid down in BR 3000, Articles 0602, 0603, 0604 and BR 2101. If, due to emergency conditions, there is not time to ventilate such compartments portable breathing apparatus should be worn. Accidents should be prevented by ships organization and proper training of all persons who are likely to have to enter such compartments. The attention of such persons must be drawn to the importance of taking the precautions laid down in these regulations.

3. To reduce the possibility of a similar accident occurring, it has been decided that all unventilated watertight compartments, compartments with access by manhole, and sealed compartments are to be labelled at the entrance with a warning notice as shown in Navy Order Diagram Issue 12/61. These notices will be made of plastic and are to be fixed with suitable adhesive on to the manhole cover or door giving access to the compartment. Portable tallies with the same markings will be provided to be hung near the entrance whenever men are working in such compartments. Commanding Officers of all ships are to arrange for an inspection to be carried out to determine which spaces should be labelled in this manner and to demand the total number of tally plates required from SNSO Sydney. Supply to ships under construction, restoring after refit, &c., will be arranged by the Storing Yards in the normal manner. The fitting of the tally plates is to be done by ship's staff with dockyard assistance as necessary.

4. It should be noted that there will still be many spaces in ships that are not fitted with these notices for which the precautions laid down in the regulations are obligatory, e.g., OFT, Luboil drain tanks, ready-use tanks, boilers.

5. Ships Standing Orders should include details of the organization to meet the regulation requirements (Article 0602, BR 3000) for the opening up and entry into the spaces in paragraph 3.

6. Admiralty has advised that amendments will be made to BR 3000 and BR 2101 to cover the use of such tallies.

7. Form AS 180 will be amended in due course.

(DNAS 1211/251/49.)

UNCLASSIFIED.

938.—Ventilation—Axial Flow Fans—Telescopic Sleeve Piece and Flexible Connections—HMA Ships.

To facilitate the removal and replacement of Axial flow fans the necessary clearance between fan and trunking is provided by the fitting of telescopic sleeve pieces and flexible connections, as follows—

(*a*) *Fans sited in WT Sections of trunking.*—Telescopic sleeve pieces in accordance with Navy Office Drawing No. 0/3329 Sheet 2. The External Ring Plate is made in halves, to overcome any difficulty which may be experienced in moving the sleeve piece to give the required clearance.

(*b*) *Fans sited in non-WT Sections of trunking.*—Flexible connections in accordance with Navy Office Drawing No. 0/3329 Sheet 1.

2. These fittings are to be adopted in new construction and modernizations. Where necessary in ships in commission the work is to be done by defect action.

3. Axial flow fans should, wherever practicable, be sited in NWT sections of the trunking having regard to accessibility and space for lifting out.

(DNC 1224/68/54.)

Section 4.

DENTAL STORES, MEDICAL STORES, VICTUALLING STORES.

RESTRICTED. Cancelled vide N.O 849/63

939.—Loan Clothing—Issue of Special Clothing to Officers Undergoing Combat Survival Courses.

Naval Officers undergoing Combat Survival Cources at JTC Canungra, are to be in possession of the following items of loan clothing—

Overalls, flying lightweight	2 No.
Flying boots or equivalent working boots (heavy)	1 Pr.
Beret, aircrew	1 No.
Vest, string	2 No.
Gloves, calfskin, lightweight	2 Pr.

2. When officers are nominated to attend a course, the Supply Officer of the ship or establishment concerned is to demand the items from Royal Edward Victualling Yard, and make the necessary arrangements to ensure that the officer will be in possession of the clothing when he joins Canungra. If desired, the clothing may be collected by the officer from Royal Edward Victualling Yard *en route* to the course. Ships and establishments carrying flying clothing are to issue the items from stocks held.

(DOA 917/87/51.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS STATIONERY.

RESTRICTED.

940.—Books—ABR 2001—Provisional Fire Control Drill for the Medium Range System 3.

ABR 2002—Provisional Drill for the Gun Direction System Mark V.

The following publications have been allotted ABR numbers, and holders are to arrange for the immediate insertion of numbers, as appropriate, on the front covers of all copies quoting this Navy Order as authority. Details of the present distribution are shown in the Appendix—

Title.	*ABR No.*
Provisional Fire Control Drill for the Medium Range System 3. (HMA Gunnery School 1961)	ABR 2001
Provisional Drill for the Gun Direction System Mark V. (HMA Gunnery School 1961)	ABR 2002

APPENDIX.

FOCAF	2 No.
FOIC EA (EETU)	2 No.
HMAS KUTTABUL (GIC)	2 No.
Frigates Type 12	4 No. each.

(DNAS 465/258/152.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.

Registrar

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CNO 941/61.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
28th December, 1961.

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

By direction of the Naval Board.

Thos P Hawkins

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

RESTRICTED.

11697/61.

RESTRICTED. Cancelled with N.O. 783/63

941.—Medical Instructions for Naval Aircrew Personnel.

The aim of this order is to detail the procedures and standards to be observed in medical matters relating to aircrew personnel. It is divided into the following sections—

SECTION I.—MEDICAL FLYING CATEGORIES.

SECTION II.—MEDICAL EXAMINATION FOR ENTRY.

SECTION III.—MEDICAL EXAMINATION—SICKNESS—AIR MEDICAL BOARDS AFTER ENTRY.

SECTION IV.—MEDICAL DOCUMENTS.

SECTION V.—MEDICAL STANDARDS FOR MEMBERS OF NAVAL AIRCREW.

SECTION VI.—MEDICAL STANDARDS FOR GLIDER PILOTS AND PARACHUTISTS.

SECTION VII.—GENERAL.

SECTION I.—MEDICAL FLYING CATEGORIES.

2. Prior to acceptance as members of Naval Aircrew all personnel must pass a medical examination to assess their fitness for aircrew under the conditions set out in this order.

3. Provisions in Admiralty Orders relating to physical requirements and flying medical categories remain applicable to Royal Navy personnel serving in the Royal Australian Navy, as the following instructions apply only to personnel of the Royal Australian Navy. However, before acceptance for courses arranged as a Commonwealth liability, or for loan or exchange service in the Royal Australian Navy, personnel of the Royal Navy must pass a full aircrew medical examination conducted in accordance with BR 1750A—Handbook of Naval Medical Standards.

4. A flying medical category is to be allocated at the original aircrew medical examination, and subsequently checked and varied if necessary at the annual medical examination or at an Air Medical Board. The categories are as follows—

Fitness for Flying Duties.

5. The letter " A " represents " fitness for flying duties " as a pilot. The letter " B " represents " fitness for flying duties " as any other member of aircrew.

Type of Flying Duties.

6. The numerals 1 or 2 placed after the letter " A " or " B " denote the type of flying duties for which an individual is medically fit, where—

1 = fully flying duties;

2 = limited flying duties, e.g.,

A.1 Fit for full flying duties as pilot.

A.2. Fit for limited flying duties as pilot.

B.1. Fit for full flying duties as aircrew other than pilot.

B.2. Fit for limited flying duties as aircrew other than pilot (*see* paragraph 10).

7. The limitation in flying duties is always to be written in full after a restricted flying category as indicated in paragraph 11.

High Altitude Flying.

8. All aircrew are required to carry out a High Altitude Indoctrination Course which is to include—

(*a*) Practical experience of hypoxic states.

(*b*) Indoctrination in pressure breathing by controlled ascent to 43,000 feet in the decompression chamber.

(*c*) Ascent to, and sustained level at, 30,000 feet for 60 minutes in the chamber.

(*d*) A demonstration only of the effects of explosive decompression, using static objects in the chamber, is to be given.

(*e*) Aircrew are also to receive thorough ground instruction in all the physiological aspects of high altitude flying, high speed flying, and in the maintenance, care and testing of component parts of all oxygen systems, both personal and aircraft, currently in use in the Royal Australian Navy.

Refresher courses are to be repeated every five years. Initial and subsequent High Altitude Indoctrination Courses are to be carried out at the RAN School of Air Medicine. The date of the last course is to be indicated by figures for the relevant year and is to be incorporated in the flying medical category, placed after the numeral 1 or 2 as in paragraph 6.

Examples are—

A1/58. Fit for flying duties as pilot. Completed High Altitude Indoctrina-Indocrination Course 1958.

B1/59. Fit for full flying duties as aircrew other than pilot. Completed High Altitude Indoctrination Course 1959.

A2/59. Fit for limited flying duties as pilot, (limitation to be qualified). Completed High Altitude Indoctrination Course 1959.

A record of the HAIC is to be made in the flying log book and a report rendered on Form AF Med. 7.

9. Where aircrew have not completed their HAIC they should be categorized A1/– or B1/–.

Degree of Unfitness or Limitations to Fitness.

10. The letter appropriate " p ", " t " or " h " is to be added after note " A " and " B " (denoting flying category) to indicate degree of unfitness or limitations of fitness as follows—

" p " Permanently unfit.

" t " Temporarily unfit.

" h " Home service only, e.g.,

At/59 A pilot who completed HAIC in 1959 now temporarily grounded.

Bp/59 An observer who completed HAIC in 1959 now permanently grounded.

A2h/58 A pilot who completed HAIC in 1958 limited to home duties only.

At/– A pilot who has not completed HAIC and is temporarily grounded.

Other Limitations.

11. The following limitations (to be written in full after the flying category) may be applied in the cases of categories A2 or B2—

(*a*) Duration of flight. To be stated both as regards individual flights and the total flying permitted in any one day.

(*b*) Limitation in height.

(*c*) Limitation in aerobatics.

(*d*) Single engined aircraft only. (Chiefly applied in cases with certain ear defects.)

(*e*) Dual fitted aircraft only and with another pilot.

(*f*) Flying involving little mental or physical strain.

(*g*) Daylight flying only.

(*h*) Not to fly over the sea.

12. Pilots should not fly helicopters while limited to flying duties involving little mental or physical strain.

13. The use of corrected flying spectacles does not of itself prohibit the retention of an A1 or B1 category but must always be indicated, e.g., " A1/59 (with corrected spectacles) ".

SECTION II.—MEDICAL EXAMINATION FOR ENTRY.

14. Candidates for aircrew duties are to undergo a preliminary medical examination, including an audiometric assessment, on Forms AF Med. 1 and 1A and a certificate of provisional fitness is to be issued. Form M256 (or RAAF Form P/M8) is not to be completed at this stage.

15. If the candidate is considered to be provisionally fit for aircrew medical and has been recommended by the Selection Board, Form M256 (RAAF Form P/M8) is to be completed by the examining medical officer. Form AF Med. 1 and 1A and M256 (or RAAF Form P/M8) of all candidates are to be forwarded to the Medical Director-General.

16. The general physical examination for entry is, wherever possible, to be carried out by a Naval medical officer. Each candidate passing this test is to be referred for the ear, nose and throat and eye examinations to RAN specialists or consultants.

17. In each instance, at the completion of the examination, a record is to be made in the appropriate sections of Form M256 as to whether the candidate is fit or unfit, and each section signed in full by the examining medical officer.

18. When an individual is examined as a candidate for Naval flying and he is known to have been examined for Service flying previously, or to have served in one of the Armed Forces, the case is to be referred by the President of the Air Medical Board to the Medical Director-General for scrutiny of record.

19. In the above circumstances, a flying medical category is not to be given pending investigation.

20. In submitting such cases to the Medical Director-General, full details to assist in tracing previous Service history are to be furnished. Surname, full Christian names, official number in previous Service, date of entry and discharge from previous Service and date and place of previous medical examination are to be reported.

Glider Pilots and Glider Pilot Instructors. (AF Med. 1.)

21. The initial medical examination is to be carried out by a medical officer of one of HMA ships or establishments. No flying medical category, however, will be necessary but candidates are to be categorized " Fit/Unfit Glider Pilot and Glider Pilot Instructors ".

SECTION III.—MEDICAL EXAMINATION—SICKNESS—AIR MEDICAL BOARDS AFTER ENTRY.

22. Medical officers are responsible for ensuring that aircrews are at all times medically fit within the category allocated to them and will arrange examinations when considered advisable.

Annual Medical Examination. (Form AF Med. 1.)

23. Routine annual medical examination of all aircrew personnel is to be carried out. This is to include X-ray examination of the chest and an audimetric assessment on each occasion.

24. In order to effect as far as possible a reduction in the number of personnel employed on aircrew duties who have hitherto been found unfit to continue flying duties at a comparatively early age, for either medical or psychological reasons, medical officers are to conduct with particular care the annual medical examination and the medical boarding prior to re-engagement.

25. Personnel who are considered by the medical officer to be no longer physically fit for aircrew duties, or who are considered to be suffering from the effects of fatigue or stress, or who at the time of the examination conducted prior to re-engagement seem unlikely to retain sufficient health and stamina to continue flying until they are 40 years of age, are to be placed At or Bt as appropriate and recommended for medical boarding (*see* Section III, paragraphs 39 to 46).

26. In the case of personnel who are found to be medically fit for flying duties, the medical officer is to satisfy himself beyond doubt that the aircrew themselves, irrespective of age, feel fit to carry out their flying duties.

27. Any general remarks required to be made by the medical officer are to be recorded on Form AF Med. 1.

Other Medical Examinations. (Form AF Med. 1.)

28. Medical re-examination of members of aircrews is required on the following occasions—

(*a*) Before an officer or rating is permitted to resume flying duties after a period on the sick list or in hospital, which, in the opinion of the medical officer of the ship or establishment, may have caused him to fall below the requisite standard of medical fitness.

(*b*) After an aircraft accident when the squadron commander, or the medical officer, considers that the occupants of the aircraft, even if apparently uninjured, may be suffering or may later suffer from the effects of the incident.

(*c*) When members of aircrew are re-appointed for flying duties after a period of general service, they are to be examined as in paragraph 22. If more than three years have elapsed, a full medical examination is required as for entry.

(*d*) When an officer or rating selected for training as pilot has not commenced his flying training at an elementary flying training school or at any other place of flying instruction within six months of final medical examination for fitness for flying.

(*e*) When a member of aircrew is proved incapable of undertaking flying duties for psychological reasons. (Report on Form AF Med. 6 or AF Med. 10 required.)

(*f*) Prior to proceeding overseas for exchange service or flying courses.

29. These examinations will be carried out at a Naval air station, or in an aircraft-carrier, or by arrangement with the Medical Director-General.,

Sickness of Aircrew Personnel. (Form AF Med. 10 and AF Med. 14.)

30. When members of aircrews have been placed on the sick list or in hospital, Forms AF Med. 9, 10, &c., are to be raised.

31. On discharge of a patient from other than a Naval or Air Force Hospital, Form AF Med. 14 relating to the period in hospital is to be prepared by the receiving ship or establishment.

32. On discharge of the patient to duty, to hospital, or to a medical board, the flimsy copy of AF Med. 14 is to be inserted in Form AF Med. 4 which will be disposed of in the usual manner.

33. If, following sickness or injury, the medical officer does not consider that a medical board is necessary and that no revision of medical category is required, he is to note on Form AF Med. 14 under the heading *Conditions of Discharge*—" Medical category unchanged ".

34. When a case is referred to a specialist for consultation, the specialist's report is to be recorded on Form AF Med. 7 and signed by the Naval Medical Officer. Cases referred to a psychiatrist are also to have Form AF Med. 8 completed.

Reconsideration of Permanent Flying Medical Categories.

35. A flying medical category of Ap or Bp is to be recommended by an Air Medical Board only after full investigation when it is considered that the individual is medically unfit for further flying duties.

36. If, on the expiration of at least twelve months from the date of allocation of an Ap or Bp category, an officer or rating considers that he has recovered completely from his disability, he may submit to his Commanding Officer that his return to flying duties might be considered. If in the opinion of the Commanding Officer the submission is justified, the application is to be forwarded to the Naval Board with his covering remarks.

37. In the event of Naval Board approval being given, instructions regarding medical re-board will then be issued.

38. A flying medical category Ap or Bp is not to be given to Royal Navy personnel whilst serving in the Royal Australian Navy. If an RN officer or rating is considered permanently unfit for further flying duties by an Air Medical Board, he is to be given a category of At or Bt (unfit for flying whilst serving in RAN). Admiralty will be informed and his disposal determined by the Naval Board.

Air Medical Boards.

39. Aircrew personnel are required to be examined by an Air Medical Board under the following circumstances—

(*a*) When recommended by a medical officer in whose opinion there has been a definite lowering of the flying medical category.

(*b*) On discharge from the sick list or from hospital unless it is considered that the flying medical category remains unchanged.

(*c*) When any aircrew have remained in hospital in excess of four and a half months in order to determine the probability of their fitness to resume air duties.

(*d*) When it is proposed to discharge an RN officer or rating to the United Kingdom on medical grounds.

40. An Air Medical Board is to consist of two or more medical officers of whom the president is to be an officer of or above the rank of Surgeon Lieutenant-Commander qualified in air medicine.

41. Air Medical Boards will normally be held at Naval air stations or in aircraft carriers. These boards are primarily concerned with the flying medical category of an individual. If an Air Medical Board considers that an individual is unfit for ground duties as well as flying duties, the case will then be referred to a medical board of survey.

42. Form AF Med. 4 which is to include Form AF Med. 23 completed on the reverse side with detailed clinical notes, is to be forwarded to the president of the Air Medical Board to reach him prior to the appointed time of the board.

Interim Categories.

43. If an Air Medical Board considers that an individual will be fit for a permanent category in a few days and that a further board will be unnecessary, the category of, e.g., " A1/– in 14 days " may be given, but the finding is always to be qualified to show the category in the interval, e.g., " A1/- in 14 days, until then At/– ".

44. When sick leave is recommended in the interim, the category is to be read, e.g., " A1/– in 14 days until then At/–".

45. The whole category as described is to be stated fully on Forms AF Med. 23 and AM 255z.

46. A flying medical category Ap/– or Bp/– is not to be allocated by Air Medical Boards, but where an Air Medical Board considers that the member should be placed in this category, he is to be classified, e.g., " At/– pending receipt of Naval Board approval to the classification Ap/–".

SECTION IV.—MEDICAL DOCUMENTS.

47. The following forms are to be used on the occasions specified and all copies are to be serially numbered.

Form Number.	*Occasions for Use.*	*Method of Compilation.*	*Disposal of Forms.*
M171 (Medical Officer's Report of Aircraft Accident or Forced Landing)	After an aircraft accident or forced landing	In triplicate, completed and signed by the Medical Officer	1 copy for insertion in Form A25 1 copy to the Air Medical School, RANAS, Nowra for record 1 copy to be retained by Medical Officer
AF Med. 23 ..	When an Air Medical Board is held other than on entry	Card and flimsy to be completed and signed by all members of the Board	Both copies to be forwarded to the Medical Director-General who will insert flimsy into AF Med. 4
AM 255z ..	When an Air Medical Board is held other than on entry	4 Forms to be completed and signed	1 copy to Medical Director-General 1 copy to Secretary, Department of Navy (for DOA) 1 copy to Administrative Authority for President of the interviewing board 1 copy to Commanding Officer
M256 RAAF, Form P/M8	For medical examination of candidates as to fitness for flying	Completed by Final Medical Examining Board	To Medical Director-General

48. Medical officers are to ensure that Form AF Med. 4 and enclosures are disposed of immediately in accordance with paragraph 47.

49. On all forms under the heading "Branch or Trade" the nature of duties is to be indicated, e.g., pilot, observer, &c. If the officer or rating is under instructions, this should be added.

50. When members of aircrew join a ship or establishment and forms AF Med. 4 are not received from previous appointment, immediate steps should be taken to obtain their flying medical category, by signal, if necessary, before they are allowed to fly.

51. If medical documents are not received within a reaonable period, application is to be made to the previous ship or establishment for them. If they cannot be traced, application is to be made to the Medical Director-General with particulars of action already taken.

SECTION V.—MEDICAL STANDARDS FOR MEMBERS OF NAVAL AIRCREW.

52. The following flying medical categories are required on entry or transfer to aircrew duties—

(*a*) As pilot—A1/–, i.e., fit for full flying duties as pilot;

(*b*) As observer or aircrewman—B1/–, i.e., fit for full flying duties as observer or aircrewman.

53. In special circumstances these flying medical categories are modified in individual cases at the discretion of the Naval Board.

54. The medical examination of aircrew personnel is to be carried out in accordance with the procedure laid down in Air Publication 3299—"The Assessment of Employment Standards in the Royal Air Force".

55. The height, weight and leg length requirements for all candidates for Naval aircrew duties are as follows—

Height ..	..	64-ins. minimum. 78-ins. maximum.
Leg Length	..	39-ins. minimum. (pilots only).
Weight ..	..	200-lbs. maximum.

Under no circumstances can a candidate for aircrew duties be accepted whose height and leg length is even fractionally less than these standards. Border-line cases should be rejected.

56. The maximum limit of thigh length for both Pilot and Observer required to fly Sea Venom FAW Mark 53 aircraft is 26-ins. Thigh length is to be measured by one of the following methods—

(*a*) The candidate is seated upright in a straight backed chair with the sacrum hard up against the back of the chair, the legs flexed to 90° and the thighs horizontal. A measurement is then made from the back of the chair to a point level with the furthest projecting point of the patella.

(*b*) The candidate may be seated upright on the end of a table or examination couch with the lower legs hanging free over the edge. A board is pushed hard up against the sacrum and the thigh measurement recorded as above.

57. No aircrew member who has a history of spinal injury is to be allowed to carry out a test run on an ejection seat test rig for training purposes. Before aircrew are allowed to undergo ejection seat training, a careful examination is to be carried out for any spinal abnormality.

58. The physical and ENT assessments for fitness are laid down in Air Publication 3299 and are the same for all aircrew personnel, with the exception of visual standards.

59. Visual standards are shown in the following tables—

(*a*) *Visual standards on entry.* Refraction without mydriatic is to be carried out in all cases.

Flying Duties.	*Flying Medical Category.*	*Minimum Distant Vision.*	*NV*	*CP*	*Remarks.*
Pilot .. Observer and Aircrewman	A1 B1	6/6 6/9 The vision in the worse eye should be correctable to 6/6	D = 0.5 EE	Standard 1	Myopia or Myopic astigmatism is not acceptable. Fundi and Media must be normal. Fields of vision must be normal *Limits of Hypermetropia:* *In the better eye—* Hypermetropia of 1.5 deoptre. Simple hypermetropic astigmatism 0.75D. Compound hypermetropic astigmatism, the error in the more hypermetropic meridan must not exceed 1.5D of which not more than 0.75D must be due to astigmatism *In the worse eye—* Hypermetropia of 2.5D. Simple hypermetropic astigmatism 0.75D Compound hypermetropic astigmatism the error in the hypermetropic meridan not to exceed 2.5D of which more than 1.0D must be due to astigmatism

(*b*) *Ocular Muscle Balance*, applicable to pilots only.

Maddox Rod Test	Exophoria .. Esophoria .. Hyperphoria	0–6 Prism D 0–6 Prism D 0.1.0 Prism D	*Convergence (C)* 0–10 *c.m. Subjective convergence (S.C.)* This test is used as an aid in assessing (C). The point of binocular breakdown in S.C. is usually higher up the scale than in C, e.g. C = O c.m. S.C. = 13 c.m. Where the readings approximate, the ability of the candidate to maintain binocular vision under effort is strong, although the convergence itself may be border-line
Maddox Wing	Exophoria .. Esophoria .. Hyperphoria..	6° 3° 0.5°	*Accommodation*—This must be 11 c.m. or better. Allowance must be made for hypermetropia, and in the case of older men, for presbyopia
Cover Test ..	Exophoric and Esophoric Responses	Latent Div. RR Latent Con. RR	

Optically corrected Spectacles—supply of.

60. Correcting spectacles Mark 12 and 12A with plastic lenses may be supplied to pilots, observers and aircrewmen when recommended by a Naval ophthalmic specialist and approved by the Naval Board, in order to enable them to continue flying duties. This applies both to fully trained personnel who have suffered a deterioration in visual acuity after entry and are required to continue flying duties, and also to recruit members of the RAN aircrew.

61. In the case of observers and aircrewmen only, if the error of refraction is small, aircrew may continue flying duties on the recommendation of a Naval ophthalmic specialist. All other cases are to be made At or Bt pending medical and executive decisions by the Naval Board.

62. When a pilot, observer or aircrewman is found on examination to have a defect in vision, he is to be referred to a Naval ophthalmic specialist. Upon receipt of the report from the specialist a copy of Form AF Med 6 and specialist's report are to be forwarded to Navy Office by the Commanding Officer. These are to be accompanied by a report as to whether it is desired that the member should be retained for flying duties. When a member is recommended for retention on such duties, the report is to contain details of his flying experience.

63. The Commanding Officer will be notified of the Naval Board decision as to whether the member is to be retained on flying duties, and, if retention for flying duties has been approved, the Commanding Officer is then to arrange for the member concerned to proceed to Optical Prescriptions Pty. Ltd., 235 Macquarie-street, Sydney, taking with him an official order which is to be prepared by the Supply Officer, a Treasury Form 12, the prescription of the ophthalmic specialist, his flying helmets, both inner and outer and oxygen mask.

64. Three pairs of flying spectacles will be allowed on personal loan together with optically corrected lenses (two pairs clear and one pair tinted Crookes B2 or equivalent). When ready, the spectacles should be obtained from the suppliers and taken by the member concerned to the Naval ophthalmic specialist for checking and certification.

65. Upon receipt of certification of correctness of the corrected lenses prepared for the flying spectacles, the spectacles are to be taken on charge by the Supply Officer and issued in accordance with the accounting procedure for flying clothing. (*See* ABR 4, Article 2608).

66. A record is to be made on Flying Clothing Card (Form AS 1055) of the supply of optically corrected spectacles issued to the member concerned.

67. The supply of special spectacles at Departmental expense and the prescription for them are to be noted on Form AF Med. 7 as an additional enclosure to Form AF Med. 4. The medical categories of personnel supplied with specially corrected spectacles are at all times to be shown with the limitation " with corrected spectacles ", e.g., " A1 with corrected spectacles ".

68. A periodic check of the optically corrected plastic spectacles is to be made by the ophthalmic specialist at intervals of less than 12 months in order that any deterioration may be detected.

69. Upon relinquishment of flying duties by a member, he is to retain the spectacles.

Colour Perception.

70. Candidates for Pilot, Observer and Aircrewmen are required to attain Standard 1 colour perception.

Squint.

71. All cases of squint, however, slight, are unfit for Naval flying duties.

SECTION VI.—MEDICAL STANDARDS FOR GLIDER PILOTS AND PARACHUTISTS.

Glider Pilots and Glider Pilot Instructors, RAN.

72. The medical standards required are that the individuals—

(*a*) Must not suffer from any wound or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which might interfere with the safe handling of a glider under ordinary conditions.

(*b*) Must not suffer from any disease or disability which renders them liable suddenly to become incompetent in the management of the glider. There must be no evidence of kidney disease or cardiac lesion, nor must there be any clinical signs of degenerative disease.

(*c*) Must have a visual acuity in each eye, without glasses, of at least 6/60 correctable with glasses to at least 6/6 in each eye.

(*d*) Must have colour perception Standard 3.

(*e*) Must be able to hear a whisper at a distance of at least three feet. The middle ear must be healthy and the vestibular mechanism intact.

(*f*) Must be free tubal air entry through the nasal passages on both sides.

73. The record of the medical examination is to be made on Form AF Med. 1, a copy of which is to be signed by the examining medical officer and forwarded to the Medical Director-General. The flimsy copy of Form AF Med. 1 is to be placed with the member's Form AF Med. 4.

74. The assessment of the results of the examination will be fit/unfit glider pilot or glider pilot instructor, and in addition to a record of the assessment being made on Form AF Med. 1.

75. *Parachutists.*

(*a*) Applicants for training must not suffer from a disability, temporary or permanent, likely to interfere with or be adversely affected by a parachute descent.

(*b*) Visual acuity must not be below 6/12 in each eye (unaided). Colour perception is to be at least Standard III.

(*c*) There must be no history nor finding of otorrhoea, perforation of the tympanic membranes nor blocking of the eustachian tubes. The applicant must have normal hearing.

(*d*) Cardiovascular, nervous, respiratory and genito-urinary systems must be normal.

(*e*) The osseous arthritic and muscular systems must be normal and there must be no history of any abnormality of these systems.

(*f*) It is to be remembered as a general guide that the nearer a candidate is to the athletic agile type the less likely he is to suffer injury.

SECTION VII.—GENERAL.

76. If any officer or rating engaged in flying duties is found to be slightly below the standards laid down, but whose efficiency in his special duties has been maintained, the case is to be specially referred to the Medical Director-General. This refers to all systems and not visual standards in particular.

77. These standards may be modified in special circumstances at the discretion of the Naval Board.

78. In compiling the Medical Officer's Journal, aircrew are to be considered as part of the ship's company.

79. Under the heading " General Remarks ", welfare of aircrew should be discussed. A description of the flying carried out during the quarter and remarks on the reaction of flying personnel to varying climatic conditions should be included, with special reference to flying clothing and safety equipment generally.

80. All medical officers in charge of aircrew personnel are to be conversant with the provisions of Confidential Navy Orders concerning Naval aircrew personnel.

Fluorograph Examination.

81. The date and result is to be recorded on Form AF Med. 4.

Flying Log Book—Notation of Flying Medical Category.

82. Medical officers are to ensure that the current flying medical category of an officer or rating member of aircrew is recorded in his flying log book.

Pay Book (A43A).

83. The following medical notations are to be made in the pay book of RN personnel serving in the RAN—

(*a*) Flying Medical category;
(*b*) Inoculation and vaccinations;
(*c*) Blood group;
(*d*) Issue of first aid outfit;
(*e*) Fluorography result;
(*f*) Date of annual medical examination.

Medical Lectures to Aircrews.

84. Lectures are to be given to all aircrew on the following subjects—

(*a*) Oxygen and anoxia;
(*b*) Night vision;
(*c*) Hygiene in flying;
(*d*) First aid in flying;
(*e*) Decompression sickness;
(*f*) Instrument flying;
(*g*) Effects of high altitude flying;
(*h*) Effects of high speed flying;
(*i*) High altitude and high speed escape;
(*j*) Combat survival.

Carbon Monoxide Poisoning.

85. Instructions concerning cases of suspected CO poisoning are given in Navy Order 392 of 1961.

(MDG 327/251/6.)

(*Navy Order* 392 *of* 1961.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

COMMONWEALTH NAVY ORDERS

Navy Office, Canberra,
29th December, 1961.

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

By direction of the Naval Board.

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

11698/61.

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Section 2.
PERSONNEL.

UNCLASSIFIED.

942.—Ratings—Communication Branch Recommendations for the Instructor Rate.

The position regarding Communication Branch Instructor Training has recently been reviewed, and from the date of this order the following regulations are to apply.

2. Instructors may qualify at the Petty Officers' qualifying courses or Instructor short courses carried out at Flinders Naval Depot. Selection for the award of the Instructor qualification will be made in accordance with paragraphs 6 and 7.

3. Leading rates recommended for the Petty Officers' qualifying course in accordance with ABR 10 Article 1329 (1) (*i*) are also eligible to be recommended concurrently for the Instructor qualification. Even though a rating is not recommended for Instructor when initially recommended for the Petty Officers' qualifying course, this does not preclude him from a dual recommendation at a subsequent quarter before appropriation to the Petty Officers' qualifying course.

4. All ratings who hold a rate not below that of confirmed Petty Officer are eligible to be recommended for the Instructor short course. Ratings who have failed to obtain an Instructor qualification at a previous attempt are eligible to be recommended for a second attempt. However, recommendation is not to be made within 12 months of the initial failure. Failure at a second attempt will preclude a rating from further recommendation.

5. Recommendations for an Instructor qualification are to be reported quarterly on Form AS 1303A. Ratings must be volunteers and must show exceptional potential as Instructors. Appropriation for course will be in roster order subject to availability.

6. Ratings receiving dual recommendations (for Petty Officers' qualifying course and for the Instructor qualification) will, provided they show the necessary aptitude on course, pass the Petty Officer professional examination and are assessed by the Communication Division, Flinders Naval Depot, as suitable for the Instructor qualification, be reported as having qualified professionally for the Instructor rate.

7. Similarly, ratings who prior to commencing the Petty Officer qualifying course have not been recommended for Instructor but who show the necessary aptitude on course, pass the Petty Officer professional examination and are assessed as suitable for the Instructor qualification, may also be reported as having qualified professionally for the Instructor qualification.

8. Should a rating fail in not more than two subjects of the qualifying course (excluding practical exercises) and provided he is highly recommended by officers of the Communication Division, Flinders Naval Depot, he may be re-examined in those subjects in which he failed after a week's further instruction in each subject.

9. Basic date of passing an Instructors' course will be the last day of the quarter in which successful. (*See* ABR 10 Article 1330 (1) (ii)).

10. Results of Instructor Courses are to be reported on Form AS 161a.

11. Ratings who qualify as Instructors will be placed on a roster in accordance with their basic date. These ratings will not be eligible, however, for the award of the qualification and payment of the appropriate allowance unless they are confirmed as Petty Officers and vacancies for the Instructor rate exist.

12. When the Instructor qualification is authorized from Navy Office on Form DO 10a it will be necessary for the rating to be recommended by his Commanding Officer before the award is granted. ABR 10 Article 0403 refers.

13. ABR 10 Article 1332 will be amended.

14. Navy Order 1081 of 1959 is hereby cancelled.

(HPB 303/24/1.)

(*Navy Order* 1081 *of* 1959.)

UNCLASSIFIED.

943.—Service Clubs—Naval Establishments—Insurance and Security Requirements.

All Service clubs in Naval establishments which include facilities for entertaining guests are to take out insurance cover in the name of themselves and the Commonwealth of Australia against third-party claims for accident damage or loss.

2. Notices should be prominently displayed in the entrances to the club to the effect that all visitors using the club do so at their own risk and that the Commonwealth will accept no responsibility for loss, damage, accident, or injury, either inside or outside the club's premises.

3. An authorized route (or routes) using the safest and most direct approaches to the club from the Main Gate should be laid down for pedestrians and wheeled vehicles, and be clearly marked.

4. All visitors must enter the establishment by the Main Gate and be accompanied at all times when within the establishment but outside the club's premises. They must always use the authorized route between the Main Gate and the club and are not permitted to visit any part of the establishment not covered by the authorized route, even if accompanied. Notices to this effect should also be displayed in the entrances to the club.

5. It is important that all guests are seen off the premises at the end of a function.

(CNJA 108/1/36.)

UNCLASSIFIED.— Cancelled CNO. 55/63

944.—WRAN Motor Transport Drivers—Tests for Advancement to a Higher Rate.

It has been decided to introduce qualifying tests for advancement to Petty Officer Wran and Leading Wran Motor Transport Driver.

2. Tests will be conducted biannually for Petty Officer Wran MTD in the first week of April and the first week of October and for Leading Wran MTD in the first week of April and the first week of September. The actual dates of the tests will be promulgated by Navy Order.

3. The Commodore Superintendent of Training, Flinders Naval Depot, is the setting and marking authority for the written test. A statement of marks obtained in the practical test is to be forwarded with the worked papers of the written test.

4. The practical test is to be arranged locally and the examining officer is to be the Transport Officer of the establishment concerned.

5. The basic date of passing professionally will be the last day of the half year in which the test was passed.

APPENDIX.

1. The Syllabus for the test for advancement for Petty Officer Wran MTD will be as follows—

WRITTEN.

Time allowed—1 hour.

Subject.	Maximum Marks.
Regulating—General Regulating duties. Watchbills	20
Administration—Compilation of NMT Forms. Motor Transport records and their distribution. Thorough knowledge of RAN MT Instructions, ABR 5013 contained in Chapters 1 and 2 Articles 11–14 inclusive, 16–20 inclusive, Chapter 3, Chapter 5 and Chapter 6	50
Ceremonial Driving—Knowledge of pennants and stars, relative ranks, &c. Thorough knowledge of driving on ceremonial occasions	10
General—Map reading, road laws	20
	100

PRACTICAL.

General fault finding—ignition and fuel systems. Tyre and wheel changes, towing, ABC and D maintenance schedules. Driving test to be given by MT Officer or qualified Naval Driving Instructor.. ..	100
Total	200

Pass Mark—160 (to be adjusted in accordance with ABR 10, Article 0211).

2. The syllabus for the test for advancement to Leading Wran MTD will be as follows—

WRITTEN.

Short Answer Test.

Time allowed—1 hour.

Subject.	Maximum Marks.
Regulating—General regulating duties. Watchbills	20
Administration—Compilation of NMT Forms. Motor Transport Forms. Knowledge of RAN MT Instructions, ABR 5013, contained in Chapters 1 Articles 1, 2 and 10. Chapter 2, Articles 11 to 14, and 16 to 18. Chapter 3, Articles 21 and 23 to 26. Chapter 5, Articles 28 to 32, 34 and 35. Chapter 6, Articles 36, 37 and 40 to 42	50
Ceremonial Driving—Knowledge of pennants and stars, relative ranks, &c. Knowledge of driving on ceremonial occasions	10
General—Map reading, road laws	20
	100

APPENDIX—*continued.*

PRACTICAL.

Subject.	Maximum Marks.
General fault finding—ignition and fuel systems. Tyre and wheel changes. Towing. Driving test to be given by MT Officer or qualified Naval Driving Instructor	100
Total	200

Pass Mark—140 (to be adjusted in accordance with ABR 10, Article 0211).

(HPB 311/6/13.)

Section 3.

HULL, MACHINERY, EQUIPMENT AND STORES.

RESTRICTED.

945.—Switchgear—Change-over Switches, DC Automatic, Calibration of Selector Relay.

(*AFO* 1809/1961.)

Admiralty have indicated that some DC automatic change-over switches manufactured by Messrs. Laurence Scott and Electromotors Ltd., may operate at voltage levels outside the specified values after a long period of service and as a result, the adjustment of the calibrating spring on the selector relay may be suspect.

2. As far as can be ascertained from records held at Navy Office, HMA ships fitted with the abovementioned change-over switches are MELBOURNE, Battle Class Destroyers and " Q " Class Frigates (Converted Fleet).

3. For the information of the ships and dockyards concerned, the following information is promulgated—

(*a*) The calibrating springs are all checked at the maker's works against a standard and when initially set up in a relay the coupling adjuster is locked by two nuts which are also pinned to the screw.

(*b*) In order to assess whether other variations have occurred which may affect the calibration of the relay, the following contact spring pressures and air gaps are recommended—

(i) Armature movement measured at pole centre ..	0.075-in.
(ii) Gap between armature permanent air gap and pole face at pole centre with normally open (normal) contact just touching	0.020-in.
(iii) Pressure on normally closed contact	105 grm.
(iv) Pressure on normally open contact	140 grm.
(v) Pressure required to start armature curving measured on centre line of pole	1,250 grms.

4. It is emphasized that the above details should only be checked in instances of apparent difficulty in maintaining correct calibration.

5. Navy Order Diagram Issue No. 13/61 shows a diagrammatic arrangement of the selector relay.

(DEE 517/251/90.)

RESTRICTED.

946.—Guns (other than Aircraft)—OQF 4.5-in., Marks 3, 4, 4/1 and 5—Introduction of New design Ejector, Projectile.

(*AFO* 852/1961.)

The following modification is approved—

Gun	QF 4.5-in., Marks 3, 4, 4/1 and 5.
Parts affected	AT 294 EJECTOR, projectile, Mark 1—assembly. AT 424 EJECTOR, projectile, Mark N2—assembly. AV 135 STAVES end No. 63, Mark 1—assembly.
Purpose	To avoid jamming of the ejectors in bores of QF 4.5-in. guns and to improve union of staves.
Nature of modification ..	1. Provision of steel strengthening bush (AT 294 ejector, mark 1 only) and rear bearing ring; modification of stave to replace bayonet type socket with " D " type socket. 2. Provision of a muzzle guide. 3. Replacement of AV 135 Staves by AV 018 Staves.
Drawings	NOD3096, NOD 3096/1, NOD 3096/3, NOD 3096/4, NOD 3096/5, NOD 3096/7 — Modification of AT 294 Ejector and AT 424 Ejector to AT 489 Ejector NOD 3096/6—AT 726 Guide, muzzle for AT 489 Ejector. NOD 1445—Details of " D " type joint.
New Parts required ..	AT 726 Guide, muzzle. AV 018 Stave, end, No. 14, Mark 1—assembly. AW 388 Socket, stave joint, 1¾-in., Mark 2.
By whom to be done ..	Staffs of RAN Armament Depots.
When to be done ..	HMA ships—As soon as possible. RANADS—When convenient, but before issue.
Amendment to Schedule of Modifications, Pt. 1	QF 4.5-in., Mark 3, Add Serial No. 49. QF 4.5-in., Mark 4, 4/1, Add Serial No. 21. QF 4.5-in., Mark 5, Add Serial No. 34.
Changes in nomenclature	After modification of AT 294 and AT 424 Ejectors, the resultant ejector will be known as AT 489 Ejector, projectile, Mk. N3—assembly.
Changes in allowances ..	The allowance of 1 per ship of AT 294 Ejectors and AV 135 Staves shown in the NPB for QF 4.5-in., Marks 3, 4, 4/1 and 5 guns will be deleted. One of each per ship of AT 489 Ejectors, AV 018 Staves and AT 726 Guides will be inserted in lieu. HMA ships are to demand the new stores and, on receipt, are to return the old items to the nearest RANAD.
RAN Armament Depots only	AV 135 Staves returned by HMA ships are to be merged into stock.
Publications affected ..	NPB ships' Warrants and Vocabulary will be amended in due course.

(DAS 706/251/20.)

UNCLASSIFIED.

947.—Alteration and Addition Item—HMAS MELBOURNE.

The following alteration and addition item is approved for HMAS MELBOURNE—

Class List Item No. 142. *Classification* A.

Item: Aircraft Armament Workshop. One servicing bench for 20 mm Hispano Guns and High Pressure Air Line to bench to be removed.

Notes (*a*) Ship's staff item.

(*b*) Weight off to be reported on completion.

References: (*a*) HMAS MELBOURNE's Form AS 1182, dated 21st July, 1961.

(*b*) FOCAF's memo dated 16th July, 1961.

(DCNTS 1313/52/14.)

UNCLASSIFIED.

948.—Cathodic Protection—Testing of Bonding of Rudders and Propeller Shafting.

In order to ensure the efficient bonding of propeller shafts and rudders in cathodically protected ships, defect action is to be taken at each refit by ships so fitted to have the bonding checked by the Dockyard.

2. The method of checking the bonding shall be as follows—

(*a*) *Bonding of Propeller Shaft*—

(i) disconnect brush lead from ship's structure;

(ii) measure resistance between brush lead and shaft;

(iii) reconnect brush lead to ship's structure and insulate brushes from slip ring;

(iv) measure resistance between common brush connection and hull;

(v) remove insulation between brushes and ring;

(vi) check that sum of measured resistance does not exceed 0.001 ohms.

Note.—This test should be carried out as soon as practicable after the shaft has stopped rotating to avoid the formation of high resistant surfact films on slip ring and brushes.

(*b*) *Bonding of Rudders*—

(i) disconnect bonding cable from rudder bridge;

(ii) measure resistance between cable and rudder stock;

(iii) reconnect bonding cable to rudder bridge (tighten securely and lock to ensure effective contact will be maintained);

(iv) disconnect bonding cable from rudder stock;

(v) measure resistance between cable and rudder bridge;

(vi) reconnect bonding cable to rudder stock;

(vii) check that sum of measured resistances does not exceed 0.001 ohms.

3. The actual resistances measured in paragraphs 2 (*a*) (vi) and 2 (*b*) (vii) are to be recorded by ship staff on the first form AS 3070Z forwarded to Navy Office after completion of the refit.

(DEE 1209/51/78.)

Section 5.

BOOKS, CORRESPONDENCE, FORMS, STATIONERY.

UNCLASSIFIED.

949.—Form AS 1303A—Return of Communication Ratings (including Wrans) Recommended to Undergo Courses—Excessive use.

Attention is drawn to the high rate of expenditure of Forms AS 1303A, introduced *vide* Navy Order 405 of 1960. Demanding Authorities are to ensure that, in future, demands are kept to a reasonable level consistent with actual requirements.

(DNAS 464/54/129.)

(*Navy Order* 405 *of* 1960.)

Section 7.

CANCELLED LIST.

UNCLASSIFIED.

950.—Cancellation of Navy Order.

Navy Order 624 of 1961 which is now contained in IPI—AS37, is hereby cancelled.

(HPB 252/6/6.)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.

11698/61.—2

RESTRICTED
FOR OFFICIAL USE ONLY.

CNO 951/61.

COMMONWEALTH NAVY ORDER

Navy Office, Canberra,
29th December, 1961.

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

By direction of the Naval Board.

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

RESTRICTED.

11795/61.

RESTRICTED.

951.—Officers—General List—Amalgamation of the Engineering and Electrical Specializations.

(*AFO* 650/1961.)

The Naval Board have had under consideration the question of amalgamation of the Engineering and Electrical Specializations of General List RAN Officers into one Engineering List. The amalgamation of these specializations in the Royal Navy is already in progress.

2. For the following reasons it has been decided to implement a similar amalgamation in the Royal Australian Navy—

(*a*) It is the intention that RAN officers continue to obtain a large amount of their training in the Royal Navy.

(*b*) It is desired to retain as far as possible the interchangeability of RN and RAN officers as a means of broadening knowledge and experience.

(*c*) The amalgamation of the Engineering and Electrical Branches in the Royal Navy was brought about by the requirement for officers to be trained to cope with the rapid advances made in the post-war years in all forms of engineering, but particularly in the electronics and nuclear fields. With the increasing use of automatic controls, mechanical and electrical components have become so inter-connected in modern equipment that the original arbitary divisions between "E" and "L" could no longer produce the most efficient operational and maintenance techniques. Similar conditions also apply in the RAN.

3. Implementation of the amalgamation will be a gradual process, and cannot be achieved completely for some years until all officers serving have been suitably "cross-trained". However, it is intended that the first stages of the scheme should be introduced in January, 1962, and will include the adoption of the new nomenclature for Engineer and Electrical Officers.

4. A study of the present division of employment of Engineer and Electrical officers has shown that the proficiency and experience of each has been reduced by the wide scope of employment practised. As instances, the electrical specialist may serve in surface ship or air squadron; engineer specialists have all been trained primarily in marine engineering and despite virtual sub-specialization later into Ordnance, Air or Construction, each may later serve as a surface ship's Engineer Officer.

5. In future the young officer, immediately he has completed his academic course will undergo an application course to fit him for one of the main components of the Service-Ship or Fleet Air Arm—and will normally remain in one of them throughout most of his service as Lieutenant and Lieutenant-Commander.

6. In all except very small units there is a requirement for at least one mechanical and one electrical engineer. Although there will be little interchange of officers between these two fields, there is a number of appointments outside these fields, to which each group will contribute.

7. In air units the senior engineer borne, whether a mechanical or an electrical engineer, will in future be responsible for the whole engineering task. The junior officer, as his deputy, will gain sufficient experience of the complementary profession to become an effective Head of Department in a later appointment.

8. In most classes of surface ships, the engineering task is too widespread and varied for any one officer to have effective control. The task divides naturally into two self-contained functional fields, Marine Engineering, and Weapon and Radio Engineering. It has therefore been decided that a Marine Engineering department will in future assume responsibility for the propulsion, electrical power generation and distribution, and for all the common services. Marine Engineer Officers will be composed of a majority of mechanical engineers and a minority of electrical engineers, who have undergone an application course in marine engineering. This training will enable them to be fully interchangeable in Fleet appointments both in the junior and charge posts and in some shore appointments. Similarly, a Weapon and Radio Engineering Department will combine responsibilities at present divided between L and OE Departments and will be staffed by a majority of Electrical Engineers and a minority of Mechanical Engineers who have undergone an application course in weapons and radio engineering. Officers will be fully interchangeable in a similar manner to that of marine engineer officers.

9. Staffs of Flag and Senior officers will be re-organized, also gradually, to conform both to the new allocation of responsibility for material and to the Departmental alignments described in paragraphs 4, 5 and 6. Their structure will conform to administrative function, not to professional qualification. In the Fleet and the East Australia Area, a Fleet or Command Technical Officer will be assisted by Staff Engineer Officers each responsible for a particular function, e.g. Weapon and Radio Engineering or Marine Engineering and their titles will be changed accordingly.

10. Nevertheless, whatever ship or staff functional appointment they may hold, the senior mechanical engineer officer and the senior electrical engineer officer are to be regarded each as the ship's or staff's expert in his own profession; and his professional advice in this capacity should be sought as necessary on matters concerning standards and practices. But in this capacity these officers are advisers and the final responsibility remains with the Head of Department or staff officer concerned.

11. In the organization described above, each officer will broaden his technical knowledge progressively with experience. In the more senior ranks, Commander and Captain, the majority of posts require less detailed knowledge and more ability in technical administration. A proportion of these posts will be suitable for any senior engineer officer, though indoctrination may at times be necessary.

12. Although it is important that senior engineer officers should be efficient administrators, there is an equally important commitment to provide experts in comparatively narrow fields. Some junior officers will be given specialized training and employed on such work during their early service, and some will return for further appointments both as Commanders and Captains. The existance of, and need for, the expert technologist as well as the technical administrator is fully recognized and the promotion chances of the former on the General List will not be jeopardized because of his specialist employment.

13. *Professional Qualifications—Nomenclature.*—The Specialist designation describes the professional qualification, i.e. Eng. M or Eng. L. The Sub-specialist designation describes the function for which he is trained, e.g. (ME) or (AE).

Air Electrical Engineer	Eng L (AE).
Air Mechanical Engineer	Eng M (AE).
Surface Ship Marine Engineer	Eng L (ME) or Eng M (ME)
Surface Ship Weapon and Radio Engineer ..	Eng L (WR) or Eng M (WR).

In cases where officers are given cross-training to move them from one sub-specialization to another, they will have an additional suffix. For instances an Eng M (AE) would, after an acquaintance course to Surface Ship Marine Engineering, have (ME) after his name as well as (AE).

Specialist Identification of Officers.

14. Future officers trained in accordance with the principles outlined in paragraph 5 will all be identified in the Navy List as in paragraph 13.

15. As from 1st January, 1962, officers now serving will be annotated Eng M or Eng L in place of the existing E and L.

16. Sub-specialist qualifications listed against Commanders and below will remain as at present until the new nomenclature is allocated to them (except for (ME) and (AE) which remain the same), which will be done in the following circumstances—

(*a*) *Surface Ships*—when an officer—

(i) has completed the full cross-training course, or

(ii) has completed an acquaintance course and carried appropriate responsibilities in a sea appointment and thus acquired cross-training by practical experience, or

(iii) has previously completed advanced courses or has had recent design or sea experience of modern systems to such an extent that he would benefit little from further courses.

(*b*) *Fleet Air Arm*—where it is clear from an officers' past training and experience that his expert knowledge relates to this field.

17. Although, as has already been stated, future officers will normally have their employment as Lieutenant or Lieutenant-Commanders restricted to the field in which they have been trained, existing officers who are now eligible for employment in more than one field will not necessarily be any more restricted in the scope of their future employment than in the past, whether they have been re-catagorized or not. Their suitability for future employment in any field in which they have previously qualified will be a matter for assessment by the Naval Board.

Special Duties List Officers.

18. The amalgamation will bring only those changes in the terms of employment of Special Duties List Officers which are necessary to meet the new functional organization—

(*a*) *Air Engineering*—SD officers (AL) (AR) (AE) and (AO) will continue to be employed as before, although any officer who is appointed as the senior engineer officer in a squadron or unit will be given a short cross-training course.

(*b*) *Surface Ship Engineering*—

(i) SD officers (OE) and (R), will be employed in the Weapon and Radio Engineering Departments of ships. They will not be given any additional cross-training or carry responsibilities differing from those in the past except in the case of those who are appointed as Head of Department (or deputy head in a larger ship). In the latter instances appropriate cross-training will be given.

(ii) SD officers (ME) will continue to be employed afloat as before. A proportion of SD (ME) officers will continue to be appointed as head of the marine engineering departments of smaller ships and these will be given appropriate cross-training in electrical engineering.

(iii) SD (L) officers will in future be appointed to both the weapon and radio departments of ships and the marine engineering departments of larger ships. Where an officer's existing qualifications and experience fit him for employment in either of the two departments, his future will not necessarily be restricted to one or the other, and where he is appointed as head of department (or deputy head in a larger ship) appropriate cross-training will be given.

Implementation.

19. The amalgamation will start on 1st January, 1962, and will be progressed as officers trained or experienced in the new departmental responsibilities become available for Fleet appointments.

Surface Ships.

20. The aim is to introduce the new organization as ships or air squadrons commission or re-commission or when the heads of the present engineering and electrical departments are relieved. In the early stages of implementation cross-trained officers will not always be available, and in these cases, appropriate appointing action will be taken to indicate the responsibilities intended for the officer. After sufficient cross-training experience has been obtained in the new appointment, it may be possible to amend the terms to cover the wider field of responsibilities.

Re-organization of Staff Duties.

21. The timing of the progressive re-organization of the Technical staffs will depend upon the rate at which units of the command are re-organized. It is intended to maintain staffs at their present level so as to ensure proper technical oversight and direction during transition of units to the new organization. Changes in staffs will be made by appointing action following consultation with the Flag Officer concerned.

Cross-training Requirement during Transitional Period.

22. Re-organization of all units of the RAN will take from two to three years, but the cross-training of individual officers will continue for about six years. The initial engineering training of General List officers is being adjusted and the first officers so trained will reach the RAN during the next year.

23. In many cases, officers have considerable experience of the additional engineering responsibilities they will have to shoulder, particularly in the Weapon and Radio Engineering field. Standard courses for such officers will be adjusted accordingly or may be considered unnecessary, especially in cases where pre-commissioning training courses have been planned.

Air Engineering.

24. As the individual boundaries of employment as Lieutenants or Lieutenant-Commanders are to remain substantially unchanged, the only requirement for extra training will be an acquaintance course to enable an engineering or electrical officer appointed as Head of Department to have a fuller understanding of his wider responsibilities.

Surface Ship Engineering.

25. In the re-distribution of responsibilities to form two departments, each engineer must possess the knowledge to control equipment for which he has not, as yet, obtained the basic engineering background. The new Marine Engineer Officer, for instance, will control the electrical power and distribution, and the virtual amalgamation of the present L and OE officers to weapon and radio engineering means that some officers will be deficient in radio, and some in ordnance engineering knowledge.

26. Cross-training courses are listed in the Appendix.

27. High priority will be given to starting OE and L conversion courses, even at the expense of leaving some complement billets unfilled, so that full interchangeability between OE and L officers in the Weapon and Radio engineering field can be achieved as early as possible.

28. To cross-train all existing officers to meet the new demarcation of responsibilties would prove excessively expensive in manpower. It is not considered necessary to cross-train officers for shore appointments, even if they could be made available, and these posts will continue to be manned as in the past. As cross-trained officers become available from sea, some changes may be made in the scope of their responsibilities in shore appointments. However, cross-training is generally necessary for all officers taking up sea appointments in ships under the new organization. As the total amount of technical knowledge under the new organization in ships will not be reduced, although it may be redistributed departmentally, training can be limited initially to officers appointed to sea as Heads and Deputy Heads of departments. Electrical engineering support, in the Marine Engineering Department of large ships will be provided in the initial stages by the appointment of Eng. L or SD (L) officers.

29. Similarly, as a temporary expedient some Weapon and Radio engineering posts will initially be filled by Eng. L officers who have been given only a short Ordnance course.

30. Further instructions will be issued giving more specific details for departmental re-organization, with particular reference to—

(*a*) Details of responsibilities and their demarcation.

(*b*) Transfer of stores, spare gear and portable fittings, &c.

(*c*) Allocation of Electrical officers and ratings to the Marine Engineering department and responsibilities for their sea training.

(*d*) The amalgamation of Ordnance and Electrical officers and ratings into the Weapon and Radio Engineering Department.

(*e*) Ships carrying one Engineering Officer.

31. RI will be amended in due course.

APPENDIX.

CROSS-TRAINING COURSES.

(*a*) Present (ME) Engineer Officers to Marine Engineer	8 weeks electrical training.
(*b*) Present (L) Officers to Weapons Radio Engineer	16 weeks ordnance training.
(*c*) L Commanders to Weapons Radio Engineer ..	5 weeks acquaintance in ordnance.
(*d*) OE Officers to Weapons and Radio Engineer ..	10 weeks radio training
(*e*) OE Commanders to Weapons and Radio Engineer	5 weeks acquaintance in radio.

2. Special courses will be arranged for Special Duties List officers before taking up charge appointments. These will vary in length according to the appointment and experience of the officer. For the ME (SD) the course will consist of the standard eight-week electrical training given to GL officers, preceded by a four-week preliminary course in basic electrical engineering.

3. The Director of Officers Appointments will arrange for the necessary cross-training of officers prior to taking up their new appointments.

(DOA 303/201/2.)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.