A.N.O.'s
1966

REGISTRAR.

ANO's 1-16/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
4th January, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

15498

CONTENTS

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

1—Issue of Navy Orders—1965

The last Navy Order issued for 1965 was No. 795.

(CEO (GS) 47/8/7)

UNCLASSIFIED

2—Contract Board—Calling of Public Tenders for Supplies and Services Required by RAN

In the preliminary stages, in a recent case in regard to arranging a contract for performance of a service to meet a Departmental requirement, the action taken was not strictly in accordance with the laid down procedure and subsequently this omission was the subject of criticism by the Contract Board, Department of Supply.

2. It is pointed out that the Contract Board is the statutory authority for the procurement of all supplies for the Defence Forces and is responsible, inter alia, for arranging for performance of services for this Department.

3. It is appreciated that, before seeking approval of competent authority, certain investigations are required to be made which may require seeking information from likely tenderers. Whilst this may not always be unavoidable it should be kept in mind during any enquiries of this nature that it is a fundamental principle of competitive tenders that all firms likely to be invited to quote should have absolute equality of opportunity. Information which is not made available to all firms should not be given to an individual potential contractor.

4. In accordance with Treasury Instructions (13/22) consideration is aslo required to be given to the likelihood that a similar or suitable substitute already exists for the type of contract required. Consideration along these lines should take cognisance of the fact that the Contract Board may already have undertakings which provide for a similar contract as that required, if not for this Department, then for the other Defence Services and Department of Supply.

(DNAS 111/1/45)

UNCLASSIFIED

3—HMA Naval Establishments, London and Washington—Re-naming

It has been decided that with effect from 1st January, 1966, HMA naval establishments in London and Washington are re-named HMAS CARPENTARIA and HMAS WARATAH respectively.

2. Amending postings will be issued. There will be no change in present accounting arrangements.

3. Badges and mottoes are being prepared.

(DCNP 37/3/148)

Section 2

PERSONNEL

UNCLASSIFIED

4—Higher Duties Allowance

In future, where a member temporarily performs the duties of a higher position whilst the normal occupant is absent on duties associated with the performance of the normal duties of that position, payment of Higher Duties Allowance may be authorised if, in the opinion of the Approving Authority, the normal occupant is inaccessible for consultation purposes on other matters.

2. Approving Authorities, however, are to examine very carefully the necessity for a member to act in a higher position where the normal occupant is absent on duties which form part of his normal duties. Where it is accepted that another member must act in these circumstances the Approving Authority is to examine the extent to which the relieving member accepts the additional responsibility.

3. Approving Authorities are also to examine the extent to which a member acting in a higher position can and does accept any long term functions of the position. Non-acceptance, however, of long-term responsibilties does not necessarily mean that payment of Higher Duties Allowance may not be approved if, for example, the necessity to accept those responsibilities does not arise during the period of relief.

4. IPI will not be amended but these provisions will be incorporated in ABR 5020, Naval Pay Instructions, which will be issued shortly.

(HPB 252/10/17)

UNCLASSIFIED

5—Medical, Hospital and Dental Treatment for Families of United Kingdom Personnel in Australia

Navy Order 458 of 1965 is to be amended as follows—

Paragraph 20

Delete existing Paragraph 20 and *insert*—

(*a*) Dental expenses may be reimbursed in accordance with the scale agreed upon between the Services, the Repatriation Department and the Australian Dental Association. These fees are contained in Navy Order 595 of 1965.

(*b*) Reimbursement of expenses incurred in respect of gold inlays, crowns and bridgework, or extensive periodontal treatment will not be effected unless the approval of the Medical Director-General or his authorised representative is obtained prior to the commencement of treatment. Such approval may be authorised only after the most stringent investigation of clinical necessity and not for cosmetic reasons or for the patient's personal preference.

(*c*) Reimbursement will be approved only for the supply of emergency dental treatment during the three months period prior to the claimant returning to the United Kingdom.

Pargaraph 24

(*b*)(i) *Delete* existing paragraph and *insert*—

Royal Navy Loan and Exchange Personnel.

Claims are to be certified as to correctness by the Naval Medical/Dental Officer and processed and paid by HMA ships and establishments in the normal manner. Where a Naval Medical/Dental Officer is not borne, claims are to be forwarded to Command Medical/Dental Officer, East Australia Area.

(*b*)(ii) *Delete* existing paragraph and *insert*—

Fourth Submarine Division Personnel.

Claims are to be certified as to correctness by the Command Medical/Dental Officer, East Australia Area, and forwarded to Commander (S/M), Fourth Submarine Division, for payment. These amounts will be recovered by Ministry of Defence (Navy) in a quarterly claim on the Commonwealth.

(MDG 156/51/23)

(*Navy Orders 458 and 595 of 1965*)

UNCLASSIFIED

6—Motor Transport Maintenance—Policy

The policy for the maintenance of Motor Transport in the RAN is as described below—

(*a*) Maintenance of MT vehicles carried in HMAS MELBOURNE is the responsibility of the Air Engineer Officer. In all other ships the Marine Engineer Officer is responsible for maintenance of such vehicles. Full use is also to be made of the maintenance and repair facilities provided at Bunnerong by the Director of Naval and Air Stores.

(*b*) Maintenance of MT vehicles allowed in HMA naval establishments is the responsibility of the Marine Engineer Officer, or other officer borne for such duties, who is to make full use of the Marine Engineering or other sailors posted for MT maintenance duties, and is to arrange for maintenance work outside the capacity of the Naval personnel borne to be undertaken by Commonwealth Government Repair Workshops, or approved civilian contractors, as appropriate.

2. MT maintenance billets in shore establishments are in general intended to be filled by Marine Engineering Branch Artificers and Mechanicians, but other sailor categories may be posted to fill such billets whilst shortages exist. Sailors selected for vehicle maintenance duties should undergo the Motor Transport Maintenance Course, conducted in HMAS ALBATROSS, which is designed to

supplement the trade skill of the sailor concerned sufficiently to permit him to carry out MT maintenance. Sailors posted to HMAS MELBOURNE for MT maintenance duties should also undergo the course if necessary. Details of the course are given in ABR 27, Article 0507.

3. MT maintenance courses are listed in the sailors' course navy order and Captains of HMA ships and establishments should arrange through administrative authorities for sailors to undergo the course at HMAS ALBATROSS.

4. The service documents of sailors who successfully complete the Motor Transport Maintenance Course are to be noted "Qualified Motor Transport Maintenance" and Forms AS 161 (*a*) are to be forwarded reporting the change.

(DMT 311/4/151)

UNCLASSIFIED

7—Re-engagements of Sailors of the Permanent Naval Forces

This order sets out the Naval Board's revised re-engagement policies. In framing these policies the Board have had regard both to the amendments made to the Naval Defence Act in 1964, and to the desirability that sailors should re-engage to protect their interest to maximum furlough and DFRB benefits in respect of their completed engagements.

2. All re-engagements are to take effect from the day following the date of expiration of the current engagement, which means that the period will be calculated in years only, except where a sailor is required or wishes to re-engage as follows—

(*a*) for a course of instruction;

(*b*) to come back into the pattern after re-engaging for a course of instruction;

(*c*) to serve to retiring age;

(*d*) to complete twenty years service over the age of twenty years; and

(*e*) to include a period of service defined as non-effective under the DFRB Act or defined as inadmissible under the appropriate furlough regulations.

3. It is in the personal financial interests of sailors when re-engaging to cover any period of non-effective and inadmissible service in their previous engagements. Requests for re-engagements should therefore be made with this intention foremost in their minds. Details of non-effective and inadmissible service, and the effect of such service on retiring benefits, are contained in the appendix to this order.

Note: Where it is desired to re-engage to cover a period of non-effective or inadmissible service, a re-engagement for this purpose can only be effected concurrently with a normal re-engagement period or a special re-engagement under Paragraph 2 (*a*) to (*d*) of this order.

Normal Pattern of Re-engagement

4. Re-engagements are to be made as set out in the following pattern, except where variation is required to meet the circumstances described in Paragraph (2) of this order—

(*a*) *Initial Engagement*	*First Re-engagement Period Open to Sailor*
(i) 6 years	3 years; or 6 years
(ii) 8 years	4 years
(iii) 9 years	3 years
(iv) 12 years	To complete 20 years service over age 20 years or 3 years

(*b*) *Engagements Subsequent to First Re-engagement*	*Subsequent Re-engagement Period Open to Sailor*
(i) Where 9 years service has been completed	3 years
(ii) Where 12, 15 or 18 years service has been completed	To complete 20 years service over age 20 years or 3 years
(iii) Where 20 years service has been completed over age 20 years	4 years followed by periods of 3 years to retiring age, the last period being adjusted if necessary to ensure retirement at normal retiring age
(iv) Where 21 years service has been completed	3 years followed by periods of 3 years to retiring age, the last period being adjusted if necessary to ensure retirement at normal retiring age

5. Service for the purpose of the last preceding paragraph is to be calculated from date of entry or re-entry, except where a sailor desires to re-engage to complete twenty years service over age twenty years.

Re-engagement for Courses of Instruction, Etc.

6. The periods of service required by sailors to enable them to undergo courses of instruction are contained in RI Article 0824. If the period from date of expiration of a sailor's current engagement to the date to which he would normally be required to re-engage for a course of instruction, or an oversea posting, is less than three months, re-engagement will not be necessary.

7. When a sailor was required to re-engage for a course of instruction or an oversea posting and the period then effected was not in accordance with the pattern at Paragraph (4) of this order, his next re-engagement period must be of such duration as to re-establish the general pattern, but in this instance he will not be permitted to re-engage for a period of less than one year. If the period involved is less than one year the re-engagement must be effected to comply with the next available engagement period under the pattern.

8. Applications for re-engagement in respect of courses of instruction, oversea postings or sea service are to be made by signal as early as practicable after receipt of the relevant Posting Note. Further, the re-engagement must be finalised, i.e., Form AS 55 completed and forwarded to Navy Office prior to

departure of the sailor for his new posting, or for leave and posting. Bearing this in mind the Naval Board are to be advised by signal where a sailor's posting has not been effected because of failure to re-engage.

Long Service and Good Conduct Medal

9. If a sailor qualified by service for the award of the Long Service and Good Conduct Medal, is precluded from the award because he is not serving on an engagement to complete twenty years service over the age of twenty years, he may apply to re-engage to complete this period at any time after qualifying by service for the award.

10. Sailors with breaks in service who are eligible by time and conduct for the award of the Long Service and Good Conduct Medal, may similarly re-engage at any time after completing fifteen years admissible service. The re-engagement open to such sailors will be to complete twenty years service over the age of twenty years excluding time out of the service.

Minimum Period of Re-engagement

11. Formerly the minimum period of re-engagement was two years. Under the amended Naval Defence Act the two year minimum period has been abolished. In certain cases, e.g., those referred to in Sub-paragraphs (*a*) and (*b*) of Paragraph (2) of this order, re-engagements for periods of less than two years may be approved.

Applications

12. In order to reduce signal traffic applications for re-engagements should be made on the revised Form AS 459Y, which has now been reprinted and issued to all ships and establishments. However, special cases involving urgency, e.g., courses of instruction, etc., are to be made by signal in accordance with RI 0825 (3). Where applications are made by signal it is not necessary to forward Certificates of Service with Forms AS 55. Forms AS 459Y, accompanied by Certificates of Service, should, as far as possible, be despatched to reach Navy Office at least six months prior to expiration of the sailor's current engagement.

13. Pending promulgation of the necessary amendments to Regulations and Instructions, Chapter 8, Section 2, this order is to be read in conjunction with the instructions contained in that section.

14. Navy Order 379 of 1964 is hereby cancelled.

APPENDIX

Non-effective and Inadmissible Service

Non-effective Service

Non-effective service, defined in Section 4 of the DFRB Act, means any period of service of the member exceeding 21 consecutive days during which the member was—

(*a*) on leave of absence without pay;

(*b*) absent without leave;

(*c*) awaiting or undergoing trial on a charge in respect of an offence of which he was later convicted; or

(*d*) undergoing field punishment, detention or imprisonment.

Effect on DFRB

2. *Gratuity Entitlements.* When determining the amount of service for pension of a member for the purpose of establishing a gratuity entitlement under any of the provisions of the Act all periods of non-effective service including any period of leave without pay in excess of 21 days are deemed to be service for pension. However, the amount of the gratuity payable is reduced pro rata in respect of periods of non-effective service, e.g.—

> If a contributor has completed a twelve year engagement during which he was absent for six months, he is deemed to have completed twelve years service for pension and is entitled to gratuity at the rate of £50 ($100) p.a.; the amount of gratuity payable, however, is only £575 ($1150), i.e., 11½/12 of £600 ($1200).

3. *Advance Gratuity (Section 42A).* Where a member, whose initial engagement includes a period of non-effective service, wishes to re-engage to establish an entitlement to the benefit payable under Section 42A of the DFRB Act (i.e., payment of £300 ($600) advance gratuity on completion of six years service) he must re-engage to complete twelve years service exclusive of the period of non-effective service. Further, it is to be noted that this advance gratuity is taxable in full, i.e., the concessions under Section 26 (*d*) of the Income Tax and Social Services Contribution Assessment Act, do not apply.

4. *Pension Entitlements.* When determining the amount of service for pension of a member for the purposes of establishing a pension entitlement under any of the provisions of the Act conferring pension benefits on members, all periods of non-effective service, other than a period of absence without leave in excess of 21 days, are deemed to be periods of service for pension. Thus a sailor whose engagement expires on his 40th birthday and whose service has been continuous from or prior to his 20th birthday but was in desertion for three months after his 20th birthday, would not be eligible for a pension if he were discharged EE on his 40th birthday. He has in effect completed only 19 years 9 months service for pension and would have to re-engage to establish a right to pension.

5. **Inadmissible Service**

Inadmissible service for the purpose of the Furlough Regulations means any period involving loss of man's time, i.e., a period during which a member was—

(*a*) on leave without pay;

(*b*) in civil custody; or

(*c*) absent without leave.

(HPB 307/4/6)

(Navy Order 379 of 1964)

UNCLASSIFIED

8—Religious Denomination—Noting on Medical History Documents

The religious denomination of personnel is to be noted on medical history documents. This information is to be recorded on the top right hand corner of the Medical Envelope, AF Med. 4, at present in use.

2. A box has been provided for the recording of religious denomination on the top right hand side of the revised print of Form AF Med. 4. It is expected the revised form will be available for use early in 1966.

(DPS 323/1/22)

UNCLASSIFIED

9—Use of Public Road Transport

Members of the Royal Australian Navy travelling on leave or duty at departmental expense may travel by public road transport, provided the normal conditions of travel are complied with and where this mode of transport is considered the most appropriate having regard to the convenience and the expenditure of public moneys.

2. IPI 190/30, 228/1 and 228/16 should be noted. These instructions will be amended and incorporated in Naval Pay Instructions.

(HPB 187/1/191)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

10—Alteration and Addition Item—HMAS ANZAC

The following Alteration and Addition Item is approved for HMAS ANZAC—

Class List Item No. 166. (Ex TDL " AD ").

Item: To fit one in No. AP12599 microphone (complete with AP12942 microphone holder) and one in No. AP32031 loudspeaker at station 82, deck 1 (starboard). Microphone and loudspeakers to be connected to the armament broadcast.

Topweight compensation for this item is not required.

Reference: HMAS ANZAC Form AS 1182 dated 7th October, 1965, forwarded under cover of FOCAF AF 1912/53 dated 25th October, 1965.

(DMED 1215/53/170)

UNCLASSIFIED

11—Dried Yeast—Introduction of " Centage Crown " Yeast

" Centage Crown " is a high quality bakers' yeast imported from the United Kingdom which will keep fresh in cool, non-temperature controlled storage for twelve months if vacuum packed and for three months if non-vacuum packed. It requires no fermentation and it can, therefore, be used satisfactorily with all methods of breakmaking, including " No Time Dough " and " Breadmix " techniques described in Navy Order 704 of 1965, and under any conditions likely to be experienced in the RAN.

2. It has been decided, as a result of successful trials, to adopt " Centage Crown " yeast as a substitute for the dried yeast currently supplied, which requires fermentation before being introduced to the flour mix, and as an alternative product to compressed yeast.

3. Under normal conditions only 8-ozs. of " Centage Crown " dried yeast are required to 100-lbs. of flour. This yeast is available, on demand, from Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney, in 50-lb. non-vacuum packed drums and 28-lb., 7-lb. and 2-lb. vacuum packed cans.

(D of V 912/64/83)

(Navy Order 704 of 1965)

UNCLASSIFIED

12—Naval Stores—Introductions—Insulation, Pipe Covering, Thermal, for Hot Piping Systems

(DCI (RN) 1060/1965)

Items Concerned. The following items have been introduced—

NATO Supply Classn.	*Pattern No.*	*Description*		*Denom.*	*Acctg. Status*
		Insulation, Pipe Covering, Thermal, for hot piping systems, scrim cloth covered, without fixing bands, in half pipe sections 3-ft. long.			
		For Pipe Size	*Thickness of Insulation*		
5640	0414/923-1551	¼-in. nominal bore, 0.596 in OD	½-in.	No.	C
5640	0414/923-1552	¾-in. nominal bore. 0.846 in OD	½-in.	No.	C
5640	0414/923-1553	1-in. nominal bore, 1.112 in OD	½-in.	No.	C
5640	0414/923-1554	1¼-in. nominal bore, 1.362 in OD	½-in.	No.	C
5640	0414/923-1555	1½-in. nominal bore, 1.612 in OD	½-in.	No.	C
5640	0414/923-1556	2-in. nominal bore, 2.128 in OD	½-in.	No.	C
5640	0414/923-1557	2½-in. nominal bore, 2.628 in OD	½-in.	No.	C
5640	0414/923-1558	3-in. nominal bore, 3.144 in OD	½-in.	No.	C

These items were formally known as " Mineral Fibre Rigid Pipe Sections " and numbered as Patterns 0414/414064-0414/414071.

2. **Purpose.** For insulation of hot piping systems up to 180° F.

3. **Instructions Regarding Use.** The pipes to be insulated are to be fitted with the preformed sections, wrapped in asbestos cloth or cotton canvas fitted length wise on the straight and " bandage " fashion on bends, stuck at the seams with an approved adhesive and painted with two coats of Spartan plastic CM 160-164 in accordance with ABR 19, Article 6002 (12) and Form AS 1188.

4. **Supply Arrangements.** To be demanded by Yard Officers.

(DNAS 512/56/294)

RESTRICTED

13—Seacat Drill Missiles Held at Singapore on Royal Australian Navy Account

Two No. Seacat drill missiles are being made available at Singapore on Royal Australian Navy Account, and should be demanded from the Superintending Armament Supply Officer, Singapore, as and when required by HMA ships serving in the Strategic Reserve.

2. The missiles are to be returned to Singapore before HMA ships return to Australia.

(DAS 700/255/46)

UNCLASSIFIED

14—Uniforms—Shirts, White, Tropical, for Class I and Class III Sailors

The white tropical shirts, Catalogue Nos. 35470-80, for Chief Petty Officers, referred to in Navy Order 46 of 1965, are now available on demand from the Superintending Victualling Store Officer, Royal Edward Victualling Yard. The issuing price is £1 15s. 4d. ($3.53) each.

2. Gilt collar badges for wear by Chief Petty Officers will not be available until April/May, 1966. Availability and issuing price will be notified by navy order.

3. These shirts will also be worn by Class III sailors who will be required to provide themselves with two shirts in the course of normal uniform replacement. Rank badges will be worn as at present.

4. Shirts, white, tropical, Catalogue Nos. 35455-60, in the possession of Chief Petty Officers and Class III sailors may continue to be worn until ~~31st March, 1967, or until replacement is required~~ replacement is required on and after 31st March, 1967, or the earlier

N.O. 115/66

5. On receipt of supplies of the new pattern shirt, HMA ships and establishments are to return stocks of shirts, Catalogue Nos. 35455-60, to Royal Edward Victualling Yard.

6. Consequent on the introduction of the new pattern shirt, the following outfit allowances will be payable as from 1st January, 1966—

	£	s.	d.	$
(*a*) To Petty Officers with one years service as such and confirmed in that rank and required to change from Class II to Class III uniform	56	3	6	112.35
(*b*) To Petty Officer Musicians with one years service as such and confirmed in that position	60	16	0	121.60
(*c*) To Artificers 3rd Class (ex-apprentices) promoted to Acting Artificer 2nd Class (PO Status)	10	13	3	21.32

7. ABR 93, Part II, Section 2, Scales 3 (*a*), (*e*), (*g*) and (*h*), and Naval Pay Instructions, will be amended.

(D of V 917/96/61)

(Navy Order 46 of 1965)

UNCLASSIFIED

15—369079—Cartridges, Engine Starter No. 8—Re-use of Pressurised Cartridges

When the first cartridge in a twin breech starter is fired, the remaining cartridge in the breech is subjected to considerable heat and is thereby rendered sensitive to further heat. Any repetition of this applied heat may result in the second cartridge firing simultaneously with the first.

2. Every effort is to be made to ensure that 369079 cartridges which have been subjected to pressurisation in a starter breech are used instead of returning them to an RAN Armament Depot. This is necessary to ensure economy in the replacement of such cartridges.

3. When a pressurised cartridge is removed from the starter it may only be refitted in company with an expended cartridge. At any time the starter should house either two new cartridges or one pressurised and one expended cartridge.

4. Air Publications AP (RAN) 14, 26, and AP 1181C, Vols. 1 and 6, have been amended.

(DAS 726/51/51)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

16—Naval Stores—Publications—Transfer from Electrical Officers Part 1 and Engineer Officers Lists of Equipment, Etc., to BR Account

Instruction books which are currently accounted for on "G" pages in Electrical Officers Part 1 and Engineer Officers Lists of Equipment, etc., are in future to be dealt with in the same manner as other Books of Reference and are to be accounted for in accordance with ABR 4, Chapter 25. In addition, for the information of Departmental Officers, a manuscript list of non-accountable publications is to be maintained with the Permanent Loan List.

2. The transfer is to be effected as detailed in the following paragraphs.

3. Existing ships and establishments will be converted to the new system by Naval Stores Inspecting Officers during their next inspection. Books which are currently on charge on the "G" pages will then be classified as accountable or non-accountable by the Inspecting Officer and those classed as accountable transferred to the BR Account by Forms AS 549. A list of non-accountable books will be raised for inclusion with the Permanent Loan List. Forms AS 197 will be raised to *delete* all the books from the Lists of Equipment, etc. Books received after promulgation of this order are to be dealt with in accordance with ABR 4, Chapter 25, as raised by Paragraph 1 above.

4. In ships and commissioned establishments commissioning after the promulgation of this order, all books will be dealt with in accordance with ABR 4, Chapter 25, as varied by Paragraph 1 above.

(DNAS 465/252/240)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.
15498/65.—3

REGISTRAR

RESTRICTED

ANO's 17-31/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10th January, 1966.

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

By direction of the Naval Board,

P. Randall.

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

FOR OFFICIAL USE ONLY

15983/65.

RESTRICTED

CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

17—Marriage Allowance

The following amendment concerning Marriage Allowance has been gazetted with effect from 4th August, 1964, and is shown in this order as it affects the Naval Pay Instructions. Accordingly after Paragraph 7 of Instruction 80 the following paragraphs are inserted—

"(8) References in this instruction to a child of a member shall be read as including references to a child (not being an ex-nuptial child), stepchild or legally adopted child of the member who—

(*a*) has attained the age of sixteen years but has not attained the age of eighteen years;

(*b*) is undergoing full-time education; and

(*c*) is not qualified for admission to a university.

(9) A person shall be deemed to be qualified for admission to a university, for the purposes of the preceding paragraph, if the person has passed an examination approved by the Naval Board for the purposes of this paragraph."

2. This amendment should be noted and will be included in the Naval Pay Instructions in due course.

(HPB 252/5/6)

UNCLASSIFIED

18—Officers—Technical—Designation of Branch and Categories

The Naval Board have decided to clarify the designations used to describe the professional qualifications of General List Technical Officers which have been used since 1961. These are used administratively for defining complements of ships and establishments, for promotion, manpower planning, and posting purposes and in future will be required to conform with the pattern of abbreviations used in EDP.

2. These General List designations do not necessarily apply to those used in Engineering Sailor Branches nor is it necessary to reflect them rigidly in titles of departments, sub-departments, and functional groupings of engineering activities in ships or establishments.

Branch Within the General List

3. The Engineering Branch consisting of Engineer Officers qualified or under training in Mechanical or Electrical Engineering will in future be designated by the symbol EN to distinguish them from Seamen EX, and Supply and Secretariat SU Branches. This designation will replace the present Eng M, and Eng L and will apply to all GL Technical Officers up to and including the rank of Captain.

Professional Categories

4. In order to identify the professional categories for which General List Officers are qualified, the basic branch qualification EN will be followed by the appropriate suffix, e.g., an officer qualified in Marine Engineering will be identified as EN ME and similarly an officer qualified in Weapon Electrical Engineering by EN WE. In instances where officers are qualified in more than one category additional suffixes are used, e.g., the submarine trained Weapon Electrical Engineer Officer who in accordance with Naval Board policy is also trained as a WEEO in surface ships, is designated as EN WESM. It is also necessary as an interim measure to give special indication to those officers of the former Ordnance and Electrical Branches who have not as yet, by experience or cross training, become fully qualified in Weapon Electrical Engineering. Professional categories will be indicated for all GL Technical Officers up to and including the rank of Commander.

General List Branch and Category Notation

5. The following table shows how exising designations will be changed—

Present Designation	*New Designation*	*Title*
Eng M ME	EN ME	Marine Engineer
Eng L WR and Eng M OE	If qualified EN WE; If not qualified EN WEL / EN WEM to be EN WE in due course	Weapon and Electrical Engineer
Eng M AE	EN AE	Air Engineer
Eng M SM	EN MSM	Submarine Mechanical Engineer
Eng L SM	EN WESM	Submarine Weapon and Electrical Engineer

SD Technical Officers

6. Designations of Engineering and Electrical Special Duties Officers will be published separately.

Introduction

7. The new designations of branch and categories of General List Technical Officers are to be introduced from the date of this order.

(DOA 303/201/43)

UNCLASSIFIED

19—The Commanding Officer's Fund

A recent examination of statements of expenditure under the Commanding Officer's Fund has revealed that certain office machines were purchased from the Fund during the year ended 30th June, 1965.

2. Whilst there is no doubt that these purchases will increase the efficiency of the ships and establishments concerned it is considered that more suitable machines may have been available.

3. Accordingly, all proposals for the purchase of office machines from Commanding Officers' Fund are, in future, to be referred to Navy Office.

(HPB 211/1/5)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

20—Submarine Search and Rescue

MOD (Navy) have reported that there have been occasions when Comcheck procedure has been used in conjunction with SMASHEX.

2. Comcheck means "Communication is urgently required with Submarine .....(name), Callsign..... Inform me immediately if submarine is heard".

3. The use of this procedure is to be restricted to those occasions when a real emergency involving a submarine exists.

(D of C 1218/251/228)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

21—Alteration and Addition Item—HMAS MELBOURNE

The following Alteration and Addition Item is approved to be carried out in HMAS MELBOURNE—

Class List Item No. 180. (Ex TDL "EC")

Item: To provide air conditioning of the Admiral's Office, situated 2S Port, by installation of a domestic type air conditioning unit which is to be mounted at the ship's side so that maintenance can be carried out from within the compartment. Arrangements are to fully satisfy the requirements of closing down under NBCD conditions.

Compensating weight is not required, but changes in weight are to be reported.

References: (*a*) HMAS MELBOURNE'S Form AS 1182 dated 8th September, 1965, forwarded under cover of FOCAF AF 1904/170 dated 3rd November, 1965.

(*b*) FOCAF message DTG 020156Z November, 1965.

(DMED 1213/52/599)

UNCLASSIFIED

22—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 5. (Ex TDL "V")

Item: To remove the 20 gallon boiling copper from the main galley and replace with a "Sterlec" Model C202 griller plate suitable for operation on 440 volt, 60 c/s, 3 phase AC supply, and provide a bench or stand for the griller plate. Ventilation to be modified as necessary for removal of fumes from the griller. Weight compensation is not required.

References: HMAS MORESBY's Form AS 1182 of 22nd February, 1965, forwarded under cover of FOICEA N20/14/344 (V) of 5th March, 1965.

(CNTS 1228/52/97)

UNCLASSIFIED

23—Canned Water—Serviceable Life

Canned water is to be regarded as having a serviceable life of six years from the date of manufacture. All cans are marked with the month and year of production.

2. ABR 93, Appendix 19, Paragraph 6, and BR 1977 (1), RAN Supplement, Appendix A, will be amended in due course.

(D of V 912/109/19)

UNCLASSIFIED

24—Communications and Radio—Shore Wireless Stations—Use of "High Tension" Isolating and Earthing Switches When Carrying Out Adjustments to High Powered Transmitters

Navy Order 696 of 1965 is to be amended as follows—

(*a*) Paragraph 4, line 4—*delete* 5975 AP 19939 and *substitute* 0559 AP 199139.

(*b*) Paragraph 6—*delete* first sentence and *substitute* "The allowance of earthing sets is as shown in the appendix".

(*c*) Add appendix as follows—

Station or Establishment	*Allowance*
Canberra Naval Radio Station	40
Darwin Naval Radio Station	17
HMAS ALBATROSS	7
HMAS TARANGAU	4
HMAS CERBERUS	1

(DWE 400/2/532)

(*Navy Order 696 of 1965*)

UNCLASSIFIED

25—Electronic Valves—Pre-issue Testing

In accordance with ABR 4, Article 0816, all electronic valves supplied in future for use in the following equipments will be pre-issue tested—

(*a*) Type 262 Radar Equipment.

(*b*) Types FH4, FU1 and FU3 D/F Outfits/Installations.

(*c*) Airborne Radio, Electrical and Instrument Installations.

(*d*) Test Equipment.

(*e*) Flyplane Electrical Predictor.

(*f*) Gun amplifiers and acceleration compensation units associated with the Flyplane Electrical Predictor.

(DNAS 519/54/10)

UNCLASSIFIED

26—HF Portable Emergency Transceiver "Linkline"—Policy—Introduction and Allowances

The "LINKLINE" HF emergency transceiver will become available in the RAN in March, 1966, and supplies will be effected without demand by SNSO, Sydney, in accordance with the allocations shown in the appendix to this order as soon as stocks are received.

2. The sets are designed for emergency use only and will be issued for use in ships' boats which are proceeding out of sight of the parent ship.

3. The features of the "LINKLINE" are as follows—

(*a*) *Operating Facilities*

(i) Frequency—2182 kc/s fixed.

(ii) Type of emission—Amplitude Modulated telephony (A3).

(iii) Microphone/speaker insert is mounted on the set with a "press-to-talk" button which, when turned, also serves to vary the receiver volume.

(*b*) *Working Range*

Over a sea path at sea level—50 miles (more in favourable conditions).

(*c*) *Aerial*

The aerial, which is telescopic, extends 8-ft. from the top of the set when in use. Extending the aerial, switches the set on.

(*d*) *Power Arrangements*

The set is powered by five standard size torch batteries which are loaded into its base and are retained by a stainless steel cap and sealing rings. An indicator light on top of the set gives an indication of the state of the batteries for test purposes and of transmission when in use.

(*e*) *Dimensions and Weight*

Case—Cylindrical 30-in. x 2½-in.

Weight—Less than 5-lb.

The set is buoyant.

(*f*) *Power Output*

Input to final amplifier 2 watts.

4. Operation of the set is simple and instructions are printed indelibly on its case. It is emphasised that these instructions must be followed carefully since the correct earthing and positioning of the operator's hands have a large effect on the efficiency of operation. The set should not be operated in a power boat whose engine is running since this will cause severe interference to both transmission and reception. It should also be borne in mind that "LINKLINE" is not designed for use over a land path and will give a very poor performance if so employed.

5. The case of the "LINKLINE" is sealed by the manufacturer and should not be opened by ships' staffs. Any defective equipment is to be returned to SNSO, Sydney, and a replacement demanded.

APPENDIX

Allocation of "LINKLINE" Transceivers

MELBOURNE	3
SYDNEY	3
SUPPLY	2
Darings	2 each
Type 12s	2 each
DDGs	2 each
DIAMANTINA	2
~~GASCOYNE~~ QUEENBOROUGH	2
ANZAC	2
CERBERUS for Communication Training Division	2

(DTWP 1236/251/47)

UNCLASSIFIED

27—Hull Structure—Unventilated Watertight Compartments—Labelling

Two RN ratings lost their lives by asphyxiation when, 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 preventable by ships organisation 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 1/1966. These notices will be made of rigid white acrylic sheet and are to be fixed with "Araldite", "Laminex" or "Behr Manning" contact 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, etc., 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 organisation to meet the regulation requirements (Article 0602, BR 3000) for the opening, up and entry into the spaces in Paragraph 3.

6. MOD (Navy) 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.

(PNA 1211/51/463)

UNCLASSIFIED

28—Naval Stores—Introductions—Improved Brammer Vee Belting

(DCI (RN) 390/1964)

Link-type Brammer "Plus" Vee Belting of new material which will give superior performance and have a longer life than the Brammer Belting at present in service has been introduced in the same range of sizes as the existing patterns, as follows—

Existing Item Pattern	*Superseding Item Description*	*Pattern*	*Denom.*	*Acctg. Status*	*NATO Supply Classn.*
0476/915	BELTING, V, link, Messrs. Brammer "Plus", Chamfer angle 28 deg. ⅜-in. wide	0476/476217	FT	C	3030
0476/916	BELTING, V, link, Messrs. Brammer "Plus", Chamfer angle 28 deg. ½-in. wide	0476/476218	FT	C	3030
0476/917	BELTING, V, link, Messrs. Brammer "Plus", Chamfer angle 28 deg. ⅝-in. wide	0476/476219	FT	C	3030
0476/918	BELTING, V, link, Messrs. Brammer "Plus", Chamfer angle 28 deg. ¾-in. wide	0476/476220	FT	C	3030

2. Patterns 0476/915, 0476/916, 0476/917 and 0476/918 Brammer V-Belts, will be marked "O" in BR 810 (Rate Book and Authorised List of Naval Stores), but existing stocks will continue to be issued until expended.

(DNAS 514/56/68)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

29—Mail for HMA Ships

The Postmaster-General's Department has provided a revised schedule showing the arrival and departure times of mail at Hayman Island and South Molle. This schedule is contained in the appendix to this order and is to be substituted for the information shown under Hayman Island and South Molle in Navy Order 311 of 1965.

2. Navy Orders 508 and 782 of 1964 and 311 of 1965 are also relevant.

APPENDIX

Arrival and Departure Times of Mail at Australian Coastal Towns

Office	Arrivals						Departures			
	Air			Surface			Air		Surface	
	Day	Time of arrival at post office	Time available for collection	Day	Time of arrival at post office	Time available for collection	Day	Time mail closes at post office	Day	Time mail closes at post office
Hayman Island ..	Tu F Sa Su	5 p.m. 5 p.m. 5 p.m. 5 p.m.	5.30 p.m. 5.30 p.m. 5.30 p.m. 5.30 p.m.	Tu F	6 p.m. 6 p.m. (Proserpine despatch only)	6.30 p.m. 6.30 p.m.	M Th F Sa	5 p.m. 5 p.m. 5 p.m. 5 p.m.	M Th (Proserpine despatch only)	5 p.m. 5 p.m.
South Molle ..	(Circulates through Proserpine)			M Tu W Th F Sa Su	6 p.m. 2 p.m. 6 p.m. 6 p.m. 2 p.m. 6 p.m. 1 p.m. (Proserpine despatch only)	6.30 p.m. 2.30 p.m. 6.30 p.m. 6.30 p.m. 2.30 p.m. 6.30 p.m. 1.30 p.m.	Tu F Su	11 a.m. 11 a.m. 11 a.m.	M Tu W Th F Sa Su	8 a.m. 11.30 a.m. 8 a.m. 8 a.m. 11.30 a.m. 8 a.m. 3.15 p.m. (Proserpine despatch only)

(AS (NS) 68/201/22)

(Navy Orders 508 and 782 of 1964 and 311 of 1965)

UNCLASSIFIED

30—Naval Air Stores—Publications Cancellation of AP (RAN) 19 Volume 3, Book 1, Parts 1 and 2

AP (RAN) 19 Volume 3, Book 1, Parts 1 and 2, Iroquois Depot Maintenance Repair Parts and Special Tool Lists is hereby cancelled.

2. US Army Publication TM55-1520-211-35P, Direct Support, General Support and Depot Maintenance Repair Parts and Special Tool Lists, Helicopter Utility-Tactical Transport UH-1A UH-1B (Bell), dated January, 1965, has been issued in lieu.

(DNAS 465/53/647)

Section 7
CANCELLED LIST

UNCLASSIFIED

31—Cancellation of Navy Order

Navy Order 729 of 1964 having been incorporated in Navy Order 696 of 1965 is hereby cancelled.

(DWE 177/1/33)

(*Navy Orders 729 of 1964 and 696 of 1965*)

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

ANO 32/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
11th January, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

15973/65.

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

32—Decimal Currency—Printed Forms

Navy Order 202 of 1965 advised that there are certain forms which will be available in decimal format for compulsory use from C-day. This order now provides details of such forms as well as details of dual currency forms referred to in Navy Order 428 of 1965.

Pure Decimal Forms—"AS" Series

2. The following table lists those forms which have been or are in the course of being printed in pure decimal format, i.e., money columns containing only provision for dollars and cents and all references to currency being in dollars and cents. Forms associated with Naval pay should be used on and from pay period ending 3rd March, 1966. Other forms should be used on and from 14th February, 1966, (C-day). Demands on SNSO, Sydney should be made as soon as possible to ensure pre-C-day delivery.

Form No.	*Form Title*
AS 5	Requisition for Cash
AS 6	Poster—Money
AS 9B	Miscellaneous Debit Voucher
AS 11	Coin Sheet
AS 12	Coin Summary and Certificate of Payment
AS 17	Certificate of Payment of Officers and Sailors
AS 17A	Certificate of Payment of Officers and Sailors in Tenders
AS 18	Casual Payments Sheet for Officers and Sailors
AS 27	Schedule of Payments
AS 29A	Credit—Foreign Currency Cash Account
AS 29A	Debit—Foreign Currency Cash Account
AS 30Y	Summary of Charges
AS 39	Cash Balance
AS 41A	Variation Sheet
AS 45A	Credit Advice Note
AS 47	DFRB Variation Returns
AS 72	Repayment Mess Account
AS 80	Cash Clothing Issue Note
AS 252A	Officers Wine Account
AS 257B	Leave Check Sheet
AS 462	Return of Numbers Victualled and Provisions Expended
AS 482	Creditor's Ledger
AS 483	Extra Book
AS 549	(Large and Small) Demand Supply and Receipt Note for Occasional Supply
AS 566Z	(Large)—Postage Stamp Account
AS 1031Y	Final Payment on Discharge
AS 1040Z	Receipt for Payment—Personnel Absent from Ship
AS 2100Z	Cash Book Loose Leaf
AS 2101Y	Caterers Monthly Account Sheet
AS 2102Z	Summary of Stock
AS 3111Z	Petty Cash Order
AS 3115	Abstract of Value of Provisions Issued for Family Victualling
AS 3134	Petty Expense Claim

Dual Currency Forms—"AS" Series

3. The following table lists those forms which have been printed in dual currency format and are therefore suitable for use in both currencies. Although it is desirable that stocks of £ s. d. forms be reduced, a more important consideration is that dual currency forms be introduced before C-day thus avoiding inconvenience on C-day. In due course dual currency forms will be replaced by pure decimal forms.

Form No.	*Form Title*
AS 9A	Miscellaneous Credit Voucher
AS 22	General Expenses
AS 29	(Inside)—Credit—Monthly Cash Account
AS 29	(Inside)—Debit—Monthly Cash Account
AS 41	Pay Account Card
AS 48	Pay List
AS 48A	Pay List—Extra Copy
AS 54	Allotment Stoppage
AS 73	Mess Account
AS 148/AD 176	(Inside)—Stocktaking Discrepancy Report
AS 252	(Inside) (Large)—Daily Record of Wine Consumption
AS 252	(Inside) (Small)—Daily Record of Wine Consumption
AS 253	(Inside)—Wine and Minerals Stock Sheet
AS 256	Balance Sheet and Audit
AS 485	Marketing Book
AS 1048	(Small)—Daily Abstract of Clothing Issued on Repayment
AS 2001Z	Entertaining Allowance

4. Money forms not listed above should continue in use after C-day, being suitably amended in manuscript. The £ column should be used for dollars and the shilling column for cents.

(O & M 201/1/14,

(Navy Orders 202 and 428 of 1965)

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

ANO's 33-44/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
17 January, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

16130/65.

CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

33—Move of the Fleet Staff

Further to Navy Order 62 of 1965, Paragraph 7 of Navy Order 662 of 1964 is to be amended as follows—

(*a*) (iii) *Add* Fleet Weapons and Radio Engineer Assistant.

(*a*) (iv) *Delete* Fleet Physical Training Officer.

Insert Assistant to Captain of the Fleet and Fleet Physical Training Officer.

(*b*) **Flagship**

Add Fleet Gunnery Assistant.
Fleet Diving Officer.

(HPB 8/2/24)

(*Navy Orders 662 of 1964 and 62 of 1965*)

UNCLASSIFIED

34—Conditions of Service in HMAS TARANGAU (Including Leave Travel and Removal on Posting From HMAS MELVILLE)

It is the policy of the Naval Board that the ship's company of HMAS TARANGAU (including HMAS BANKS) shall, subject to the requirements of the service, consist of volunteers.

2. The present requirement is—

Officers (accompanied)	11
Sailors (accompanied)	30
Sailors (unaccompanied)	32

3. (*a*) Unaccompanied sailors will be required to serve only one year at HMAS TARANGAU.

(*b*) Should the requirements of the service necessitate the posting of single or unaccompanied officers, such officers will be required to serve only one year at HMAS TARANGAU. They will occupy the house they would have occupied had they been accompanied, rental charges being waived and they will be regarded as living-in.

4. Furnished married quarters are available for 49 members. Married sailors having removals approved are placed on the housing roster on joining, being allocated a house when a vacancy occurs. Married sailors, if posted for unaccompanied service, serve one year which will count as sea service.

5. A member volunteering for accompanied service must, at the time of application, present a signed assurance from his wife that she is prepared to go to HMAS TARANGAU with him and sign a statement himself that to the best of his knowledge each member of his family whom he proposes to take with him is physically and dentally fit for such transfer, having regard to the climate and the limited medical and dental facilities available.

6. A welfare report may be called for in cases where previous compassionate history suggests either that the member's proposal to take his family to HMAS TARANGAU or a married member's offer of unaccompanied service may cause difficulties likely to affect his service.

7. If service requirements necessitate the posting of a married member who is not a volunteer, he will be required to serve only one year if he does not wish to take his family. If granted a removal, which will be dependent upon the assurance and statement required in Paragraph 5 above, he will be required to serve for two years. If for medical or dental reasons it is not possible to transfer his family, he will be required to serve only one year.

Removals

8. Subject to the requirements of Paragraphs 5, 6 and 7 above, removals to the New Guinea area will be granted when suitable accommodation is available for the member and his family.

9. Return removals from the New Guinea area will not, except for approved compassionate reasons, be granted before the member has completed his period of service in the area, unless he is posted from the area otherwise than at his own request.

10. When a member's family leaves the area before completion of his period of service in the area, a posting not having been issued, a return removal will not normally be granted except for approved compassionate reasons. The member will be required, subject to the exigencies of the service, to complete his period of service in the area.

Leave Travel and Removal on Posting Ex HMAS TARANGAU or HMAS MELVILLE

11. A member who is posted following service in HMAS TARANGAU or HMAS MELVILLE is subject to the same leave and removal conditions as one posted from any other establishment on the Australia Station. Such a member is posted to the next ship or establishment, leave and posting, i.e., he is to be routed in accordance with his leave requirements where a leave travel right exists and is to report to his next ship or establishment on completion of leave. He is not given an additional preliminary posting to a depot in the home state.

12. **Single and Married Unaccompanied Members**

In the case of a single member or a married member whose family was not removed to either HMAS TARANGAU or HMAS MELVILLE an entitlement exists to duty travel to the next place of duty and the entitlement under Section 4 of Chapter XII of IPI will also apply, i.e., the member is entitled to leave and/or travel, as the case requires, to his " home town " and to his next place of duty.

13. **Married Accompanied Members**

Where a married member is granted a removal, the place to which his wife is removed is regarded as " the town in which his wife usually resides ". IPI 217/2 (1) (b) refers. Therefore, where a member is granted a removal of his wife to Darwin or New Guinea he has no entitlement to leave travel concessions under Section 4 of Chapter XII of IPI.

14. Where such a member is subsequently posted from HMAS TARANGAU or HMAS MELVILLE to another establishment and a removal is granted to the vicinity of that establishment, the member is entitled to duty travel to the place of duty only and an entitlement to leave travel concessions does not arise.

15. Where a married accompanied member is posted to a sea-going ship from HMAS TARANGAU or HMAS MELVILLE a removal may be granted under normal rules, i.e., to the base port of the ship or to the member's home port. If the removal is to the base port of the ship there is no entitlement to leave travel concessions. Where the removal is to the members home port he would be entitled to leave travel to that place and Instruction 217/9 Paragraph (1) of IPI would apply.

16. **Families**

It is to be noted that, in relation to a married accompanied member serving in HMAS TARANGAU or HMAS MELVILLE, there is no approval entitling his family to free leave travel to his home state on completion of the period of duty. The grant of travel for the family is approved under the conditions governing removals.

17. As all service residences in the New Guinea area are furnished, privately-owned refrigerators, drying cupboards and other items of furniture included in the approved scale of furniture for service residences in this area will not be transferred at the expense of the Department. Until such time as all residences are provided with washing machines in accordance with approved scales, married accompanied members may transport privately-owned washing machines to the area at Departmental expense provided they accept the risk of deterioration.

18. Supplementary items which are not included in the approved scale of furniture for service residences in the New Guinea area, e.g., radios, prams, sewing machines, lawn mowers, vacuum cleaners, floor polishers, &c., will be transported at the expense of the Department.

19. Percentage charges on official furniture supplied to married quarters at HMAS TARANGAU will be waived in circumstances in which the quantity of furniture owned by the member and stored at Departmental expense in Australia is such as would normally be required by a comparable civilian household. Payment of the prescribed percentage charges on a Departmental refrigerator supplied to the quarters will, however, not be waived unless the member owns a refrigerator which is also stored at Departmental expense.

20. In future, personnel posted to HMAS TARANGAU may have their private motor vehicles transported from the mainland to Manus and returned to Australia subject to normal removal conditions.

21. Petrol, oil and grease are available at local trading stores and spare parts are readily obtainable in the Territory centres. Maintenance and repair facilities are not available and therefore the upkeep and repair of a vehicle must be undertaken by the owner.

22. There are approximately 32 miles of road in the TARANGAU area and the possession of a motor vehicle is a social and recreational asset to any family living there. However, it is stressed that vehicles deteriorate rapidly in this area due to the climatic conditions and loose surface coral roads.

23. On the transfer of a private motor vehicle to Manus, the Territory Customs authorities require the owner to pay a deposit at the rate of 25 per cent. " ad valorem " (i.e., of the estimated value) which will be refunded if the vehicle is exported from the Territory within three years. Annual approval for the vehicle to remain in the Territory beyond 12 months up to the maximum of 3 years, must be obtained from the Department of Customs and Marine, Port Moresby. Failure to comply with this requirement will result in the forfeiture of the deposit.

24. A vehicle previously disposed of by the Commonwealth and purchased in the New Guinea area will not be transported to Australia at Departmental expense.

25. The attention of members is drawn to the provisions of Instruction 231/39 of IPI regarding compensation in respect of loss on sale.

Travel to HMAS TARANGAU

26. Members or their families may travel from Sydney to Manus through Lae and thence either via Rabaul or Madang and Wewak. Circumstances (e.g., service exigencies) permitting, either of these two routes may be chosen by those concerned.

27. From Lae onwards the flight via Madang and Wewak is by DC3 freighter aircraft with bench type seats running fore and aft. An overnight stop is made at Lae.

28. The flight via Rabaul is by DC3 aircraft with tourist type seats from Lae to Rabaul. An overnight stop is made at Rabaul, and from there to Manus the flight is by DC3 freighter aircraft with the bench type seats running fore and aft.

29. For the overnight stop at Lae accommodation is available at the Transair Lodge at a cost of approximately £5 5s. 0d. ($10·50) per adult. For the overnight stop at Rabaul accommodation is available at the Hotel Cosmopolitan at a charge of £2 10s. 0d. ($5) for dinner, bed and breakfast.

30. Cost of accommodation is not included in the air ticket and should be met by the member or his family, as applicable, and a claim supported by receipts for reimbursement up to the extent of departmental liability should be made on the Supply Officer, HMAS TARANGAU.

31. On occasions planes are delayed by bad weather and additional overnight stops may be necessary. Accommodation charges would be the same as in Paragraph 29.

32. Personnel and their dependants should be warned to carry a change of tropical clothing, including a light raincoat.

33. **Entry Permits**

Members proceeding to New Guinea or Manus do not require entry permits providing they are in possession of a route order and identity card.

34. Families of members are required to obtain entry permits approved by the Department of Territories before they will be accepted for travel by shipping lines or airlines. Application forms for permits are obtainable from—

The Commonwealth Migration Officer,
Department of Immigration,
Brisbane, Melbourne, Adelaide, Perth or Hobart,
or The Department of Territories,
Canberra or Sydney.

35. The completed application form is to be forwarded to the Department of Territories, Canberra, with an official memorandum stating that—

".....has been posted to HMAS TARANGAU and accommodation has been provided for his family".

The necessary permit will then be issued by the Department of Territories.

36. Copies of all correspondence from HMA ships and establishments relating to transport of members or their families to TARANGAU by air or sea are to be addressed to FOICEA and HMAS TARANGAU.

37. Administrative authorities are to ensure that the contents of this order are brought to the notice of all passengers proceeding to TARANGAU, particularly unaccompanied families.

38. **Assisted Leave Travel to the Wau Leave Centre, to Goroka and to Mt. Hagen**

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 members and their families to take leave of two weeks duration in the New Guinea Highlands.

39. 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 fourteen days, the rental being £9 10s. 0d. ($19) per fortnight inclusive of charges for electricity.

40. There are no leave centres at Goroka or Mt. Hagen but both places have a hotel and a motel. Tariffs are as follows—

Goroka Hotel ..	£4 ($8) per day for "donga" accommodation and £3 15s. 0d. ($7·50) per day for accommodation in the main building.
Goroka Motel ..	£4 ($8) per day.
Mt. Hagen Hotel ..	£3 15s. 0d. ($7·50) per day.
Hagen Park Motel ..	£5 ($10) per day plus 10s. ($1) per day surcharge for single rooms.

41. Under Instruction 221 of IPI, the Department will partly meet the fares of members and their families in accordance with the following procedure—

(*a*) The member pays the contribution required by Instruction 221 of IPI 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 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.

42. The provisions for assisted leave travel to Wau will not effect 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.

43. 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.

44. 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.

45. 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 or Mt. Hagen if desired.

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

47. Navy Orders 67 and 694 of 1964 are hereby cancelled.

(HPB 302/2/1)

(Navy Orders 67 and 694 of 1964)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

35—Selection of Mechanicians

The Naval Board desire to draw the attention of all concerned to the new procedures for selection of Mechanicians from Engineering Mechanics, and in future, from Engineering Mechanics Diesel.

2. Under the new system, certain ME's and MED's are pre-selected for Mechanician during basic technical training in HMAS CERBERUS. Forms AS 3137—Report On Engineering Mechanics Pre-Selected for Mechanician's Course—are raised in duplicate for these sailors and placed in their service documents.

3. Some of these pre-selected Mechanician Candidates are already at sea, (details can be educed from Service Certificates) and it is important that their progress be closely supervised.

4. When these sailors are considered to be capable of passing the technical test for promotion to LME or LMED, and when they are recommended volunteers to undergo a test before a Mechanician Selection Board, details required are to be entered on the back of Forms AS 3137, both copies of this form being forwarded to the President of the Mechanician Selection Board in accordance with ABR 27 Article 1306.

5. On completion of the test before a Mechanician Selection Board, the President is to record the decision of the board on both copies of Forms AS 3137. The original is to be returned to the candidate's ship for retention with his service documents and the duplicate is to be forwarded to the Director of Manning and Training, Navy Office, Canberra.

6. Final selection for Mechanician training will be made in Navy Office.

7. The attention of testing board convening authorities is drawn to ABR 27 Article 1306.

(DMT 316/4/28)

UNCLASSIFIED

36—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 8. (Ex TDL "AD").

Item: To install a cable run of two aerial feeders between the bridge annex and the radar office. Feeders are to be fitted with appropriate plugs, and clip brackets are to be mounted on the bulkhead for stowage purposes. Cables to be used are 6145-100296 and A595 M or suitable substitute.

Reference: HMAS MORESBY Form AS 1182 dated 9th September, 1965 and forwarded under FOCAF's AF 1936/11 dated 27th September, 1965.

(CNTS 1228/52/118)

UNCLASSIFIED

37—Ammunition—Propellant—Landing—Destruction—Reports

(DCI (RN) 1595/1965)

Propellant of the following lots and sub-lots is due for withdrawal from service having reached their age limits—

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 2932 ..	SC 061	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in. (FA)
RNC 2970 ..		
RNC 2987 ..		
RNC 3315XA ..		
RNC 3327XA ..		
RNC 2931 ..	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNC 2943 ..		
RNC 2954 ..		
RNC 2969 ..		
RNC 3321XA ..		
RNC 3334XA ..		
RNC 3348XA ..		
RNC 3358XA ..		
RNC 5253XF ..		
RNC 2957 ..	SC 109	Cartridges— QF 4.7-in.
RNC 2985 ..		
RNC 3308XA ..		
RNC 3320XA ..		
RNC 3333XA ..		
RNC 3347XA ..		
RNC 3357XA ..		
RNC 5242XF ..		

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3332XA RNC 3346XA RNC 3356XA RNC 3739XB RNC 5230XF	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 2984 RNC 3249 RNC 3307XA RNC 3319XA RNC 3675XB RNC 4092XC RNC 4100XC	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo
RNC 2942 RNC 3331XA RNC 3345XA RNC 5264XF	SC 150	Cartridges— QF 4.5-in. (SL), Impulse Torpedo
RNC 3349XA	NF 029	Cartridges— QF 4-in. (FA)
RNC 2946	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 5257XF	NF 059	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 4502XD RNC 5270XF	HSCK/T 134-055	Cartridges— QF 2-pdr.
RNC 2933 RNC 2936 RNC 2938 RNC 2939 RNC 2940 RNC 2944 RNC 2945 RNC 2948 RNC 2949 RNC 2950 RNC 2951 RNC 2952 RNC 2953 RNC 2958 RNC 2959 RNC 2960 RNC 2961 RNC 2962 RNC 2971 RNC 2972 RNC 2973 RNC 2974	HSC/T 134-055	Cartridges— QF 2-pdr.

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 2975 RNC 2976 RNC 2988	HSC/T 134-055	Cartridges— QF 2-pdr.
RNP 1032XF	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNP 1031XF	SC 109	Cartridges— QF 4.7-in.
RNP 51XB RNP 61XB	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 46XB RNP 64XB RNP 250XC	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo
RNP 2274 RNP 2354XB	SUK/X11	Motor Rocket A/C 3-in.
MEC 76	SC 109	Cartridges— QF 4.7-in.
MEC 178XF	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
BS 19553XA	SUK 1.7-0.6	Motor Rocket 2-in. Flare

2. *Action to be taken by HMA ships, establishments and proof ranges*	Return to nearest RAN armament depot as early as practicable; if unable to comply within three months from the date of this order, report specially to DAS. NMER 862, Article 1125 (1) refers.
3. *Action to be taken by RAN armament depots*	Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/51)

UNCLASSIFIED

38—Guided Weapons—Seacat—Damage to Missiles on Launcher

Several instances have occurred in Royal Navy ships of damage to Seacat Missiles when left unprotected on the launcher.

2. Unless exposure of missiles is essential for operational or maintenance reasons, canister tops are to be in place at all times when missiles are on the launcher.

3. When it is required to have a launcher loaded for display purposes, drill missiles should be used.

(DWE 740/52/142)

UNCLASSIFIED Cancelled vide NC 294/61

39—Machinery—Bearings, Ball and Roller—Removal of Protectives Before Use

In some cases of bearing failure in ships, inspection of the lubricant has shown preservative grease to be present.

2. Ball and roller bearings which are given preservation treatment in Australia are given a hot strippable coating of gloscoat during the preservation process and are packed with a high melting point 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.

3. The attention of all concerned in HMA ships and establishments is drawn to the fact that all new ball and roller bearings must be completely cleaned immediately before use and all traces of the gloscoat and preservative grease removed. The preferred method of cleaning ball and roller bearings is given in Chapter 10, Paragraph 35 (i) of BR 3009—" Naval Oils Manual " viz.—

> Dipping the bearing into oil at 71° C to 93° C (160° F to 200° F approximately) and then agitating it so as to disperse the melted preservative. A low viscosity oil, such as OM-13 (viscosity, 3 centistokes st 93° C (200° F)), is most suitable but any mineral oil of viscosity up to that of OMD-110 (viscosity, 13 centistokes at 93° C (200° F)) is suitable providing that the oil is new and clean. The surplus oil is then allowed to drain from the bearing. The remaining oil will not interfere with the function of the grease and will in fact provide the essential lubrication during the initial running.

4. The bearings are then to be packed with the appropriate grease, as follows—

(a) *Electrical Rotating Machinery*—Grease XG-274, Pattern 0474/9349814 is to be used. In addition, after ensuring that the inner and outer bearing caps are absolutely clean, they are to be packed with Grease XG-274 and 30 per cent. of the grease in the outer bearing cap subsequently removed from a position opposite (and not adjacent to) the filling pipe. Care must be taken to prevent foreign matter entering the bearing or mixing with the grease.

(b) *All Other Bearings*—Grease LG-280, Pattern 0474/9100502 is to be used for all bearings other than ball and roller bearings of electrical rotating machinery.

(ACDC 400/2/18)

UNCLASSIFIED

40—Naval Stores (General) Group/Class 0414—Mica Lubricated Valve Gland Packings in Sets of Formed Rings—Daring Class Destroyers and Destroyer Escorts Type 12

Gland packing in formed rings, as detailed in the appendix to this order, has been introduced for use in Daring Class Destroyers and Destroyer Escorts Type 12 for steam systems operating at or above 250-lbs. per sq. inch or 450°F and supplies should be demanded from the Superintending Naval and Air Store Officer, Sydney on an " as required " basis.

2. Existing stocks of formed rings are to be used to exhaustion.

APPENDIX

New Quality Mica Lubricated Gland Packings

Patt. No.	*Ext. Dia.*	*Int. Dia.*	*Square Section*	*No. of Rings per Valve*	*No. of Rings per Ship*
Destroyer Escorts Type 12					
L 76001 ..	$1\frac{1}{2}$	1	$\frac{1}{4}$	9	36
L 76002 ..	$1\frac{19}{32}$	$\frac{7}{8}$	17/64	7	14
L 75997 ..	$1\frac{37}{64}$	59/64	$\frac{1}{4}$	7	182
7957 ..	$1\frac{3}{8}$	$\frac{3}{4}$	$\frac{1}{4}$	7	77
7948 ..	$1\frac{7}{16}$	$\frac{11}{16}$	$\frac{1}{4}$	5	50
L 75998 ..	$1\frac{7}{32}$	$\frac{3}{4}$	$\frac{11}{64}$	7	105
L 75995 ..	$1\frac{1}{8}$	$\frac{5}{8}$	$\frac{1}{4}$	6	138
L 75994 ..	$1\frac{1}{64}$	33/64	$\frac{1}{4}$	5	805
Daring Class Destroyers					
L 76003 ..	$3\frac{1}{2}$	$2\frac{3}{8}$	$\frac{9}{16}$	10	20
L 76159 ..	$2\frac{3}{4}$	$1\frac{7}{8}$	$\frac{7}{16}$	8	32
L 76158 ..	$2\frac{1}{2}$	$1\frac{5}{8}$	$\frac{7}{16}$	8	16
L 76157 ..	$1\frac{7}{8}$	$1\frac{1}{4}$	$\frac{5}{16}$	10	60
L 76156 ..	$1\frac{5}{8}$	1	$\frac{5}{16}$	6	96
L 76001 ..	$1\frac{1}{2}$	1	$\frac{1}{4}$	9	36
L 75999 ..	$1\frac{1}{2}$	$\frac{27}{32}$	21/64	5	100
L 76000 ..	$1\frac{1}{2}$	$\frac{7}{8}$	$\frac{5}{16}$	5	20
7957 ..	$1\frac{3}{8}$	$\frac{7}{8}$	$\frac{1}{4}$	8	320
L 76155 ..	$1\frac{3}{8}$	$\frac{25}{32}$	19/64	5	530
7941 ..	$1\frac{5}{16}$	$\frac{7}{8}$	$\frac{7}{32}$	9	306
7947 ..	$1\frac{1}{4}$	$\frac{3}{4}$	$\frac{1}{4}$	7	56
L 75996 ..	$1\frac{5}{32}$	$\frac{21}{32}$	$\frac{1}{4}$	5	400
L 76154 ..	$1\frac{1}{8}$	$\frac{3}{4}$	$\frac{3}{16}$	5	270
L 75995 ..	$1\frac{1}{8}$	$\frac{5}{8}$	$\frac{1}{4}$	5	10
7946 ..	$1\frac{3}{32}$	$\frac{1}{2}$	19/64	3	396
7951 ..	1	$\frac{5}{8}$	$\frac{3}{16}$	7	84

(DNAS 505/87/470)

UNCLASSIFIED

41—Naval Stores (General) Machinery and Spares—General Purpose Lathes

Purchases of general purpose engine lathes of the following sizes will in future 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

42—Naval Stores—Reinforced Paper Wipers for Aircraft and Allied Equipment Cleaning—Introduction

Rayon reinforced paper wipers are being introduced in the RAN in replacement of rags, old, for use in the servicing, maintenance and cleaning of aircraft and allied equipment.

2. Being soft, pliable, highly absorbent and lint free, these wipers offer many technical advantages over the heterogeneous collection of rags, old, formerly used for aircraft cleaning. They will not scratch transparent plastic panels or finely machined surfaces and the risk of foreign object damage due to accidental ingestion by gas turbines is considerably reduced.

3. Two sizes of wiper have been provisioned and will be issued initially (1,000 wipers per case) without demand on the following basis—

Federal Stock Number	*Description*	*HMAS MELBOURNE*	*HMAS ALBATROSS*	*HMAS MORESBY*
7920-823-9773	Towel, Machinery Wiping 13½-in. x 16-in. (Standard size for general use)	6 cases	10 cases	1 case
7920-823-9772	Towel, Machinery Wiping 13½-in. x 22-in. (Large size for heavier wiping needs)	2 cases	6 cases	—

4. These wipers may be used for general aircraft, engine, radio and electrical component cleaning and, within reasonable limits, can be re-used if oil contaminated, after rinsing out in ordinary solvents.

5. As the wipers are similar in appearance to ordinary paper towels reasonable control should be exercised to ensure that the items are not used wastefully, and further, observing their insoluble nature, discretion must be used when disposing of used wipers.

(DAMR 510/54/58)

UNCLASSIFIED

43—Stores (General)—Reporting of Losses

It has been noted that, on some occasions, separate reports have been furnished for several categories of stores and equipment lost although the losses resulted from the same set of circumstances.

2. In future, reports of losses of stores in the one incident or one set of circumstances, including where applicable personal and loan equipment, are to be included in one report (RI 4962 and 4963) irrespective of whether stores under the control of more than one stores branch are concerned.

3. If in any instance, it is impracticable to include all losses in the one report, the reasons should be stated.

(DNAS 400/51/112)

RESTRICTED

44—Valves (Electronic)—Defective Batch of 5960-99-000-4024 (CV 4024)

(DCI (RN) 1495/1965)

Certain valves 5960-99-000-4024 (CV 4024) have been incorrectly manufactured and could cause equipment defects.

2. Ships and shore establishments fitted with the following equipment(s) are to inspect stocks and fitted valves of this type—

262R	JCB/C	AN/ARC-27	CHA
277	JU2	AN/USM-24	CFA
			CJK
278	JW	AN/SPN-7A	CUJ
293	JZA/B	AN/SPG-34	ESP
632S	JA Series	AN/CPN 4A	DAA
667	JYB	AN/SRR-4/4A	FFA/D
698	JYA	AN/UPN-7	SNA
903	JDA Series	KY-71A/UPX	QT2/3
960	JZL	REJ	AH10
963	JP3/4/5	RMH	HM410
964	JUA	RMF/G	HD64
965	AYF	REK	RATT2
974	AMA/B/C/D	RMJ	CRETE
978	AYG	KFC	
979	AKY	KMJ	
984	AYN	HRN	
986	AKU(2)	HRJ5	
987	UA3	FU1	
992	UA6/7	FV11	
993	UA8/9	MAA	
1000 Series		MBN	

3. These valves marked 12 AT7 WAVA CV4024 KB/D are to be parcelled and returned to SNSO Sydney and designated unserviceable. Forms AS 331 S/W and packages are to refer to this order. The significant letters in the context are VA and KB/D.

4. As a precautionary measure, all valves 5960-99-000-4024 (CV 4024) being issued or fitted in the course of the next few months should be re-checked to ensure that they are not from this batch.

(DNAS 519/254/45)

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

REGISTRAR

RESTRICTED

ANO's 45-51/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
24th January, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

16402/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

45—Change in Nomenclature—16th Minesweeping Squadron

The Admiralty Board has advised that RN Minesweeping Squadrons will be re-titled "Mine Countermeasures Squadrons" as from 1st January, 1966.

2. As this new title is considered appropriate the 16th Minesweeping Squadron will become the 16th Mine Countermeasures Squadron from 1st January, 1966.

(D of O 2/204/61)

Section 2

PERSONNEL

UNCLASSIFIED

46—Deductions From Pay to Satisfy Maintenance Orders

In future, deductions from pay for maintenance of dependants may be authorised by the Minister where he is satisfied that—

(*a*) a Court maintenance order is in force;

(*b*) the order has not been complied with and that other adequate arrangements for the maintenance of the dependants have not been made, and

(*c*) the order cannot be enforced by normal civil court proceedings because of the nature of the member's service in the RAN, e.g., where the member is serving oversea.

2. To establish whether a Court maintenance order is in force it will be necessary for the person seeking such a deduction from the member's pay to produce a recent certified copy of the order, supported by a statement in a Statutory Declaration that the order is still in force. To establish that the order has not been complied with it will also be necessary to state the following in the Statutory Declaration—

(*a*) that the order has not been complied with (and setting out the nature of the non-compliance, e.g., "that no payments have been received since ....."); and

(*b*) either—

(i) that the member has made no alternative arrangements for the support of the person(s) specified in the maintenance order; or

(ii) where the member has made alternative arrangements; (giving) details of those arrangements.

(If the alternative arrangements are for payments less than the payments ordered by the Court it will be considered that adequate alternative arrangements have not been made.)

3. Where a request for deduction from pay has been received arrangements are to be made for the member to be interviewed without delay by his Commanding Officer, who is to give the member details of the alleged failure to provide for the support of his dependant(s) and ask him to state whether or not the allegation is correct. If the member confirms the allegations he is to be requested to state whether he proposes to make an appropriate allotment. Where he refuses to make such an allotment the Minister can decide to make the order for deduction(s).

4. Should the member deny the truth of the allegations, full details of the case should be submitted to Navy Office for consideration. The copy of the Court maintenance order and Statutory Declaration would constitute very strong evidence as to the member's failure to comply with the maintenance order and fairly substantial evidence would be necessary to rebut the allegation.

5. Where it is decided to require that deductions be made from a member's pay the deductions will be applied to the maintenance of the dependant(s) in the manner specified by the Court order. Most civil Court maintenance orders provide for payments to be made through the Court and in such cases will provide the additional benefit of having the deductions noted in the Court records.

6. The maximum amount to be deducted cannot exceed the amount fixed by the Court as being the appropriate amount necessary for the adequate support of the dependant(s).

7. Should circumstances later arise which indicate that the deductions should be suspended, varied or revoked full details are to be advised.

8. These provisions will not permit recovery, by way of deductions from pay, of arrears. They are designed only with the intention of assisting in the current maintenance of dependant(s).

9. Where the deductions are in satisfaction of a lump sum payment decided by the Court, the maximum deduction cannot exceed one-half of the active pay payable to the member in respect of the particular pay period. For example if the lump sum were £100 ($200) and the member received active pay at the rate of say £28 ($56) per fortnight the member could be required to pay an amount not exceeding £14 ($28) per fortnight in satisfaction of the lump sum payment.

10. For the above purposes the term maintenance order applies not only to orders made by an Australian Court but also to orders registered in an Australian Court. This provision has regard to the various Commonwealth Acts and States Ordinances which provide for the registration in Australian Courts of orders made in other parts of the Queen's Dominions. An order so registered in an Australian Court has, by virtue of the Act or Ordinance applicable to the particular State or Territory, full force and effect as if made in that State or Territory.

11. The allotment may be treated as an allotment for purposes of marriage allowance payable under IPI 80 (3) and (5).

12. No provision is made in the above for cases where for example the wife disputes the adequacy of the Court order due to changes in circumstances or the member alleges that the Court order should be revoked or reduced due to new developments since the order was made. In such cases, a remedy is available by way of an application to the Court for revocation or variation as appropriate of the maintenance order. The direction for deductions could then be revoked or varied by the Minister in accordance with the Court's decision.

13. The provisions of this order will be included in NPI. In the meantime IPI should be noted.

(HPB 271/201/6)

UNCLASSIFIED

47—Officers—Supply and Secretariat Branch—Direct Entry on General and Supplementary Lists and Midshipman Entry on Supplementary List—Conditions of Entry and Service

It has been decided to extend the existing avenues of appointment of Officers of the Supply and Secretariat Branch by the introduction of—

(*a*) A Supplementary List of Supply and Secretariat Officers, similar to the existing Supplementary List of Seaman Officers.

(*b*) A scheme of Direct Entry Supply and Secretariat Officers selected from university graduates holding degrees compatible with the general functions of the Supply and Secretariat Branch. Direct Entry Officers will be entered for service on either the General or Supplementary Lists.

2. The first entries under the new schemes will take place in February, 1966.

Direct Entry Supply and Secretariat Officers

3. **Qualifications**—University graduates in Arts, Commerce, Economics, Business Administration or Law, who will be under the age of 26 years on the date of entry will be eligible for entry as Direct Entry Officers.

4. **Types of Service**—Direct Entry Officers will be eligible for appointment to—

(*a*) Permanent Commissions on the General List, or

(*b*) Short Service Commissions on the Supplementary List.

5. **Rank on Entry**—Direct Entry Officers will be entered in the probationary ranks of Sub-Lieutenant or Acting Lieutenant, depending on their age on entry, as follows—

(*a*) If under 23½ years—Sub-Lieutenant.

(*b*) If over 23½ years—Acting Lieutenant.

6. **Training**—Direct Entry Officers will undergo the following initial training before being posted to complemented billets—

(*a*) Indoctrination course at HMAS CERBERUS—duration 3 weeks.

(*b*) Basic Supply and Secretariat Course at HMAS CERBERUS—duration 6 months.

(*c*) (i) *General List Officers*—Officers will be posted to sea to obtain a Certificate of Competence and will subsequently carry out 6 months practical Supply and Secretariat training in ships and establishments.

(ii) *Supplementary List*—Officers will carry out 6 months practical Supply and Secretariat training in ships and establishments.

Periods of Service

7. **General List**—Officers are expected to serve until they reach the retiring age appropriate to their rank. Applications to resign will not be recommended for acceptance until 4 years service has been attained; however, compassionate and exceptional applications before the completion of 4 years service will be considered on their merits.

8. **Supplementary List**—

(*a*) Direct Entry Officers will be granted a 5 year Short Service Commission from their date of entry, to be followed by 5 years service on the Emergency List.

(*b*) On completion of their initial 5 years Short Service, officers may extend their service by periods of 4 years, subject to the requirements of the Service.

(*c*) Direct Entry Supplementary List Officers may be given the opportunity to transfer to Permanent Commissions on the General List, subject to their possession of Certificates of Competence or to Permanent Commissions on the Supplementary List, both events being subject to the requirements of the Service.

(*d*) Direct Entry Supplementary List Officers are required to serve until the completion of their Short Service Commissions, however compassionate and exceptional applications to resign before the completion of Short Service Commissions will be considered on their merits.

Promotion

9. Promotion will be subject to recommendation and officers will be eligible by seniority and service as follows—

(*a*) *Sub-Lieutenant to Acting Lieutenant*—On reaching the age of 23½ years.

(*b*) *Acting Lieutenant to Lieutenant*—On completion of training.

(*c*) *Lieutenant to Lieutenant-Commander*—On reaching the age of 31½ years or on achieving 5 years seniority in the rank of Lieutenant, whichever is the later, subject to successful completion of the Supply Charge and Advanced Secretariat Course or the professional examination for Lieutenant-Commander (S).

(*d*) *Further Promotion*—By selection.

Supplementary List Midshipman Entry

10. The following conditions will apply to the 1966 entry of Supplementary List Midshipmen of the Supply and Secretariat Branch. Conditions of service will be revised for subsequent entries.

11. **Sources of Entry**—Applicants from the following sources will be eligible—

(*a*) From shore.

(*b*) Candidates from the Fleet, including Topmen and Upper Yardmen.

(*c*) Cadet Midshipmen who are recommended and volunteer for transfer.

(*d*) Supplementary List Seaman and Aircrew Midshipmen who are recommended and volunteer for transfer.

12. **Qualifications**—Applicants who hold Leaving Certificate passes in English and one Mathematics subject and three other subjects to this level and who are over 17 years and under 23 years at the date of entry, will be eligible. Preference in selection will be given to applicants with greater academic qualifications.

13. **Rank on Entry**—Officers will be entered in the rank of Supply Midshipman (SL).

14. **Training**—Supplementary List Midshipmen will undergo the following initial training before being posted to fill complemented billets—

(*a*) Indoctrination Course at HMAS CERBERUS—duration 3 weeks.

(*b*) Basic Supply and Secretariat Course at HMAS CERBERUS—duration 6 months.

(*c*) Practical Supply and Secretariat training in ships and establishments to complete a total of 2 years under training from date of entry.

Examinations

15. Supplementary List Midshipmen will be examined, and may gain up to 4 months time towards seniority as a Lieutenant, during their initial training.

16. **Basic Supply and Secretariat Course**—Officers will be awarded time gained towards seniority as a Lieutenant on their examination results in the Basic Supply and Secretariat Course as follows—

Percentage	*Certificates*	*Time Gained*
80	First Class	1 month
65	Second Class	½ month
50	Third Class	Nil

17. A Midshipman who fails to graduate from the Basic Supply and Secretariat Course will either be withdrawn from training or be back-classed until the next course. In the latter case, it will be normal for him to forfeit 12 months seniority, unless there are special mitigating circumstances.

18. **Midshipman's Examination**—During the November prior to the completion of their practical Supply and Secretariat training, midshipmen will sit for a written professional examination which will qualify them for promotion to Lieutenant. As a result of the examination, officers will be awarded time gained towards seniority as a Lieutenant as follows—

Percentage	*Certificates*	*Time Gained*
80	First Class	3 months
65	Second Class	1 month
50	Third Class	Nil

The syllabus of the examination will be the same as, but the standard of knowledge required less than, the professional examination for Lieutenant-Commander (S). Midshipmen will be expected to prepare themselves for the examination by private study.

19. Failure to obtain 50% at the Midshipman's Examination will lead either to withdrawal of the Midshipman from the Royal Australian Navy or to the forfeiture of 4 months seniority. A Midshipman who fails the examination may, if he is not withdrawn from the Service, be re-examined after 4 months, but may only be awarded a Third Class Certificate at the second attempt.

Periods of Service

20. Officers will be granted a 7 year Short Service Commission on the Supplementary List of the Royal Australian Navy on being promoted to Acting Sub-Lieutenant, to be followed by 5 years on the Emergency List.

21. On completion of their 7 years Short Service, officers may, subject to the requirements of the Service, extend their service by periods of 4 years.

22. Supplementary List Officers may be given the opportunity to transfer to Permanent Commissions on the Supplementary List, subject to the requirements of the Service, and in exceptional cases, transfer to the General List.

23. Supplementary List officers are required to serve until the completion of their Short Service Commissions. However, compassionate and exceptional applications to resign before the completion of Short Service Commissions will be considered on their merits.

Promotion

24. Promotion will be subject to recommendation and officers will be eligible by seniority and service as follows—

(*a*) *Midshipman to Acting Sub-Lieutenant*—Two years seniority as a Midshipman, subject to successfully passing the Midshipman's Examination.

(*b*) *Acting Sub-Lieutenant to Sub-Lieutenant*—One year seniority as an Acting Sub-Lieutenant.

(*c*) *Sub-Lieutenant to Lieutenant*—Two years seniority as a Sub-Lieutenant including acting time, or at age of 22 years, whichever is later, adjusted for time gained or lost.

(*d*) *Lieutenant to Lieutenant-Commander*—Eight years seniority as Lieutenant and subject to successful completion of the Supply Charge and Advanced Secretariat Course or professional examination for Lieutenant-Commander (S).

(*e*) *Lieutenant-Commander to Commander*—By selection.

General

25. **Titles**—The titles of officers of the Supplementary List will carry the prefix "Supply", e.g., Supply Sub-Lieutenant A. JONES (SL), RAN.

26. **DFRB and Gratuity**—Officers will contribute to the DFRB Fund during service and will be eligible for retirement, death or invalidity benefits. Supplementary List Officers who are discharged before reaching retiring age will receive a refund of their DFRB contributions plus a gratuity.

(DOA 303/4/4)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

48—Sailors Course Programme July, 1965—June, 1966

Amendment No. ~~13~~ 15

The appendix to Navy Order 313 of 1965 is to be amended as follows—

(*a*) **Page 4—**
ABCD Course. *Amend* 9.5.66 *to read* 23.5.66.

(*b*) **Page 7—**
RS Course. *Amend* 28.2.66 *to read* 2.5.66.

(*c*) **Page 14—**
POAMAE Course. *Amend* 10.1.66 *to read* 7.3.66.

(*d*) **Page 14—**
POEAW Course. *Insert* new course 7.3.66.

(*e*) **Page 15—**
POSBA Course. *Amend* course length *to read* CERBERUS—3.

(*f*) **Page 15—**
Hygiene Inspector. *Amend* Feb. 66 *to read* As required.

(*g*) **Page 16—**
Dental Mechanic Conversion Course. *Insert* new course 28.2.66.

(*h*) **Page 17—**
PODA Course. *Delete* course 16.5.66.

(*i*) **Page 22—**
PO Leadership Course. *Amend* starting dates 7.2.66 *to read* 21.2.66 and 2.5.66 *to read* 16.5.66. *Delete* course starting 7.3.66.

(*j*) **Page 23—**
Combat Survival Course. *Add* new courses—14.3.66, 18.4.66, 9.5.66.

(DMT 311/201/166)

(*Navy Order 313 of 1965*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

49—Alteration and Addition Item—HMAS SUPPLY

The following Alteration and Addition Item is approved for HMAS SUPPLY—

Class List Item No. 37. (Ex. TDL "BG".)

Item: To have steel bulwark fitted in lieu of guardrail around forward gun platform.

Reference: HMAS SUPPLY's Form AS 1182 of 1st September, 1965 forwarded under cover of FOCAF AF 1908/72 of 15th October, 1965.

(CNTS 1246/51/152)

UNCLASSIFIED

50—Alteration and Addition Item—HMAS SYDNEY

The following Alteration and Addition Item is approved for HMAS SYDNEY—

Class List Item No. 329. (Ex. TDL " W ".)

Item: To fit watertight escape manholes in hatches 3K2, 3J2 and 3H2.

Reference: HMAS SYDNEY's Form AS 1182 of 30th September, 1965, forwarded under cover of FOCAF AF 1903/28 of 25th October, 1965.

(CNTS 1213/53/141)

UNCLASSIFIED

51—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. 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 and Weapon Equipment Depot, Byford, for use, if required, by HMAS LEEUWIN and similarly at the RAN Armament and Weapon Equipment Depot, Maribyrnong, for the General Manager, Williamstown Dockyard.

Appendix

Cox Gun Equipment—Allowances

Service	*Sets*						*Timbering Items-Outfits*
	411210	411222	411223	411235	411249	411248	
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 ENCOUNTER(*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)

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

ANO 52/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
24th January, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

16401/66.

Section 5

BOOKS CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

52—Distribution of Magazines, Pamphlets and Amendments to Publications Etc., During November, 1965

The magazines, pamphlets and amendments to publications etc., and SC Series contained in the appendix to this order, have been distributed to ships and services during November, 1965.

2. Article 2518 of ABR 4 is relevant.

3. Copies of "P" Series Amendments referred to in the appendix to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2518 (7) of ABR 4.

APPENDIX

BOOKS, MAGAZINES AND PAMPHLETS

Publications	*Date*
Aeroplane and Commercial Aviation News	2nd September, 1965
Aeroplane and Commercial Aviation News	23rd September, 1965
Aerospace Maintenance Safety, Vol. 20, No. 9	September, 1965
Aerospace Maintenance, Vol. 20, No. 8	August, 1965
Aerospace Maintenance, Vol. 20, No. 10	October, 1965
Aircraft, Vol. 45, No. 1	October, 1965
Civil Defence Pamphlets Information Bulletin, No. 142	16th September, 1965
Civil Defence Pamphlets Information Bulletin, MP—30, Civil Defence	April, 1965
Civil Defence Pamphlets Information Bulletin, H-11-A, Community Investment in Civil Defence	May, 1965
Electrical Design News, Vol. 10, No. 11	September, 1965
Flight	26th August, 1965
Flight	2nd September, 1965
Flight	9th September, 1965
Flight	16th September, 1965
Flight	23rd September, 1965
HMSO List of Government Publications	Issued during June, 1965
International Electronics, Vol. 10, No. 3	September, 1965
International Electronics, Vol. 10, No. 4	October, 1965
Joint Services Recognition Journal, Vol. 20, No. 6	June, 1965
Rules and Regulations for the Construction and Classification of Steel Ships	Notice No. 4, 1965
Signal, Vol. 20, No. 1	September, 1965
The Communicator, Vol. 17, No. 5 ..	Summer, 1965

BOOKS MAGAZINES AND PAMPHLETS—*continued*

Publications	*Date*
US Naval Communications Bulletin, OPNAV 94-P2-No. 84	June, 1965
US Naval Communications Bulletin, OPNAV 94-P2-No. 85	August, 1965
USA Monthly Newsletter, Vol. 28, No. 6	June, 1965
US Naval Institute Proceedings, Vol. 91, No. 8	August, 1965

AMENDMENTS TO BR's, ETC.

BR No.	*Amendment No.*
ABR 93	Amendment No. 4
ABR 93	Sect. No. 2, Scales of clothing—6/65
BR 121 (1)	Suppt. No. 3
BR 810, RAN Suppt. Numeric Group 0214	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0231	Amendment No. 3
BR 810, RAN Suppt. Numeric Group 0242	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0243	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0244	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0247	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0248	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0254	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0281	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0282	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0283 and 0285	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0330	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0340	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0350	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0415	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0421	Amendment No. 3
BR 810, RAN Suppt. Numeric Group 0422	Amendment No. 4
BR 810, RAN Suppt. Numeric Group 0431	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0432	Amendment No. 1

AMENDMENTS TO BR's, ETC.—*continued*

BR No.	*Amendment No.*
BR 810, RAN Suppt. Numeric Group 0433	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0434	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0442	Amendment No. 5
BR 810, RAN Suppt. Numeric Group 0443	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0444	Amendment No. 5
BR 810, RAN Suppt. Numeric Group 0451	Amendment No. 4
BR 810, RAN Suppt. Numeric Group 0461	Amendment No. 3
BR 810, RAN Suppt. Numeric Group 0462	Amendment No. 3
BR 810, RAN Suppt. Numeric Group 0474	Amendment No. 5
BR 810, RAN Suppt. Numeric Group 0476	Amendment No. 3
BR 810, RAN Suppt. Numeric Group 0521	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0522	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0523	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0531	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0532	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0533	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0534	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0552	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0554	Reprinted 1st November, 1965
BR 810, RAN Suppt. Numeric Group 0563	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0569	Reprinted 31st August, 1965
BR 810, RAN Suppt. Numeric Group 0571	Amendment No. 1
BR 810, RAN Suppt. Numeric Group 0612	Reprinted July, 1965
BR 810, RAN Suppt. Numeric Group 0721–0723	Amendment No. 1
BR 1334	Amendment No. 18
ABR 5016	Amendment No. 12
ABR 5016	Amend List of Effective Pages to Amdt. 12

AMENDMENTS TO BR's ETC.—*continued*

BR No.	*Amendment No.*
List of Propellant Lots Accepted for Naval Service—1958	Amendment No. 36
NAMAN N2554–N2558, Vol. 20 ..	Dated 31st August, 1965

ESTABLISHMENT LISTS AND AMENDMENTS

"E" List No.	*Amendment No.*
RLE 33 dated 1965	—
RLE 60 dated 13th March, 1965 ..	—
A/S 250 dated 1st November, 1959 ..	Amendment No. 4
A/S 268 dated 12th June, 1963 ..	Amendment No. 3
E 817 dated 18th May, 1962	Amendment No. 4
E 955 dated 7th December, 1962 ..	Amendment No. 1
E 1104 dated 4th February, 1963 ..	Amendment No. 1
E 1204 dated 12th November, 1963 ..	—
E 1215 dated 1st June, 1962	—
E 1215 dated 1st June, 1962	Amendments 1 to 7 (incl.)
E 1321 dated 12th June, 1961	Amendment No. 2
E 133 dated 20th January, 1961 ..	Amendments 4 and 5

DISTRIBUTION OF AFO "SC" SERIES

Publication	*"SC" Series*
ACP 117 Comnav. Suppt. No. 1 ..	"SC" 8/65 Amendment No. 13
ACP 118–1 European Suppt. No. 1 ..	"SC" 9/65 Change No. 38

AMENDMENTS TO AIR PUBLICATIONS

AP No.	*AL or Leaflet*
AVP 970 Vol. 1 Books 1 and 2 ..	AL 95 and 96
AP 1086 Book 3 Part 2 (2nd Edition) ..	Erratum to AL 184
1086 Book 6	AL 139
1086 Book 11	AL 217
1086 Book 12 Part 1 (2nd Edition) ..	Erratum to AL 278
1086 Book 15	AL 236
1182E (Naval) Vol. 1	AL 32
1275A Vol. 1 Section 16	AL 101
1275A Vol. 1 Section 18	AL 113
1275A Vol. 1 Section 22	AL 46 and 47
1275A Vol. 1 Section 26	AL 60
1275A Vol. 2	(AL 225)–C 38 (Alt. 1)
1275B Vol. 1 Section 11	AL 60
1275G Vol. 1	AL 141
1275G Vol. 1 (2nd Edition) Part 2 Section 6	AL 26 Corrigendum to AL 26
1275T Vol. 1 Section 3	AL 19 and 20
1275T Vol. 3 Part 1 (Naval)	AL 4
1455	Int. C 005 (Issue 1) Int. C 009 (Issue 1) Int. E 001 (Issue 1) May, 1965 Int. E 005 (Issue 1) June, 1965 Int. E 055 (Issue 1) (AL 3) July, 1965 AID AL 305 S 14 (Issue 4) July, 1965

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
1464B Vol. 1	AL 213
1464C Vol. 2	No. 4 (AL 22 Inc.) 7th April, 1965
1469Q Vol. 6 Part 3	AL 9
1602	Correction (Sept. Dec. 1965)
1641P Vol. 1 (2nd Edition) Parts 1 and 3	AL 22
1661F Vol. 1	AL 151
1803B Vol. 1 Book 1	AL 4, 5 and 6
1803B Vol. 1 Book 2	AL 16
2306M Vols. 1 and 6	AL 42
2438G Vols. 1 and 6	AL 31
2528P Vol. 1 (2nd Edition)	AL 26
2528P Vol. 2	(AL 178)–B 131
2531S Vol. 1	AL 13
2531S Vol. 2	(AL 26)-B 16
2534N Vol. 2	(AL 99)-B 52
	(AL 91)-B 63
	(AL 102)-B 69
2535F Vol. 2	(AL 3)-B 2
2535F Vol. 6	AL 14
2656A Vol. 1 (2nd Edition)	AL 67
2817A Vol. 1 and Vol. 6	AL 164
2876A Vol. 2	No. 18 (amdt. 3)
3357	AL 5
4099J Vol. 2	(AL 380)-J 35 (alt. 1)
4117 Vol. 2	(AL 35)-B 23
4288 Vol. 2	(AL 900)-B 612
	(AL 901)-B 613
	(AL 902)-B 614
	(AL 904)-B 616
	(AL 905)-B 617
	(AL 908)-B 620
	(AL 895)-L 1
	(AL 897)-L 2
4288C Vol. 5	AL 17
4288D Vol. 1	AL 17
4288D Vol. 5	AL 11 and 12
4340 Vol. 1 Book 1	AL 43
4343C Vol. 1 Book 4	AL 132
4343D Vol. 1 Book 2	AL 65
4343D Vol. 1 Book 3	AL 121
4343D Vol. 1 Book 5	AL 117
4343D Vol. 6 Section 2 Book 1	AL 115
4343E Vol. 3 Part 1 (Naval)	AL 8
4360C Vol. 2	Mod. No. 54 Sea Venom (March, 1965) RAN/54
4361G Vol. 2	(AL 210)-D 10 (alt. 1)
	(AL 209)-P 15
4411A Vol. 2	Mod. Radio/RAN 21
	Mod. Radio/RAN 33
	Mod. Radio/RAN 34
4487D, E and F Vol. 5 (Naval) FG issue 1 Book 1	AL 7

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
4487D, E and F Vol. 5 (Naval) FS issue 1 Book 2	AL 14
4515U Vol. 3 Part 1 (1st Edition)	AL 16
4685 Vol. 1 Part 2 Section 3	AL90
4685 Vol. 1 Part 2 Section 5	AL 80
4685T Vol. 1	AIL 1/65
4737A Vol. 4 Part 6 (office copies)	AL 2
4758A and B Vol. 2	(AL 37)-L 1
4837AA Vol. 2	(AL 6)-B 5
	(AL 7)-B 6
AP (N) 140	AL 26 and Erratum
AP (N) 1025	AL 60 and 61
AP (RAN) 8 Vol. 3 Part 1	AL 8
	Supplementary AL 8
AP (RAN) 8 Vol. 5 Book 2 (Flexible servicing)	AL 3
AP (RAN) 8 Vol. 6 Part 2	AL 41
	AL 42, 43 and 44
AP (RAN) 9 Vol. 2	Transmittal Letter No. 39 (25.8.65)
AP (RAN) 9 Vol. 6 Part 1	AL 4
AP (RAN) 9 Vol. 6 Part 4B	AL 12
AP (RAN) 11 Vol. 1	Transmittal Letter No. 5 (May, 1965)
	Transmittal Letter No. 6 (Aug. 1965)
AP (RAN) 19	Federal Stock Index to UH 1B Iroquois (21.4.65)
	Part No. Index to UH 1B Iroquois (21.4.65)
AP (RAN) 19 Vol. 5 F/S Book 2	AL 9
AP (RAN) 26 Vol. 5 Book 1 (FS)	AL 2 and 3
AP (RAN) 26 Vol. 5 Book 3 (FS)	AL 3 and 4
AP (RAN) 140 (2nd Edition)	AL 27
TM 55-1520-205-20	Change No. 2 (24.5.65)
TM 55-1520-211-35	Change No. 1 (6.4.65)
Air Clues	September, 1965
Air Pictorial	September, 1965
Alvis Leonides, operation, maintenance and overhaul Handibook	AL 27
Collins Overhaul Manual (520-597003-601113)	Revision No. 6 (1965)
DCA Aeronautical Information Publication	MAP AL No. 18 (1.8.65)
Drawings for Rectifier Equipment for Helicopter starting servicing	RB 1553 (25.11.64)
	RB 391/1 (10.5.63)
	RB 392/1 (31.8.61)
	RB 1490/1 (31.8.61)
	B 10252/11 (17.11.60)
	RC 384/1 (31.8.61)
	RDC 27 (3.3.65)
	C 100-709 (29.11.59)
	RC 410 (1.12.64)
	C 100-699 (7.7.61)

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Drawings for Rectifier Equipment for Helicopter starting servicing—*continued*	E 100-666/2 (10.10.57)
	RDE 255
	RE 1058/3 (13.4.64) ST 7A
	RE 1058/3 (13.4.64) 7B
	RE 1058/3 (13.4.64) 7C
	RE 1058/3 (13.4.64) 7D
	RB 1486/1 (31.8.61)
	RE 1058/3 (13.4.64)
RAN Retrospective Mod. Booklet Book 1 (3rd Edition)	AL 3 (Oct. 1965)
RAN Retrospective Mod. Booklet Book 2 (3rd Edition)	AL 2
RAN Retrospective Mod. Booklet Book 3 (3rd Edition)	AL 1
RAN Retrospective Mod. Booklet Book 4 (3rd Edition)	AL 2 (Oct. 1965)
Rolls Royce TSD Publication 594 ..	Transmittal Letter No. 102 (June, 1965)
	Transmittal Letter No. 103 (July, 1965)
	Transmittal Letter No. 104
Standardisation Design Memorandum ..	(A) 36 issue 7 (8.6.65)
	No. 136 Section 2 issue 2 (2.3.65)
	No. 178 issue 3 (4.3.65)
	AL 1 to No. 319 issue 1 (3.3.65)
	No. IS 303 issue 2 (24.3.65)
	No. IS 353 issue 2 (12.7.65)
	Numerical Index issue 9 (Aug. 1965)
AAP No. 2 GCC Table of Contents (15th Edition)	Sub AL 19 (AL 23188)
	Sub AL 21 (AL 23670)
	Sub AL 22 (AL 23690)
	Sub AL 23 (AL 24020)
AAP No. 2 GCC 5670 (3rd Edition) ..	Sub AL 2 (AL 22843)
AAP No. 2 GCC 5990 (5th Edition) ..	Sub AL 3 (AL 22934)
AAP No. 2 GCC 6655 (2nd Edition) ..	Sub AL 2 (AL 20395)
	Sub AL 3 (AL 22952)
AAP No. 2 GCC 7350 (4th Edition) ..	Sub AL 2 (AL 22692)
AAP No. 2 GCC 7690 (4th Edition) ..	Sub AL 2 (AL 21302)
	Sub AL 3 (AL 23419)
AAP No. 2 GCC 7930 (2nd Edition) ..	Sub AL 3 (AL 21136)
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AAP No. 2 GCC Group G Section 6AA (1st Edition)	Sub AL 4 (AL 23669)
AAP No. 2 Group G Section 6B (12th Edition)	Sub AL 2 (AL 23574)
AAP No. 2 GCC Group K Section 4 (17th Edition)	Sub AL 2 (AL 22670)

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AP No.	*AL or Leaflet*
AAP No. 2 GCC Group Y Section 10F (10th Edition)	Sub AL 3 (AL 23117)
AAP No. 2 GCC Group Y Section 10SB (9th Edition)	Sub AL 3 (AL 21066)
AAP 69 Vol. 1	AL 3
AAP 702:1 Book 3 Parts 16 to 23 ..	AL 168
AAP 711:54 Vol. 2 Parts 1 and 2 ..	AL 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18
AP 712:16 Vol. 2 Parts 1 and 2 ..	AL 4
AAP 716:0 Vol. 2 Part 1	AL 8
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AP 745:32 Vols. 1 and 6	AL 13
AAP 751:52 Vol. 1 and 6 Book 1 ..	AL 21
RAAF Air Board Orders Section " T " ..	Issue 49 (4.8.65)
	Issue 51 (1.9.65)
RAAF Flight Digest Vol. 2	1965
RAAF Notices to Airmen Series " A " ..	No. 13
RAAF Special Technical Instructions ..	Atar/40
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AP No.	*AL or Leaflet*
RAAF Special Technical Instructions—*continued*	Iroquois/68
	J 34-WE-34/17
	Lycoming Reciptrocating Engine/10
	Metropolitan/35
	Neptune/81
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RAAF Summary of Defects Reports ..	Armament—Serial No. 2/25 (quarter ending 30.6.65)
	Telecommunications Serial No. 2/25 (Period 1.4.65 to 30.6.65)
RAAF Support Command Pub. Orders	24/65—(2.8.65)
Air Diagrams	AD 6263 AF/MIN issue 2
	AD 6263 AH/MIN issue 2
	AD 6263 AK/MIN issue 1
	AD 6263 AN/MIN issue 1
	AD 6263 AD/MIN issue 1
	AD 6263 AQ/MIN issue 1
	AD 6263 F/MIN issue 3
	AD 6263 H/MIN issue 3

(DNAS 465/57/552)

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

Registrar

ANO's 53-66/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
1st February, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

54/66.

CONTENTS

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

53—Accidents—Handling of Weapons

(DCI (RN) 1701/1965)

Accidents involving weapons have continued to occur, sometimes with fatal results.

2. Reports on these accidents highlight the importance of men receiving adequate training before being permitted to use weapons.

3. Commanding Officers are again reminded that the efficient and safe handling of any weapon involves—

(*a*) a clear knowledge of the weapon and how to use it;

(*b*) a sound appreciation of its dangerous potential;

(*c*) discipline in its use.

4. Commanding Officers are to ensure that officers and men whose duties include the use of weapons are properly instructed, and that only those who have been so trained are permitted to handle the weapons. Whenever any weapons are in use it is essential that officers and men whose duties are supervisory are competent in these duties, and that leadership and discipline of the highest order are maintained.

(CONS 177/1/67)

UNCLASSIFIED

54—Investigation of Motor Vehicle Accidents Involving Naval Drivers

Commanding Officers concerned with the investigation of accidents involving motor vehicles driven by Naval Personnel, are advised that recovery action under Naval Financial Regulation 132A against the Naval driver concerned is only to be taken where an accident is caused through the negligence of the driver of the Commonwealth vehicle, who was—

(*a*) acting with authority within the scope of his employment, but has been subsequently convicted of having been, at the time of the accident, under the influence of intoxicating liquor; or

(*b*) at the time of the accident acting without authority.

2. ABR 5013 is being amended.

(DNAS 459/71/575)

UNCLASSIFIED

55—Safety—Care in Tending Life Lines

In a recent incident in one of HMA ships a senior sailor working over the side elected to jump into the water clear of the ship in preference to risking injury and the possibility of being knocked into the water by an accommodation ladder which had got out of hand.

2. He was wearing a lifejacket and lifeline but as the ship was proceeding at 13 knots the lifeline was slipped as he entered the water—under the circumstances a wise decision. The sailor was recovered unhurt several minutes later.

3. While this incident in no way detracts from the importance attached to the use of life lines, *see* Navy Order 789 of 1964, it stresses the care necessary in tending lifelines and the need for them to be kept in hand with turns appropriate to the expected load and not made fast.

(CONS 177/1/66)

(Navy Order 789 of 1964)

UNCLASSIFIED

56—Safety—Care in the Use of Wire Slings

An investigation of a recent accident in one of HMA dockyards revealed that an improperly manufactured wire sling was used to hoist equipment, the weight of which was considerably in excess of the normal working load of the wire. This unauthorised and untested sling parted causing damage to the equipment. Fortunately no one was hurt.

2. The importance of using only authorised slings properly maintained and regularly tested cannot be over emphasised.

3. Captains, General Managers of Dockyards and Officers-in-Charge are to ensure that the following rules in respect of slings are observed—

(*a*) No unauthorised wire slings are to be permitted.

(*b*) Authorised wire slings are to have a working load of at least one ton using a minimum safety factor of 5 over the breaking load.

(*c*) A dogman, crane chaser, or rigger specifically named is to be employed when hoisting any load over one ton. In ships and uniformed establishments a competent seaman is to exercise supervision over such hoists.

(*d*) All slings are to be regularly inspected and tested at least once per year. The date of test and the working load is to be attached to the sling by means of a tally.

(CONS 1224/272/106)

Section 2

PERSONNEL

UNCLASSIFIED

57—ABR 5020—Naval Pay Instructions

On the issue to all authorities of the Naval Pay Instructions (ABR 5020), the following navy orders promulgated prior to 1st September, 1965, the texts of which are to be incorporated in Naval Pay Instructions, are still in force—

380/64—Settling In/Out Allowance—Members Serving Oversea

230/65—Oversea Allowances—Transit Allowance

2. Naval Pay Instruction material promulgated in navy orders subsequent to 1st September, 1965, will be included in changes to NPI at an early date.

(HPB 469/1/16)

(Navy Orders 380 of 1964 and 230 of 1965)

UNCLASSIFIED

58—Home Savings Grant Scheme

To assist members and to avoid further misunderstanding of the Government's Home Savings Grant Scheme, this order sets out certain fundamental points in relation to the Schemes "Savings" requirements.

2. Briefly, the Scheme offers married persons aged less than 36 years a grant of £1 ($2.00) per every £3 ($6.00) saved for the first home they own. The savings must be made over a period and held in an approved form. The maximum grant is £250 ($500) on savings of £750 ($1,500) or more; smaller grants however are payable on lesser amounts saved. The grant is a tax-free gift; it is not a loan.

3. To be eligible for a Home Savings Grant a person must have held savings in Australia in an acceptable form for at least the three years immediately preceding the date on which the contract to buy or build the home was entered into, or the date on which its building began if that was earlier. Only savings held on that particular date may qualify for a Home Savings Grant.

4. Acceptable forms of savings are—

(i) Home Savings Accounts with savings banks;

(ii) fixed deposits with Trading Banks—designated Home Savings Accounts;

(iii) deposits with registered Building or Co-operative Housing Societies;

(iv) shares in registered Building or Co-operative Housing Societies—provided they are not quoted on any Stock Exchange; and

(v) savings spent before the end of the savings period to pay for the land on which the house is being built, a deposit on the home, building materials for the house or in other ways in connection with the acquisition of the house or land.

5. On making application to the Housing Department for a Home Savings Grant, a person is required to show how much acceptable savings he held on the date he entered into his contract and on the same date in each preceding year. For example—if he entered into a contract on, say 20th October, 1969, he could be required to show how much acceptable savings he held on that date and on 20th October, 1968, 1967, 1966—and so on back for as many years (but not more than 7 years) as he held some acceptable savings.

6. Any moneys held in a Home Savings Account, other than borrowed moneys are recognised as acceptable savings; the source of the moneys is not relevant. It therefore follows that moneys paid to a member consequent upon his discharge/retirement from the Service, i.e., a refund of DFRB contributions and/or gratuity or pay-in-lieu of furlough or extended leave are acceptable savings from the time they are placed in a Home Savings Account. Similarly, the £300 ($600) advance payment payable to sailors under Section 42A of the DFRB Act may also be regarded as acceptable savings.

7. Members are advised that there is a limit of £250 ($500) on the amount of savings in any year that can qualify for a grant. The amounts saved in each of the saving years are aggregated (subject to the limit of £250 ($500) in respect of any one year) and the grant paid is ¼ of the total—subject to a maximum grant of £250 ($500). For example a member may deposit £150 ($300), £400 ($800), £80 ($160) in 3 years of saving but only £250 ($500) of the £400 ($800) deposited in the second year would be admissible savings. The grant in this case would be £160 ($320), i.e., ¼ of £150 ($300) + £250 ($500) + £80 ($160).

8. Savings need not have increased each year or over the savings period—a person can be eligible for a grant by holding only a nominal sum (1s. (10 cents) would be sufficient) in a Home Savings Account for a number of years and by depositing a lump sum in the account in one year. However, to secure maximum benefit from the Scheme, members are advised to build up their savings regularly and consistently over a number of years.

9. The Scheme as a whole is described in detail in the official booklet " A Grant for your House " which is available at all banks, post offices and offices of the Department of Housing throughout Australia. Members contemplating participation in the scheme should not hesitate to seek the advice of the Department of Housing if they have any queries on the matter. Divisional Officers are to ensure that this order is brought to the attention of their divisions at regular intervals.

10. This Order will be reprinted for posting on notice boards.

(HPB 252/2/34)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

59—Alteration and Addition Item—HMAS ANZAC

The following Alteration and Addition Item is approved for HMAS ANZAC—

Class List Item No. 167 (Ex TDL " AC ")

Item: To install in main galley one 220 volt, 33-in. x 27-in. Deep Fat Fryer (as fitted in main galley of HMAS SYDNEY) or alternative model to fit within the above dimensions.

Reference: HMAS ANZAC's Form AS 1182 of 17th September, 1965, forwarded under cover of FOCAF Memorandum of the 7th October, 1965.

(CNTS 1213/53/138)

UNCLASSIFIED

60—Alteration and Addition Item—HMAS SUPPLY

The following Alteration and Addition Item is approved to be carried out in HMAS SUPPLY—

Class List Item No. 39 (Ex TDL " BH ")

Item: To fit suitable ventilation to the Forward Boatswains Stores (Canvas Rooms) Frames 222 to stem 2 and 3 decks.

Weight compensation is not required.

Reference: HMAS SUPPLY's Form AS 1182 TDL " BH " dated 2nd October, 1965 forwarded under cover of FOCAF Memorandum AF 1908/73 dated 15th October, 1965.

(CNTS 1246/51/153)

UNCLASSIFIED

61—Blankets

Stocks of the undermentioned blankets in HMA ships and establishments are to be taken on charge in the Clothing Ledger under the heading Vocabulary No. 40136, blankets, bed, (obsolete)—

Vocabulary No.	*Description*
40137	Blanket, bed, grey, 62-in x 91-in.
40141	Blanket, bed, white, 72-in. x 96-in.
40146	Blanket, bed, white, 66-in. x 94-in.
40151	Blanket, bed, white, 62-in. x 91-in.

2. Issue Vouchers, Forms AS 134P or X, will continue to show the details of the actual type of blankets issued.

3. The price for blankets, bed, Vocab. No. 40136, is £3 3s. 6d. ($6.35).

(D of V 917/52/377)

UNCLASSIFIED

62—Naval Stores (General) Misappropriation of Diving Equipment—Branding of Stores

An instance has occurred of misappropriation of RAN diving equipment. Arrangements have been made for all future purchases of items of diving equipment to be branded where practicable as RAN property to distinguish them from commercially available items.

2. The methods of marking are as follows—

(i) The letters RAN and the broad arrow to be moulded in during manufacture.

(ii) The letters RAN and the broad arrow to be etched in during or after manufacture.

(iii) Where (i) or (ii) is impracticable or uneconomical, e.g., fins and masks, the items will be manufactured in two-toned colour—black/blue.

(iv) Items of small value and of a consumable nature will not normally be marked.

(v) Items of Royal Navy origin are already marked with the pattern number and broad arrow and additional marking will not be necessary.

3. Arrangements are to be made for diving equipment held in the RAN to be branded with the letters RAN and the broad arrow, to the extent practicable without damage to the equipment, e.g., by painting, stencilling, etching, etc.

4. The attention of purchasing officers is drawn to the requirements of Treasury Instruction 29/17 and ABR 4 Article 2804 (5) regarding branding of stores generally.

5. As a further precaution against misappropriation of diving equipment, the following items are to be treated as valuable and attractive stores. ABR 4, Article 1612 will be amended.

(*a*) *Compressed air breathing apparatus*
- (i) Belts weight quick release
- (ii) Cylinders, aluminium
- (iii) Manifolds, twin cylinder
- (iv) Gauges pressure
- (v) Valves demand
- (vi) Mouthpiece, rubber
- (vii) Harness double for cylinders

(*b*) *Underwater swim suits*—
- (i) Boots
- (ii) Hoods
- (iii) Pants
- (iv) Shirts
- (v) Masks
- (vi) Fins

(DNAS 412/51/11)

UNCLASSIFIED

63—Naval Stores—Group Class 0269—Ball and Roller Bearings

Arrangements should be made for all stocks of ball and roller bearings, including those held as spare gear, which are branded " ECHUCA " to be returned to SNSO, Sydney, by HMA ships.

2. These ball and roller bearings have proved defective and SNSO, Sydney, will arrange disposal of all stocks.

(DNAS 1224/73/120)

UNCLASSIFIED

64—Naval Stores—Identification and Reclassification—Group Class 0474—Glycerol, Technical (Glycerine)

(*DCI (RN) 1684/1965*)

Glycerine (Glycerol to BS 2624) which is currently supplied in 45 gallon drums as Pattern 0474/7722 has now been codified in the NATO supply classification system and in future will be dealt with and identified as follows—

NATO Supply Class'n.	*Patt. No.*	*Description*	*Denom.*	*Acctg. Status*
6810	0474/220–1220	Glycerol, Technical, to BS 2624, in 45 gall. drums	DM	C

2. Records should be adjusted accordingly and stocks and dues transferred to the new pattern numbers.

(DNAS 512/87/183)

UNCLASSIFIED

65—Naval Stores—Introductions—Caps and Discs for Testing Cylinder Assemblies for Diving Purposes

(*DCI (RN) 1382/1965*)

The following items have been introduced—

NATO Supply Class'n.	*Patt. No.*	*Description*	*Denom.*	*Acctg. Status*
4730	0434/923–1617	Cap, pipe c/w Disc Patt. 923–1618	No.	Consumable
4730	0434/923–1618	Disc, Solid Plain, for cap, pipe	No.	Consumable

2. **Purpose.**—To assist in the testing of the outlet connections of Patterns 0434/7621 and 7623 Cylinder and Manifold Assemblies.

3. **Instructions Regarding Use.**—When the cylinder and manifold assemblies are being transported with cylinders in a charged condition, Pattern 0434/923–1617 caps, pipe are to be fitted to the outlet connections to protect the threads and to prevent leakage through them should the control valve be accidently knocked open. The caps may also be used to blank outlet connections which are not in use when cylinders are being charged, on the manifold of the Booster Pump, Pattern 0434/1476.

4. **Allowances.**—Pattern 0434/923–1617 cap, pipe and Pattern 0434/923–1618 disc, are to be demanded from SNSO, Sydney, on the basis of six each per tool and test outfit, Pattern 0434/8000, held. Caps, pipe, are to be stowed in the tool and test outfit when not in use and the discs are to be stowed in the Spare Parts Outfit: Pattern 0434/8001 for Clearance Diving Breathing Apparatus.

5. Importation of these items is necessary, consequently some time will elapse before they are available for issue.

(DNAS 512/74/250)

UNCLASSIFIED

66—Pumps—Firemain Pumps—Maintenance of Pressure

(*DCI (RN) 1599/1965*)

It has been brought to notice that it is common practice to reduce the firemain pressure in ships to offset faulty reducing valves and to reduce leakage from glands and joints.

2. It is emphasised that, with constant speed AC motors, this practice results in an increased flow and may well give rise to failure of pipes from impingement. Other problems, e.g., overloading of the motors, also arise from operating the firemain away from the duty point.

3. The discharge pressure in firemain systems is determined by the pressure relief valve and governed by the system design. Every effort should be made to maintain the design condition and there should be no permanent or semi-permanent deviation.

(PME 400/2/563)

With reference to Navy Order 794 of 1965 Navy Orders 1-30 of 1964 are now over two years old and may be disposed of.

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.
54/66.—2

ANO's 67-69/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
2nd February, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

321/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED Cancelled vide N.O. 65/67

67—RAN Aircraft Ground Equipment Committee

The composition of the RAN Aircraft Ground Equipment Committee (short title RANAGEC) and its terms of reference have been revised. All proposals for new or replacement equipment will be considered by this Committee.

2. **Terms of Reference**

(*a*) To advise on the types of equipments for ground handling, servicing and support of RAN Aircraft ashore and afloat to meet Staff Requirements.

(*b*) To keep under constant review, and to advise on the scales of issue of such equipment, to recommend the introduction of new equipment and the withdrawal from service of redundant or obsolete equipment.

(*c*) To keep under constant review the design of such equipment; to initiate and follow up new developments.

(*d*) To initiate action for service trials of such equipment and arrange for representation at such trials.

(*e*) To maintain liaison with other services in the interests of integration and standardisation of design where possible.

3. **Composition**

Chairman } nominated by DAMR
Secretary }

Representatives of—

DNAS
D/DTWP (AIR)
FOCAF
FOICEA
HMAS ALBATROSS
Officer-in-Charge, RANAMDU.

Other departments and authorities may be invited to attend when matters relevant to their field of responsibilties are to be discussed.

4. **Location and Frequency of Meetings**

The Committee will normally meet twice annually, meetings being held at HMAS ALBATROSS. Where possible these meetings will be so timed to permit attendance of the representative from FOCAF.

5. RANAGEC as an advisory body, has no executive authority. Authority for expenditure and the acquisition of equipment is to be sought in accordance with existing regulations.

(DAMR 8/52/50)

UNCLASSIFIED

68—Revised Supply Organisation

The Naval Board have approved a re-organisation of the civil stores and supply branches to provide more effective direction and co-ordination of the supply function. The new organisation will be implemented in stages, and the purpose of this order is to advise its broad outline.

2. The new organisation provides for a single Supply Branch in place of the existing Branches of Naval and Air Stores, Victualling, and Armament Supply. The Branch will have as its head a Controller of Supply at Navy Office with responsibility to the Naval Board under the superintendence of the Fourth Naval Member.

3. At Navy Office there will be supply operating directorates, which, subject to further investigation, will correspond broadly with the present five supply units of Air Stores, Machinery and Spares, General Naval Stores, Victualling, and Armament Supply. Each will be in charge of a Director responsible to the Controller.

4. Similar groupings of the supply organisation will operate in New South Wales, each under the control of a Superintending Supply Officer. The supply organisation in New South Wales will be under the control of a Chief Superintendent of Supply who will be functionally responsible to the Controller of Supply and who will be responsible to FOICEA—

(*a*) for administration of the supply organisation in New South Wales; and

(*b*) under the general superintendence of the Captain of the Port, for the supply aspects of the logistic requirements of HMA ships and shore establishments.

Investigations will be made into changes which may be necessary in other States.

5. An Administration unit will be set up in the Supply Branch at Navy Office under a new position of Assistant Controller of Supply (Administration), to assist the Controller in the co-ordination and direction of supply policy and planning, staff, procedures, facilities, and other common supply activities. A similar unit will be set up under the Chief Superintendent of Supply to handle these administrative tasks in New South Wales.

6. Mr. E. O'Grady, ISO, currently Director of Naval and Air Stores, has been appointed Controller of Supply with the main initial task of planning in detail the new organisation and its implementation. During this planning stage he will be located, together with a small planning team, at Victoria Barracks, Melbourne. The existing Supply Branches will continue to function as at present pending the completion of the planning stage, and another officer will carry out the duties of DNAS during this period. It is envisaged that the new organisation will be implemented not later than 31st August, 1966.

7. Further information on the introduction of the new organisation will be promulgated in due course.

(Sec 1541/57/195)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

69—Internal Underwater Repair—Training

Navy Order 603 of 1965 is to be amended as follows—

(*a*) *Add* to Paragraph 2 " In establishments where there is no requirement for underwater repair and where CD or CABA sailors may not be borne, pre-commissioning training for selected sailors is to consist of a 2 day course in the above-water use and maintenance of the DCBA equipment, carried out at HMAS PENGUIN or HMAS CERBERUS as convenient."

(*b*) Paragraph 2, line 4, *amend* ". . . 2 days at HMAS RUSHCUTTER in maintenance and underwater use of the apparatus and 3 days at HMAS PENGUIN in internal underwater repair work . . ." *to read* ". . . a 5 day course at HMAS PENGUIN . . ."

(DMT 311/3/52)

(Navy Order 603 of 1965)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.
321/66.—2

Registrar

ANO's 70-79/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
11th February, 1966.

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

By direction of the Naval Board,

S. Randau.

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

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

70—Australian Services Representation Overseas

Appendix A to this order gives a list of Australian Services representatives overseas.

2. Commanding Officers of HMA ships visiting ports of a country to which an Australian Services representative is posted should contact the representative direct as early as practicable informing him of eta, log req, etc.

3. **Correspondence.** Unclassified mail addressed to the Services Representative forwarded by the Department of External Affairs diplomatic bag. Classified mail addressed to the Services Representative forwarded by Department of External Affairs diplomatic courier. Arrangements for the despatch of mail via these channels should be made with the local Australian mission.

4. Signal communications will be made in accordance with RANCO's Article 1027.

5. Appendix B to this order gives the full address of the Australian Military Advisers' Representative (ASMAR) in the Military Planning Office, SEATO Headquarters, Bangkok. This officer represents the views of the Australian Military Adviser in the Military Advisers' Representatives Committee and to the Chief, Military Planning Office, on all matters affecting the work and functioning of the Military Planning Office.

6. Navy Order 250 of 1964 is hereby cancelled.

APPENDIX A

Australian Services Attaches and Advisers Overseas—January, 1966

Burma	Colonel N. R. McLeod, Services Attache, Australian Embassy, 88 Strand Road, RANGOON, BURMA.
Cambodia	Lieutenant-Colonel K. J. O'Neill, Services Attache, Australian Embassy, 94 Moha Vithei Preah Norodom, PHNOM PENH., CAMBODIA.
India	Group Captain E. T. Pickerd, OBE, DFC, Services Adviser, Australian High Commission, No. 9/48 Sardar Patel Road, Chanakyapuri, NEW DELHI, INDIA.
Indonesia	Acting Captain F. T. Sherborne, RAN, Naval Attache, Australian Embassy, Pegangsaan Barat 14, DJAKARTA, INDONESIA.

APPENDIX A—*continued*

Japan	Colonel M. P. O'Hare, OBE, Services Attache, Australian Embassy, 9 Mita Tsuna-Machi-Shiba, Minato-Ku, TOKYO, JAPAN.
Laos	Lieutenant-Colonel G. O. O'Day, Services Attache, Australian Embassy, Quartier Phone XAY, VIENTIANE, LAOS.
Malaysia	Colonel G. F. I. Richardson, Services Adviser, Australian High Commission, 44 Ampang Road, KUALA LUMPUR.
New Zealand	Group Captain J. R. Perrin, DFC, Australian Defence Representative, Australian High Commission, 4th Floor, ICI House, Molesworth Street, WELLINGTON. Postal Address: PO Box 2191, WELLINGTON.
Pakistan	Captain R. E. Bourke RAN, Services Adviser, Australian High Commission, 9 Kutchery Road, KARACHI, PAKISTAN.
Philippines	Wing Commander P. J. McMahon, DFC, AFC, Services Attache, Australian Embassy, L & S Building (7th Floor), 1414 Dewey Boulevard, MANILA, PHILIPPINES.
Singapore	Group Captain W. K. Bolitho, DFC, Services Adviser, Australian High Commission, MacDonald House (2nd Floor), Orchard Road, SINGAPORE, 9.
Thailand	Colonel J. G. Ochiltree, OBE, Services Attache, Australian Embassy, 323 Silom Road, BANGKOK, THAILAND.

APPENDIX A—*continued*

Vietnam	Colonel J. M. Maxwell, Military and Naval Attache, Australian Embassy, Caravelle Building (7th Floor), Place Lam Son, SAIGON, VIETNAM.
United Kingdom ..	Commodore D. H. D. Smyth, RAN, Australian Naval Representative, United Kingdom, Australia House, The Strand, LONDON.
United States of America	Captain E. J. Peel, DSC, RAN, Australian Naval Attache, 9th Floor, Paramount Building, 1735 Eye Street, WASHINGTON, DC, 20006.

APPENDIX B

Australian Military Advisers' Representative (ASMAR)

Group Captain J. M. Sutherland, RAAF,
Australian Military Advisers' Representative (ASMAR),
SEATO Headquarters,
BANGKOK, THAILAND.

(DNI 22/201/67)

(Navy Order 250 of 1964)

UNCLASSIFIED Cancelled vide N.O. 202/66

71—Ceremonies—Gun Salutes—3-pdr. Portable Saluting Guns

3-pdr. portable saluting guns are allowed to the following ships—

HMAS PERTH
HMAS HOBART
HMAS BRISBANE
HMAS VENDETTA
HMAS VAMPIRE
HMAS DUCHESS
} 3-No. each.

2. A further 3-No. will be provided as a saluting battery at Garden Island, to return salutes fired to the Flag of the Flag Officer-in-Charge, East Australia Area.

3. Other ships, which may require saluting guns (e.g., when proceeding on special visits) may obtain them from any of the above ships undergoing refit at the time subject to prior approval of the appropriate operational authority.

4. HMAS MELBOURNE will continue to use 40/60 guns for saluting.

5. Warrants of naval armament stores will be amended.

(DAS 708/251/30)

RESTRICTED

72—Project Directors for Shore Establishments

In order to overcome deficiencies in the standard of facilities and accommodation at shore establishments, it is intended that a Master Plan be prepared in respect of each establishment.

2. Each Master Plan, which is to be prepared by the shore establishments and local Administrative Authorities in consultation with the Commonwealth Department of Works, is to comprise—

(*a*) a "zoning plan" which will define foreseeable future requirements, and

(*b*) an "implementation plan" which will show how current deficiencies (including the replacement of sub-standard accommodation and facilities) are to be overcome.

3. A Navy Office Director will be appointed as Project Director for each establishment as follows—

Establishment	*Project Director*
Garden Island (including KUTTABUL) Cockatoo Williamstown	DMED
CERBERUS LEEUWIN NIRIMBA PENGUIN RUSHCUTTER	DMT
CRESWELL	DOA
WATSON WATERHEN	DMT DTWP
ALBATROSS	D/DTWP (AIR)
HARMAN (including Belconnen)	D of C
PLATYPUS	DSMP
HUON ENCOUNTER LONSDALE	D of R
MORETON TARANGAU MELVILLE (including Coonawarra)	D/D of P (A)
All non-commissioned supply establishments	C of S

4. The functions of a Project Director are—

(*a*) In conjunction with other Navy Office Directors concerned to define the detailed tasks for each establishment in amplification of the functions laid down in ACB 0327.

(*b*) To ensure that the establishment is given a clear and adequate statement of present and approved future requirements and that this statement is promptly revised when necessary.

(*c*) To advise DNW on the Master Plan for the establishment including any subsequent amendments. The Project Director may be required to attend when major works are being considered by Parliamentary Public Works Committee.

(*d*) To act as the representative of the requirements of the establishment at the Annual Works Priority Meeting.

5. The appointment of a Project Director in no way reduces the responsibilities of Shore Establishments and Administrative Authorities for the administration of areas under their control.

6. Project Directors are to take early steps to implement the action required by Paragraph 4 above.

(AS (NS) 1424/201/22)

UNCLASSIFIED

73—Training Committee

The Training Committee has been constituted by the Naval Board to investigate the standards of sailor training in shore establishments and the Fleet and to evaluate training needs of equipment, personnel and any other facilities required.

2. The Committee consists of—

Director of Manning and Training—Chairman.
Deputy Director of Training—Deputy Chairman.
Deputy DNES.
Officers of DMT staff as necessary.
Officers from staffs of other Navy Office directorates as required.
Secretary from DMT staff.

3. The Committee will work in a similar manner to the Complements Committee, visiting all establishments with a training commitment, and the Fleet on a yearly basis. Visits to establishments will, where possible, take place in the first half of the year and precede those of the Complements Committee to facilitate necessary administrative action such as complement and training equipment proposals. Establishments to be visited are—

CERBERUS
LEEUWIN
NIRIMBA
WATSON
PENGUIN
ALBATROSS
RUSHCUTTER
KUTTABUL
HARMAN.

4. Establishments and Administrative Authorities will normally be given about a month's notice of a projected visit by the Committee. On receipt of this advice details of any problem areas which it is desired to discuss with the Committee are to be forwarded to Navy Office.

5. The following will be required during a visit—

(*a*) a suitable room for the use of the Committee;

(*b*) a tour of all training facilities;

(*c*) all officers connected with training to be available for discussion with the Committee as required.

(DMT 8/2/43)

Section 2

PERSONNEL

UNCLASSIFIED

74—Wearing of Shoulder Flashes " Australia "

Navy Order 579 of 1965 has been varied and amplified as follows—

Paragraph 2

The metal shoulder flashes, Vocab. No. 67116, are not to be worn by officers holding appointments to Her Majesty the Queen or any other appointments to the Royal Family which require the wearing of Royal Cyphers on the shoulder straps. Shoulder flashes are not to be worn by members of the Women's Royal Australian Naval Service, Royal Australian Naval Nursing Service or Naval Dockyard Police. Flashes are to be issued to and worn by members of the Royal Australian Navy Emergency Reserve and Citizen Naval Forces only when performing continuous Service or training of more than three months duration in a seagoing ship or proceeding outside the Australia Station on duty. These members and PNF members who transfer to the Reserve Forces may subsequently wear the flashes until the uniform garment requires replacement. Junior Recruits are to wear a " Tingira " flash on the right shoulder and an " Australia " flash on the left shoulder. On passing out the " Tingira " flash is to be replaced by an " Australia " flash.

Paragraph 4

Instructions for the issue of flashes, Vocab. Nos. 67117 and 67118, will be promulgated shortly. Pending issue of these flashes sailors overseas may continue to wear embroidered gold wire flashes, Vocab. No. 67105.

Paragraph 5

The fabric flashes are to be positioned ¼-in. below the mid-point of the shoulder sleeve stitching.

(D of V 917/54/86)

(*Navy Order 579 of 1965*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

75—AC Motors—Electric Motor Starters—Use of Silicone Fluid in Dashpots for Overload Relays

With the exception of a limited number of new design Type SCF starters manufactured by Messrs. Allen West & Co. Ltd., which have dashpots for overload relays filled with silicone fluid MS 200/50 CS, AP 10238, all other starters presently fitted in HMA ships have dashpots filled with silicone fluid MS 200/100 CS, AP 10230 (Navy Order 374 of 1965 refers).

2. Experience in RN ships has shown that the nuisance tripping of certain starters associated with motors having a long run-up time, i.e., due to a high inertia load such as large axial flow fans or lube oil centrifuges, has been eliminated by replacing the existing silicone fluid in the dashpots of the overload relays by silicone fluid of a higher viscosity, i.e., higher centistokes number.

3. Overload relays fitted in motor starters in HMA ships were carefully set up and tested by the manufacturers prior to dispatch, and therefore starters which become prone to nuisance tripping during starting should be examined and tested very carefully before a decision is made to replace the silicone fluid in the dashpots by silicone fluid of a higher viscosity.

4. Overload relays are required to have dashpots filled with silicone fluid of such a viscosity as to give the following delays to the operation of the relay—

Load	*Time Delay* (overload relay)
125 per cent. FLC ..	.. ½ to 5 minutes
140 per cent. FLC ..	.. Not more than 5 minutes
800 per cent. FLC ..	.. 6 to 12 seconds

5. Silicone fluids shall be selected from the following range of items included in the Rate Book of Naval Stores—

Pattern	*Description*	*Accounting Classification*
0475/10238	Silicone Fluid, MS200/50 Centisokes, in 2-oz. bottles	Consumable
0475/10230	Silicone Fluid, MS200/100 Centistokes, in 2-oz. bottles	Consumable
0475/10239	Silicone Fluid, MS200/200 Centistokes, in 2-oz. bottles	Consumable
0475/4536	Silicone Fluid, MS200/350 Centistokes, in 2-oz. bottles	Consumable
0475/10049	Silicone Fluid, MS200/1000 Centistokes, in 2-oz. bottles	Consumable

6. In addition, the following item is being added to the Rate Book of Naval Stores—

Pattern	*Description*	*Accounting Classification*
0475/475042	Silicone Fluid, MS200/2000 Centistokes, in 2-oz. bottles	Consumable

7. The required quantity of silicone fluids should be demanded from Superintending Naval and Air Store Officer, Sydney.

8. In starters where tallies are fitted stating the type of silicone fluid used in the dashpots, the tallies should be modified or replaced if the type of silicone fluid used is changed. Relevant "as fitted" drawings are also to be modified accordingly.

(PEE 400/2/330)

(*Navy Order 374 of 1965*)

UNCLASSIFIED

76—Alteration and Addition Item—HMAS STUART

The following Alteration and Addition Item is approved to be carried out in HMAS STUART—

Class List Item No. 317. (Ex TDL "SD")

Item: To remove existing bulk stowage racks Nos. 1, 2 and 3 in No. 3 naval store and replace with industrial shelving fitted in accordance with ship's requirements and to remove stowage rack No. 9 and replace with industrial shelving with adjustable dividers and wire mesh screens.

2. The item is not applicable to HMA ships YARRA, PARRAMATTA and DERWENT.

References: (*a*) STUART's Form AS 1182, TDL "SD" forwarded under cover of FOICEA memorandum N20-20-294C dated 18th June, 1964.

(*b*) Navy Office Memorandum 400/56/49 dated 8th October, 1964.

(*c*) FOICEA memorandum N46/9/251 dated 2nd March, 1965 (enclosing STUART's letter 15/7/2 dated 15th February, 1965).

(*d*) Navy Office Memorandum 1224/73/113 dated 2nd July, 1965.

(CNTS 1224/73/113)

UNCLASSIFIED

77—Rectifiers—Selenium Type—Precautions in Handling

Navy Order 408 of 1965 is to be amended as follows—

Paragraph 2 (*a*) *delete* Forms AS 331Z
insert Forms AD 3004.

(DNAS 177/1/35)

(*Navy Order 408 of 1965*)

RESTRICTED

78—Wireless—Type 691/CUH—BR 1917 (2) (A)—Modification No. 18—Errors in Instructions

It has been established that Modification Instruction No. 18 contained in BR 1917 (2) (A) is in error as follows—

(*a*) Instruction 8 (i) for V6 *read* V3.

(*b*) Instruction 8 (iii) for CT432 *read* CT436.

2. If the transmitter is modified in accordance with Instruction 10 and wiring diagram Figure 5 and does not key, pin 7 should be connected to the bottom left hand contact of SWB (viewed from the rear of front panel) instead of the bottom right hand contact.

(DWE 1224/267/58)

Section 7

CANCELLED LIST

UNCLASSIFIED

79—Cancellation of Navy Orders

The following navy orders, having been incorporated into RI (ABR 5016) by Amendment 12, are hereby cancelled—

Navy Order Cancelled	*Superseded by RI Article*
1964	
89	1350
90	5212
107	4521
145	2626
166	5253
195	3520
242	0503
269	0956
550	3142
639	App. 52A
640	2755
668	3507
710	0225 1210 App. 12A
1965	
75	5606
135	3128
348	1014

(CEO (GS) 465/7/4)

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

ANO 80/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
11th February, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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702/66.

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

80—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc., During December, 1965

The magazines, pamphlets and amendments to publications, etc., contained in the appendix to this order have been distributed to ships and services during December, 1965.

2. Article 2518 of ABR 4 is relevant.

3. Copies of P Series Amendments referred to in the appendix to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2518 (7) of ABR 4.

APPENDIX

AMENDMENTS TO BR's ETC.

BR No.	*Amendment No.*
ABR 10/1964	Amendment No. 3
BR 810 RAN Suppt.	
BR 810 Numeric Group 0245	Amendment No. 2
BR 810 Numeric Group 0246 ..	Amendment No. 2
BR 810 Numeric Group 0247 ..	Amendment No. 2
BR 810 Reprint Group 0271 dated Nov. 1965	
BR 810 Reprint Group 0273 dated Nov. 1965	
BR 810 Reprint Group 0275 dated Nov. 1965	
BR 810 Numeric Group 0461	Amendment No. 4
BR 810 Reprint Group 0553 dated Oct. 1965	
BR 810 Reprint Group 0556 dated Oct. 1965	
BR 810 Reprint Group 0562 dated 23.9.65	
BR 810 Reprint Group 0568 dated 20.12.65	
BR 810 Reprint Group 0583 dated 30.6.65	
BR 810 Numeric Group 0631	(Addendum No. 2 dated 28.10.65)
BR 810 Numeric Group 0441	Amendment No. 5
BR 810 Numeric Group 0472	Amendment No. 5
BR 810 Reprint Group 0566 dated 28.9.65	
BR 819 (1)	Change No. 131
BR 819 (1)	Change No. 133
BR 1545	RAN Amendment No. 1
BR 1545	Change No. 6
NAMAN N2559–N2563 Vol. 20 ..	Dated 30.9.65
DEF 1234	Amendment No. 16

BOOKS, MAGAZINES AND PAMPHLETS

Publications	*Date*
Aeroplane and Commercial Aviation News	30.9.65
Aeroplane and Commercial Aviation News	7.10.65
Aeroplane and Commercial Aviation News	21.10.65
Aircraft, Vol. 45	November, 1965
Flight	30.9.65
Flight	7.10.65
Flight	14.10.65
HMSO List of Government Publications ..	Issued during July, 1965

ESTABLISHMENT LISTS AND AMENDMENTS

"E" List No.	*Amendment No.*
RAN LE 39	Amendment No. 2
E 927 dated 24.5.62	
E 927 dated 24.5.62	Amendment No. 1
E 1126 dated 1.2.62	
E 1126 dated 1.2.62	Amendments 1 to 5 (inclusive)
E 1215 dated 1.6.62	Amendment No. 8
E 1382 dated 1.7.62	
E 1382 dated 1.7.62	Amendment No. 1

AMENDMENTS TO AIR PUBLICATIONS

AP No.	*AL or Leaflet*
1086 Book 1 (2nd Edition)	AL 39
4288 Vol. 2	(AL 922)–B 322 (Alt. 2)
	(AL 919)–B 362 (Alt. 4)
	(AL 918)–B 480 (Alt. 1 incorp.)
	(AL 923)–B 563 (Alt. 1)
	(AL 917)–B 603 (Alt. 1)
	(AL 907)–B 619
	(AL 910)–B 621
	(AL 916)–B 625
	(AL 914)–B 626
	(AL 920)–B 627
	(AL 924)–B 629
	(AL 926)–B 631
	(AL 927)–B 632
	(AL 928)–B 633
	(AL 929)–B 634
	(AL 930)–B 635
	(AL 940)–B 641
	(AL 941)–B 642
4303E Vol. 1	AL 86
4343E Vol. 1 Book 3	AIL 1/65
4360C Vol. 2	AL 3 (Mod. SV 16/RAN/51 Nov. 1965)
4511 Vol. 1 and 6 Book 2	AL 99
4515S Vol. 3 Part 1 Chapter 12	AL 1
4723 Vol. 6 Parts 1 and 2	AL 26

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
4723 Vol. 6 Part 4	AL 33
4723A Vol. 1 Book 1	AL 108 and 109
4723A Vol. 1 Book 2	AL 81
4780A (GHN)	AL 5
AP (N) 76	AL 7
AP (N) 1023 (11)	AL 22
Collins Overhaul Manual 520–597003–501113	5th Revision (1.8.65)
AP (RAN) 8 Vol. 1 Book 1	AIL (RAN) 6 (Oct. 1965)
AP (RAN) 8 Vol. 1 Book 3	AIL (RAN) 7
	AIL (RAN) 8 (Sept. 1965)
	AIL (RAN) 9 (Sept. 1965)
	AIL (RAN) 10 (Oct. 1965)
AP (RAN) 8 Vol. 2	AIL (RAN) 40
	AIL (RAN) 41
	AIL (RAN) 42
	AL 13, 14 and 15
AP (RAN) 8 Vol. 6 Part 3	AIL (RAN) 9 (Sept. 1965)
	AIL (RAN) 10 (Sept. 1965)
	AIL (RAN) 11 (Sept. 1965)
	AIL (RAN) 12 (Oct. 1965)
AP (RAN) 10 Vol. 1 Book 1	AIL (RAN) 2
	AIL (RAN) 3
	AIL (RAN) 4
	AIL (RAN) 5
AP (RAN) 10 Vol. 6	AIL (RAN) 2
AP (RAN) 11 Vol. 1	AIL (RAN) 4 (Sept. 1965)
AP (RAN) 19 Vol. 1 Book 1	AL (RAN) 1
AP (RAN) 19 Vol. 1 Book 2	AL (RAN) 1
MIL-M-008910 (USAF)	AL 1 (25.9.64)
MIL-M-008910 (WP)	Int. AL 1 (23.2.65)
Air Clues	November, 1965
AAP 721:79 Vol. 2 Part 2	AL 321
AAP 760:0 Vol. 2 Part 2	AL 18 (Issue 2)
	AL 19 (Issue 2)
RAAF Special Technical Instructions ..	Canberra/241
	Caribou/39
	Caribou/42
	Caribou/43
	Caribou/44
	Caribou/45
	Instruments/95
	Instruments/96
	Iroquois/70
	Mechanical Transport/27
	Mirage/66
	Neptune/83
	Sabre/235

(DNAS 465/57/552)

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

REGISTRAR

RESTRICTED

ANO's 81-106/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
22nd February, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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925/66.

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

81—ACNB General Messages

In accordance with Navy Order 724 of 1965 the state of ACNB General Messages as at 1st January, 1966 is shown in the appendix to this order—

APPENDIX

The following F messages may now be withdrawn—

1965

135—*see* ANO 723/65
139—*see* ANO's 737/65 and 738/65
140—*see* ANO 755/65
149—*see* ANO 47/66
152—*see* ANO 3/66
153—*see* ANO 45/66

2. At 0001Z, 1st January, 1966, the following F messages were in force—

1965

005	007	015	024	033	039	051	066	068	075
087	092	093	110	111	119	130	132	136	137
150	155	158	161	162	163	165	168	169	170
172	174	175	176	178.					

3. The following RF messages may now be withdrawn—

1965

023—*see* RANAMO
028—*see* AP

4. At 0001Z 1st January, 1966, the following RF messages were in force—

1965

008 027 029 030.

(AS (NS) 77/201/38)

(*Navy Order 724 of 1965*)

UNCLASSIFIED

82—Charges for Radio Telegrams, Radio Telephone Calls, Etc., Originating in HMA Ships

The following sets out charges which will be made by Australian and New Zealand authorities and other conditions relating to radio telegrams, radio telephone calls, etc., originating in HMA ships as from 14th February, 1966.

Telegram Charges

2. Charges for radio telegrams transmitted via Australian Coast Stations from HMA ships are 5½ cents per word with a minimum charge of 39 cents for 7 words or less.

3. Charges for ship letter telegrams transmitted via Australian Coast Stations are 2½ cents per word with a minimum charge of 55 cents for 22 words or less.

4. Words are to be counted as set out in BR 168—Handbook for Wireless Operators. Official messages are to be prefixed with the word ETAT. The letters CDE are to be entered in the remarks column of Form AS1907Z against messages in code.

Telephone Charges

5. Charges by the Australian Postmaster-General's Department for radio telephone calls from HMA ships to telephone subscribers in Australia are as follows—

(*a*) Within the area from the Antarctic Circle northward along the 180° East Meridian to the equator; thence West along the equator to 130° East Meridian; thence in a south westerly direction to the position 10° South 100° East; thence West along the parallel 10° South to 80° East Meridian, and thence South to the Antarctic Circle—

(i) First three minutes or part thereof .. $2
(ii) Each additional minute $0.67
(iii) Report charge for an ineffective call .. $0.20

(*b*) Outside the area in (*a*)—

(i) First three minutes or part thereof .. $5
(ii) Each additional minute $1.67
(iii) Report charge for an ineffective call .. $0.27

Note—Rates include trunk line charges to all parts of the Commonwealth; report charges are made for calls that have not been finalised and subsequently cancelled by the originator.

6. Charges by the New Zealand General Post Office, Wellington, for radio telephone calls from HMA ships are as follows, subject to a minimum charge as for three minutes.

(*a*) Within an area designated as Zone 1, i.e., to east coast of Australia in a westerly direction (145° East) to Fiji in a northerly direction (18.8° South) and to Cook Islands in an easterly direction (160° West)—

(i) 5s. (Sterling) per minute.
(ii) Report charge 2s. (Sterling).

(*b*) Outside the area in (*a*)—

(i) 10s. (Sterling) per minute.
(ii) Report charge 4s. (Sterling).

7. The cost of private messages and telephone calls is to be recovered in accordance with Article 155 of the Navy Accounts Manual. Where charges on private messages or calls are not known the authority concerned is to be asked to advise the charges together with any land line or cable rates that may be applicable. The cost of exchange or any other charges which may arise in connexion with a private message or call are to be included in assessing the cost to be recovered.

8. In all cases where an amount to be charged includes a ½ cent, the charge is to be debited to the next higher cent.

(DNA 16/51/25)

UNCLASSIFIED

83—Registration and Identification of Commonwealth Owned Motor Vehicles—Loss of Number Plates

Instances have occurred where ships and establishments are not carrying out the correct procedure in the event of loss or theft of number plates from Commonwealth motor vehicles.

2. Upon the loss of number plates, a detailed report is to be completed in accordance with the appendix to this order and forwarded to Navy Office together with a request for replacement plates.

3. Action is also to be taken to ensure that number plates are securely affixed to vehicles to obviate the likelihood of their being lost and that regular examination of number plates is made.

APPENDIX

Report of the Loss or Theft of Number Plates for Commonwealth Owned Vehicles

I desire to report that *one/two Commonwealth Number Plate(s) number(s) .....

.....which *was/were affixed to a .....
(type of vehicle)

appropriated to the Department of Navy in.....

*was/were *lost/stolen on.....
(Approximate date)

If lost, give details indicating TIME and PLACE and WHETHER the Police were advised.

If stolen, relevant details should be given, stating whether the Police were advised and what other measures were taken towards recovery.

.....
Signature of Responsible Officer.

.....
Designation of Responsible Officer.

Date / /196

*Delete whichever is inapplicable.

(DNAS 459/70/12)

UNCLASSIFIED Cancelled vide N.O. 87/66

84—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 December, 1965, which amend or amplify RI (as corrected up to Amendment No. 12)—

RI Article	*Navy Order*	*RI Article*	*Navy Order*
Chapter 1, Sec. IV ..	272/1965	2120	466/1965
0231–4	407/1964	2605	779/1965
0347	691/1965	2916	548/1965
Chapter 5 ..	171/1965	3223	135/1965
	710/1965	4909	619/1965
	711/1965	4962	617/1965
	742/1965	4963	535/1965
0502	760/1964	5209	676/1965
0505	628/1965	5211	653/1965
0806	653/1965	5608	287/1965
0823	379/1964	5801	224/1965
0846	787/1964	6120	249/1965
1069	345/1964	6211	165/1965
1072	296/1965	6246	739/1965
1122	575/1965	APP.4A	296/1964
1232	634/1965	4B	483/1965
1452	475/1965	10A	443/1964
	538/1965		174/1965
1705	393/1965	10B	621/1965
1862A	350/1965		756/1965
2109	466/1965	45A	176/1965

2. Navy Order 752 of 1965 is hereby cancelled.

(CEO (GS) 465/3/4)

(*Navy Order 752 of 1965*)

UNCLASSIFIED

85—Safety—Heavy Lift Helicopters—Dangers from Down Draught

In a recent incident in one of HMA ships the down draught from a heavy lift helicopter caused a Zodiac diving boat moored at the stern boom to be lifted bodily from the water and capsized, throwing two sailors and a quantity of diving equipment into the water. The sailors were recovered but the equipment was lost.

2. This incident illustrates the considerable effect that a heavy lift helicopter can have when landing on a ship. While it may be difficult to take due precautions when frequent and unexpected helicopter sorties are being flown, every effort is to be made to ensure the safety of personnel and of boats at booms or in the vicinity of such operations.

(CONS 177/1/68)

Section 2

PERSONNEL

UNCLASSIFIED Cancelled vide N.O. 80/67

86—Jewish Faith—Sacred Festivals, 1966

(*DCI (RN) 1863/1965*)

Subject to the exigencies of the Service, leave of absence may be granted to Royal Australian Naval personnel belonging to the Jewish Faith who may desire to observe the following festivals in 1966—

Festival of Passover	5th to 12th April (inclusive)
Festival of Pentecost	25th to 26th May
New Year	15th and 16th September
Day of Atonement	24th September
Festival of Tabernacles	29th and 30th September and 6th and 7th October

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

3. Navy Order 93 of 1965 is hereby cancelled.

(HPB 319/1/8)

(*Navy Order 93 of 1965*)

UNCLASSIFIED

87—Results of Passing Out and Higher Educational Test—HMAS LEEUWIN—December, 1965

The pass marks obtained by Junior recruits at the Passing Out and Higher Educational Tests held in HMAS LEEUWIN are shown in the appendix to this order.

2. The results of the above test have been adjusted to the HET standard and the sailors mentioned in the appendix have been granted passes in the subjects indicated.

3. Commanding Officers, are to ensure that the Certificates of Service of those concerned are noted in the appropriate section.

APPENDIX

HMAS LEEUWIN

Passing Out Examination—December, 1965

Name	*Rank*	*P/N*	*Hist. II*	*Geog. III*	*Nav. IV*	*Maths. V*	*Mech. VI*	*M. & E. VII*	*Eng. VIII*	*Remarks*
Allen, Robert S.	Topman 2	R94564	—	79	61	67	79	—	—	—
Apps, Ian D.	ORD EM	R94565	—	60	60	64	—	—	56	—
Atchinson, Lionel	ORD UC	R94566	—	56	62	53	—	—	60	QSD
Axford, Alan J.	ORD WTR	R94567	—	55	—	59	—	—	56	—
Ballantyne, Barry J. H. ..	ORD NA	R94568	—	—	55	—	—	—	—	—
Barnes, Trevor W.	ORD WTR	R94569	—	61	63	81	—	—	61	QSD
Bates, James E.	ORD CD	R94573	—	—	53	—	—	—	56	—
Bellette, Stanley	ORD QMG	R94576	—	—	—	—	—	—	53	—
Berridge, Jeffery	ORD CO	R94579	—	64	—	—	—	—	53	—
Blackman, Graham G. ..	ORD UW	R94580	—	—	—	—	—	—	54	—
Blansjaar, Joseph	Topman 2	R94377	—	—	—	—	77	—	—	—
Boardman, Peter E.	ORD QMG	R94616	—	50	—	—	—	—	—	—
Bowler, Peter R.	ORD EM	R94581	—	51	58	—	—	—	—	—
Broadsmith, Ian G. ..	ORD SA	R94582	—	69	53	61	—	—	74	QSD
Brown, Kenneth J.	ORD ME	R94583	—	—	54	—	—	—	—	—
Brown, Michael J.	ORD CO	R94584	—	57	—	—	—	—	—	—
Cameron, Victor E. ..	ORD NAM	R94588	—	59	78	74	—	—	53	—
Cannon, Robert H.	Topman 2	R94589	—	57	53	53	69	—	71	—
Carmichael, Donald ..	ORD CO	R94591	—	59	—	—	—	—	55	—
Carter, Terence	ORD NAM	R94593	—	53	54	—	—	—	53	—
Castles, Brian S.	Topman 2	R94594	—	62	61	—	—	—	63	—
Clark, Richard T.	ORD EM(A)	R94596	—	59	—	56	—	—	59	—
Clelland, John W.	ORD ME	R94597	—	63	—	—	—	—	57	—
Collier, Roderick	ORD ME	R94600	—	67	—	—	—	—	—	—
Collins, Phillip G.	ORD EM	R94601	—	62	—	—	—	—	55	—
Cooper, Laurence J. R. ..	ORD EM	R94604	—	60	53	59	—	—	57	—
Corcoran, John B.	ORD QMG	R94605	—	—	—	—	—	—	53	—
Coughlin, Noel T.	ORD EM	R94606	—	57	—	—	—	—	66	—
Dolkens, Theo H.	ORD EM	R94614	—	56	—	—	—	—	54	—
Ferguson, Donald W. ..	ORD CK	R94620	—	—	53	—	—	—	—	—
Findlater, Graham W. ..	ORD EM	R94621	—	66	61	—	—	—	53	—
Fisher, John S.	ORD EM	R94624	—	—	54	—	—	—	68	—
Ford, Victor G.	ORD CO	R94627	—	53	—	—	—	—	—	—
Francis, Ronald W.	ORD EM	R94628	—	—	—	—	—	—	54	—
Frith, Brian G.	ORD ME	R94629	—	69	—	—	—	—	—	—
Funnell, Geoffrey	ORD UC	R94630	—	—	—	54	—	—	70	—
Gallagher, Christopher ..	ORD CO	R94633	—	—	—	52	—	—	—	—
Gallon, Peter M.	ORD EM	R94634	—	53	—	—	—	—	62	—
Georke, Armin F.	ORD UC	R94635	—	—	54	—	—	—	—	—
Gerholt, Peter O.	ORD RP	R94636	—	—	53	—	—	—	—	—
Goodwin, Brian M.	Topman 2	R94639	—	51	56	65	70	—	59	—
Higgins, Eric A.	ORD UC	R94713	—	52	53	—	—	—	54	—
Hill, Hedley N.	ORD CD	R94653	—	72	54	56	—	—	50	QSD
Hopkins, John D.	ORD ME	R94655	—	58	—	—	—	—	—	—
Houldworth, Graham J. ..	ORD EM	R94656	—	57	—	—	—	—	56	—
Husk, Hubert N.	ORD CO	R94657	—	52	53	—	—	—	55	—
Jackson, Joseph A.	ORD EM	R94658	—	—	—	—	—	—	59	—
Jenkins, Dean	ORD WTR	R94661	—	77	58	75	—	—	61	QSD
Johnson, Brian S.	ORD CO	R94662	—	63	58	—	—	—	58	—
Jones, Kenneth E.	ORD EM(A)	R94663	—	54	59	55	—	—	—	—
Jones, Peter G.	ORD SA	R94665	—	53	63	—	—	—	—	—
Kalkman, Peter G.	ORD RP	R94666	—	56	58	—	—	—	—	—
Kay, Philip T.	Topman 2	R94462	—	—	54	—	—	—	55	—
Kemp, Christopher	ORD CD	R94668	—	62	58	70	—	—	66	QSD
Kerrison, Jeffrey R.	ORD EM	R94669	—	50	61	57	—	73	—	QSD

Name	*Rank*	*P/N*	*Hist. II*	*Geog. III*	*Nav. IV*	*Maths. V*	*Mech. VI*	*M. & E. VII*	*Eng. VIII*	*Remarks*
Klem, Lindsay R.	ORD WTR	R94673	—	58	55	82	—	—	65	QSD
Koneman, Neil A.	ORD UC	R94674	—	—	55	—	—	—	—	—
Kramer, Albert	ORD RP	R94675	—	62	55	—	—	—	56	—
Kuiters, Theodorous J. ..	ORD EM	R94676	—	—	53	—	—	—	—	—
Luke, Michael P.	ORD CD	R94684	—	—	—	—	—	—	55	—
McKay, Bernard	ORD WTR	R94687	—	69	—	62	—	—	65	—
Martin, Malcolm F. ..	ORD EM	R94694	—	58	55	—	—	—	—	—
Mayo, Clive	Topman 2	R94696	—	58	53	53	—	—	76	—
Munro, Peter C.	ORD EM	R94699	—	61	54	—	—	—	58	—
Nason, Gregory W.	ORD EM	R94700	—	67	55	—	—	—	—	—
Neal, Trevor W.	ORD RP	R94701	—	60	54	—	—	—	57	—
Nillesen, Cornelius	ORD ME	R94702	—	—	60	53	—	—	—	—
Nordsvan, Ronald F. ..	ORD ME	R94703	—	—	55	—	—	—	—	—
Palmer, Colin R.	Topman 2	R94500	—	—	—	—	78	—	—	—
Quinlan, Michael J.	ORD ME	R94709	—	50	—	—	—	—	58	—
Raff, Christopher C. ..	ORD CO	R94710	—	51	—	—	—	—	—	—
Rayfield, Gregory J. ..	ORD CD	R94711	—	51	—	—	—	—	—	—
Rhodes, Graham D. ..	ORD NA	R94714	—	—	—	—	—	—	54	—
Richards, Alexander P. ..	ORD NA	R94715	—	59	—	—	—	—	—	—
Rogotski, Bernard A. ..	ORD EM	R94718	—	50	—	—	—	—	—	—
Roser, Tony	ORD EM	R94719	—	68	53	65	—	—	59	—
Royall, Peter R.	Topman 2	R94720	—	51	—	54	54	—	69	—
Sutherland, David A. ..	ORD CO	R94737	—	63	56	—	—	—	—	—
Sweeney, Graham S. ..	ORD CO	R94739	—	58	—	—	—	—	—	—
Thompson, Michael A. ..	ORD ME	R94745	—	—	—	—	—	—	54	—
Townsend, Francis X. ..	ORD NAM	R94749	—	67	55	65	—	53	69	QSD
Tracy, David J.	ORD ME	R94750	—	50	54	—	—	—	—	—
Underhill, Robert V. ..	ORD WM	R94751	—	56	55	—	—	—	—	—
Warren, John R.	ORD CO	R94754	—	56	—	—	—	—	64	—
Wells, John R.	ORD RP	R94756	—	—	58	—	—	—	58	—
Whitelaw, Thomas K. ..	Topman 2	R94547	52	—	—	—	58	—	—	—
Whittaker, Paul J.	ORD RP	R94759	—	57	60	—	—	—	61	—
Wilson, John A. K. ..	ORD UC	R94763	—	66	53	57	—	—	56	QSD
Wilson, Paul J.	ORD ME	R94764	—	52	—	—	—	—	—	—
Winton, Gary R.	ORD EM	R94765	—	57	—	—	—	—	—	—
Young, Peter J.	ORD WTR	R94767	—	60	56	56	—	—	60	QSD

(HPB 325/53/17)

UNCLASSIFIED

88—Variations in the Provisions Governing Payment of Temporary Accommodation Allowance and Temporary Rental Allowance

Certain provisions governing the payment of the above allowances have been varied as shown hereunder.

2. Provision is now made for payment of Temporary Accommodation Allowance and Temporary Rental Allowance in respect of a removal on marriage under NPI 231/9 (3) in cases where there is substantial evidence that prior to notification of posting an unmarried member has made firm arrangements for his marriage, e.g., a date has been set and associated arrangements made, Temporary Accommodation Allowance and Temporary Rental Allowance may be paid subject to the normal conditions from the date of occupation after marriage of hotel type accommodation or furnished premises in the locality of the new posting.

Variations Governing Payment of Temporary Accommodation Allowance

3. A member ordinarily becomes eligible for payment of Temporary Accommodation Allowance on the effective date of the member's posting or on such later date as the member and/or his family, whichever arrives last, reaches the new locality. However, where the member and his family, of necessity arrive together on a date within a period not exceeding two days prior to the effective date of posting, e.g., during the weekend prior to the commencement of duty, eligibility may commence on that arrival date.

4. Where hotel type accommodation expenses are incurred for periods in excess of two days prior to the effective date of posting or where the member while on leave, necessarily incurs such expense as a result of removal of furniture or effects, other than at the locality from which or to which the removal is being effected, claims for payment of Temporary Accommodation Allowance will be considered by the Naval Board on submission of full details.

5. In cases where the tariff covers only bed or bed and breakfast, the actual cost of meals if considered reasonable, taken at the place of accommodation, may be used in assessing costs. Meals taken outside the member's place of accommodation are limited to meal allowance rates.

Variations Governing Payment of Temporary Rental Allowance

6. Temporary Rental Allowance will be paid only where the premises occupied are adequately furnished. The residence is regarded as " furnished " if the member and his wife are able to live in it, without addition, at a reasonable standard of comfort notwithstanding that in order to provide for children, additional beds, etc., may be moved in.

7. Except with the approval of the Naval Board the amount of Temporary Rental Allowance shall not normally exceed five pounds (£5) ($10) per week. However, this amount may be raised to seven pounds (£7) ($14) per week in respect of premises in Papua-New Guinea and Darwin and those cases in Sydney where special circumstances exist, e.g., where the number, ages and sexes of the member's dependants restrict his essential accommodation requirements to premises containing three or more bedrooms.

8. Cases in the Sydney and Darwin areas in which the member is currently receiving Temporary Rental Allowance of five pounds (£5) ($10) per week will be reviewed in accordance with Paragraph 7.

9. Eligibility for payment of Temporary Rental Allowance ordinarily commences on the effective date of the member's posting or on such later date as the member and/or his family, whichever arrives last, reaches the new locality, but where the member and his family of necessity arrive together on a date within a period not exceeding two days prior to the effective date of posting, e.g., during the weekend prior to commencement of duty, eligibility may commence on that date.

Rental Paid in Advance

10. Where reimbursement of rental paid in advance (NPI 231/51) for a period in excess of three weeks is thought to be warranted, full details of such cases may be referred to the Naval Board for consideration as a special case.

Members Posted to Darwin—Special Provisions

11. Where a member is forced to vacate married quarters following his posting to Darwin or is in receipt of Temporary Rental Allowance at the time of his posting to Darwin, the allowance may be paid or continued at the old locality subject to the following—

(*a*) the approving authority must be satisfied that the member is genuinely seeking family accommodation at Darwin;

(*b*) where the member is being paid Temporary Rental Allowance at the old locality it may be continued for up to six months from the effective date of his posting; or

(*c*) where the member's family is forced to vacate married quarters at the old locality, payment may be made for a period of up to six months from the effective date of posting.

Unfurnished Premises

12. A member who occupies unfurnished premises is not normally eligible to receive payment of Temporary Rental Allowance. However, in certain cases, where it can be demonstrated that exceptional circumstances exist, the full circumstances may be submitted to the Naval Board for consideration of payment of an allowance as a special case.

Members Returning from Oversea Duty

13. On return to Australia from oversea duty if passages for his family were provided at Departmental expense, the member may be paid Temporary Accommodation Allowance under the normal conditions during a period of temporary attachment for special duty before he takes up his permanent posting.

14. NPI should be noted pending amendment.

(HPB 252/1/39)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

89—Survival Swimming

The Naval Board desire that an interest in swimming for survival and in lifesaving matters generally should be fostered throughout the RAN. A lecture on swimming for survival is given to all personnel during initial training, and PT category sailors are required to attain a thorough knowledge of the subject. Commanding Officers are to encourage all personnel to acquire proficiency in swimming for survival.

2. Every person should be willing and able to save the life of another in danger of drowning, but the first responsibility of each individual is the ability to save his own life. Even a good swimmer may be in danger when he becomes exhausted if he has not practised survival swimming. The "Rules for Survival" set out by the Royal Life Saving Society—Australia, as listed below, should be memorised and understood by every swimmer.

3. **Rules for Survival.**

A swimmer may remain on the surface of the water easily and for a long time if he observes the following rules—

(1) **Keep the Body as Horizontal as Possible.** This helps flotation and makes progress easier.

(2) **Keep the Body and Limbs Submerged as Much as Possible.** This takes advantage of natural buoyancy, which is sufficient to keep the face out of the water with very little effort. The weight of any other part of the body can only be maintained above the surface by extra effort.

(3) **To Attract Attention,** lie back in the water and raise one arm. Adopting an upright position with both arms raised will cause the face to submerge.

(4) **Swim With Slow Strokes.** This economises strength and increases endurance.

(5) **Change Position and Stroke.** This again is to economise strength and increase endurance.

(6) **Eyes Must be Open all the Time.** Because normal people rely so much on the ability to see, closing the eyes in unusual surroundings, as in the water, causes lack of confidence and even fear, although this may not be realised by the person concerned. This causes tenseness and fatigue and in extremity may lead to panic.

(7) **Breathe Regularly.**

(8) **Don't Panic.** Even if you are exhausted or if you have cramp or some other difficulty, you can keep afloat very easily.

4. The Commodore Superintendent of Training, HMAS CERBERUS is responsible for liaison directly with the Royal Life Saving Association—Australia, on swimming for survival and lifesaving matters and techniques. Details of tests conducted and certificates issued by the Association may be obtained from the Physical Training Section, HMAS CERBERUS, and 2-day refresher courses in swimming for survival for PT sailors may be arranged direct with HMAS CERBERUS if required.

(DMT 311/10/34)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

90—Allowance List of Stores for Electrical Action Repair Parties in HMA Ships—LE 53

RAN Allowance List of Stores for Electrical Action Repair Parties in HMA ships—LE 53 has been printed. Distribution of LE 53 and any subsequent amendments will be effected, to HMA ships concerned, without demand by the Superintending Naval and Air Store Officer, Sydney.

(DNAS 400/51/202)

UNCLASSIFIED

91—Alteration and Addition Item—HMAS MELBOURNE

The following Alteration and Addition Item is approved to be carried out in HMAS MELBOURNE—

Class List Item No. 181 (Ex TDL "EB").

Item: To replace existing two in number "Electrolux" refrigerators situated in the Sick Bay, with two in number automatic refrigerators having increased deep freeze storage capacity and automatic defrost, and to provide suitable deck mountings and power supplies of 230 volts 50 cycle AC. The work is to be carried out by ship's staff. Changes in weight are to be reported.

Reference: HMAS MELBOURNE's Form AS 1182 dated 27th August, 1965, forwarded under cover of FOCAF's AF 1904/169 dated 18th September, 1965.

(CNTS 1215/52/45)

UNCLASSIFIED

92—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 10 (Ex TDL "AG").

Item: To remove rigols from above scuttles in ship's hull.

Weight variation is to be reported on the completion of the item.

Reference: HMAS MORESBY's Form AS 1182 of 20th September, 1965, forwarded under cover of FOCAF Memorandum AF 1936/17 dated 25th October, 1965.

(CNTS 1228/52/119)

UNCLASSIFIED

93—Alteration and Addition Item—HMAS SUPPLY

The following Alteration and Addition Item is approved to be carried out in HMAS SUPPLY—

Class List Item No. 38 (Ex TDL "BI").

Item: Five in number metal frames, each containing 3 Pattern 8703 reels, to be constructed and mounted in suitable space existing between decks forecastle.

Weight compensation is not required.

Reference: HMAS SUPPLY's Form AS 1182 TDL "BI" dated 12th October, 1965, forwarded under cover of FOCAF memorandum AF 1908/74 dated 25th October, 1965.

(CNTS 1246/51/154)

UNCLASSIFIED

94—Alteration and Addition Item—Type 12 Destroyer Escorts

Navy Order 556 of 1965 is to be amended as follows—

Insert before *Item:*

" *Class List Item No. 311* (Ex TDL " NFBZ ")".

(ACMD 1205/53/238)

(*Navy Order 556 of 1965*)

UNCLASSIFIED

95—Ammunition—Propellant—Landing—Destruction—Reports

(*DCI (RN) 1780/1965*)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached their age limits—

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3001 RNC 3008 RNC 3013 RNC 3023 RNC 3027	SC 061	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in. (FA).
RNC 3000 RNC 3012 RNC 3022 RNC 3031 RNC 5575XG	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNC 3036 RNC 3374XA RNC 3387XA RNC 3407XA	SC 109	Cartridges— QF 4.7-in.
RNC 3030 RNC 3398XA RNC 3406XA RNC 3755XB	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL).
RNC 2999 RNC 3011 RNC 3020 RNC 4137XC RNC 4151XC RNC 4172XC	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo
RNC 3019 RNC 3035	SC 150	Cartridges— QF 4.5-in. (SL) Impulse Torpedo.
RNC 3775XB RNC 3819XB	NF 029	Cartridges— QF 4-in. (FA).

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3107 RNC 3369XA	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL).
RNC 3038 RNC 3039	NF 052	Cartridges— QF 4.7-in.
RNC 2995 RNC 3004 RNC 3006 RNC 3016 RNC 3776XB	NF 059	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL).
RNC 3024 RNC 3025	NF 080	Cartridges— QF 5.25-in.
RNC 4195XC	NF/S 164-048	Cartridges— QF 4.7-in., QF 4.5-in. (SL).
RNC 2989 RNC 2990 RNC 2991 RNC 2992 RNC 2993 RNC 4128XC	HSC/T 134-055	Cartridges— QF 2-pdr.
RNP 89XB RNP 1077XF	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNP 1047XF	NF 052	Cartridges— QF 4.7-in.
RNP 1066XF	NF 059	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL).
RNP 1046XF RNP 1064XF	NF/S 168-048	Cartridges— QF 4.7-in., QF 4.5-in. (SL).
RNP 153RXB RNP 1080XF RNP 1360XH	NF/S 164-048	Cartridges— QF 4.7-in., QF 4.5-in. (SL).
RNP 1069XF	NF/S 198-054	Cartridges— QF 4.7-in., QF 5.25-in. (SL), QF 4.5-in. (SL).
RNP 551XD RNP 1061XF RNP 1078XF	HSCK/T 134-055	Cartridges— QF 2-pdr.
RNP 2279 RNP 2322XA RNP 2556R	SUK/XII	Cartridges— Motors Rocket A/C 3-in.
MEC 81	SC 109	Cartridges— QF 4.7-in.

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
MEC 82 ..	.. SC 103 ..	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
MEC 182XF ..	NF 042 ..	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL).

2. *Action to be taken by HMA ships, establishments and proof ranges.*	Return to nearest RAN armament depot as early as practicable; if unable to comply within 3 months from date of this order report specially to DAS. NM and ER 862 Article 1125 (1) refers.
3. *Action to be taken at RAN armament depots.*	Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/53)

UNCLASSIFIED

96—Ammunition—Propellant—Landing—Destruction—Reports

Propellant of the following lots is due for withdrawal from service, having reached the age limit—

Propellant Lots Affected	*Type*	*Nature of Ammunition, Etc., Which May be Involved*
MEC 66 ..	HSC/T 134-055..	Cartridges— QF 2-pdr. LV
RNC 2760 ..	NF052.. ..	Cartridges— QF 4-in. Mark 16*

2. *Action to be taken by HMA ships establishments, and proof ranges, etc.*	Return to the nearest Naval armament depot as early as practicable; if unable to comply within three months from the date of this order, report specially to DAS for instructions. NM and ER, BR 862, Article 1126 refers.
3. *Action to be taken at RAN armament depots.*	Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/46)

UNCLASSIFIED

97—Damage Control Equipment—Safe Keeping in HMA Ships

Existing regulations provide that in addition to standstill musters of Damage Control equipment at six monthly intervals (ABR 4 Art. 1609 (6)), all Damage Control equipment in open stowages is to be checked in position during regular rounds by DC patrols and Duty Officers, (ABR 4 Art. 1405 (11) (*d*)).

2. It is not intended that the routine checks by DC patrols and Duty Officers be carried out against Permanent Loan or other Lists. The object is that all open NBCD stowages should be sighted and reports on any apparent irregularities made to the Damage Control Officer for investigation.

3. ABR 4 Article 1405 will be amended.

(DNAS 501/60/48)

RESTRICTED Cancelled vide N.O 418/66

98—Docking—Rope Guards, Cone Plates and Eddy Plates Securing—Arrangements

HMA ships (excluding Submarines and Ton Class and below)

Navy Order 681 of 1965 is to be amended as follows—

(*a*) *Delete* whole of Sub-paragraph 1 (*d*).

(*b*) *Amend* Sub-paragraph 1 (*e*) *to read* 1 (*d*).

(*c*) *Amend* Sub-paragraph 1 (*f*) *to read* 1 (*e*).

(PNA 400/202/377)

(*Navy Order 681 of 1965*)

UNCLASSIFIED

99—Gun Mountings—4.5-in. Mark 6 Series Mountings—Oil Servo Units Mark 5, 8 and 9 Series—Defective Moving Coils

Difficulties are being experienced with the manufacture of moving coils for Oil Servo Units Mark 5, 8 and 9. Several techniques have been used in the manufacture of these coils which can be identified by a serial number and by the number of red spots on the coil.

2. In order to check the life of these coils, when an OSU known to be fitted with a moving coil marked with red spots becomes suspect, the resistances of the moving coil F_2—C and F_1—C, together with the oil temperature in the OSU, are to be noted.

3. The total resistance of the moving coil should lie between 2,300 and 2,900 ohms and the resistance of F_2—C should not differ from that of F_1—C by more than 60 ohms, at 20°C (68°F).

4. Should the resistances of the moving coil fall outside these limits another coil is to be fitted and the defective coil returned to the nearest dockyard or RAN weapon equipment depot. The following information is to be supplied for each moving coil so returned. This information is also to be forwarded to Navy Office on Form AS 2061Z quoting this order.

Oil Servo Unit Mark No..... Serial Number.....

Training or Elevating Motion.....

Resistances of Coil F_2-C and F_1-C.....

Oil Temperature in OSU.....

Length of Time in Service.....

(DWE 736/59/47)

UNCLASSIFIED

100—HF Portable Emergency Transceiver "Linkline"—Policy Introduction and Allowances

Navy Order 26 of 1966 is to be amended as follows—

Appendix—*delete* "GASCOYNE".

insert "QUEENBOROUGH".

(DTWP 1236/251/47)

(Navy Order 26 of 1966)

UNCLASSIFIED

101—Naval Stores (General)—Group Class 0242—Kinetic Water Ram

The Kinetic Water Ram which is a pressure operated tool capable of clearing blockages in pipes up to 6-in. in diameter has been under trial in HMA naval dockyards for a considerable time.

2. As a result of these trials it has been established that the Kinetic Water Ram is superior in performance to the equipment which is currently in use in HMA ships for clearing blockages.

3. It has been decided therefore to introduce the Kinetic Water Ram to replace Pattern 0242/3134 "Hercules" suction pump which is of limited use only.

4. 1 No. Kinetic Water Ram will be issued without demand to each HMA ship by SNSO, Sydney. Upon receipt, all Pattern 0242/3134 Pumps held should be returned to store.

5. It is expected that the new equipment, which is to be identified as follows, will not be available for some time and hastening action should not be taken.

Group Class	*Pattern No.*	*Description*	*Acctg. Classn.*
0242	L81941	Kinetic Water Ram	Permanent

(DNAS 505/87/595)

UNCLASSIFIED

102—Naval Stores—Introductions—Group Class 0257—Aluminium Alloy Bolts, Nuts and Screws for Ton Class Minesweepers

(DCI (RN) 390/1965)

The aluminium alloy fasteners detailed in Columns 5 to 9 of the annex to this order, have been introduced under Group Class 0257 for use on Ton Class Minesweepers to replace the items detailed in Columns 1 to 4 which are now obsolescent.

2. The items shown in Columns 1 to 4 should continue to be demanded and used until stocks are exhausted.

ANNEX

Old Identification

Pattern No. (*1*)	*Description* (*2*)	*Pattern No.* (*3*)	*Description* (*4*)
	BOLT, complete with nut, Alum. Alloy to BS.1476/HE–10WP, CSK. Hd., BSF.		SCREW, Alum. Alloy to BS.1473/HB–30WP. Slotted, CSK. Hd. to Table 1, Figs. 2 and 3 BS.1981, UNC 2A thread to BS.1580.
	Diam. -in. / *Length* -in.		*Diam.* -in. / *Length* -in.
0257/17732	⅜ / 1¾	0266/266067	⅜ / 1¾
17733	⅜ / 3	266068	⅜ / 3
17734	½ / 2¼	266069	½ / 2¼
	Hex. Hd. BSF.		Hex. Hd., Normal series to Table 1, Fig. 2 of BS.1768, UNC 2A thread to BS.1580.
	Diam. -in. / *Length* -in.		*Diam.* -in. / *Length* -in.
17735	⅜ / ⅞	266066	⅜ / ⅞
			BOLT, Alum. Alloy to BS.1473/HB–30WP. Hex. Hd., Normal series to Table 1, Fig. 1 of BS.1768, UNC 2A thread to BS.1580.
	Diam. -in. / *Length* -in.		*Diam.* -in. / *Length* -in.
17736	½ / 1½	0257/257063	½ / 1½
17737	⅝ / 1½	257064	⅝ / 1½
17738	⅝ / 1¾	257065	⅝ / 1¾
17739	⅝ / 1⅞	257066	⅝ / 1⅞
	Diam. -in. / *Length* -in.		*Diam.* -in. / *Length* -in.
17740	⅝ / 2½	257067	⅝ / 2½
17741	⅝ / 4½	257068	⅝ / 4½
			NUT, Alum. Alloy to BS.1473/HB–30WP Hex. Hd., Normal series to Table 2, Fig. 7 of BS.1768, UNC 2B thread to BS.1580.
			Internal diam. -in.
		0257/257069	⅜
		257070	½
		257071	⅝

New Identification

NATO Supply Classn. (5)	*Pattern No.* (6)	*Description* (7)	*Den.* (8)	*Acctg. Status* (9)
		SCREW, MACHINE, Alum. Alloy to BS.1473/HB-30WP. Slotted, CSK. Hd. to Table 1, Figs. 2 and 3 BS.1981, UNC 2A thread to BS.1580.		
		Diam. -in. / *Length* -in.		
5305	0257/923-0428	$\frac{3}{8}$ / $1\frac{3}{4}$	No.	C
	923-0429	$\frac{3}{8}$ / 3	No.	C
	923-0427	$\frac{1}{2}$ / $2\frac{1}{4}$	No.	C
		Hex. Hd., Normal series to Table 1, Fig. 3 of BS.1768, UNC 2A thread to BS.1580.		
		Diam. -in. / *Length* -in.		
	923-0430	$\frac{3}{8}$ / $\frac{7}{8}$	No.	C
		Diam. -in. / *Length* -in.		
	923-0435	$\frac{1}{2}$ / $1\frac{1}{2}$	No.	C
	923-0436	$\frac{5}{8}$ / $1\frac{1}{2}$	No.	C
	923-0434	$\frac{5}{8}$ / $1\frac{3}{4}$	No.	C
	923-0437	$\frac{3}{4}$ / $1\frac{7}{8}$	No.	C
		BOLT, MACHINE, Alum. Alloy to BS.1473/HB-30WP. Hex. Hd., Normal series to Table 1, Fig. 3 of BS.1768, UNC 2A thread to BS.1580.		
		Diam. -in. / *Length* -in.		
5306	0257/923-0438	$\frac{3}{8}$ / $2\frac{1}{2}$	No.	C
	923-0439	$\frac{5}{8}$ / $4\frac{1}{2}$	No.	C
		NUT, PLAIN, Alum. Alloy to BS.1473/HB-30WP. Hex. Hd., Normal series to Table 2, Fig. 6 of BS.1768, UNC 2B thread to BS.1580.		
		Internal diam. -in.		
5310	0257/923-0431	$\frac{3}{8}$	No.	C
	923-0432	$\frac{1}{2}$	No.	C
	923-0433	$\frac{5}{8}$	No.	C

(DNAS 506/51/248)

UNCLASSIFIED

103—Stores Supplied by Contractors to HMA Ships—Payment of Accounts (Other Than Fresh Provisions)

Navy Order 748 of 1965 is to be amended as follows—

Paragraph 5 after "in accordance with Article 2803" *delete* "except at Fremantle, where..... (*see* Article 2814)" and *insert* "except at Sydney and Fremantle, where the Requisition/Order/Receipt Forms will be raised by the Superintending Naval and Air Store Officer, Sydney (*see* Article 2801 (1) (*a*)) or the Officer-in-Charge, Naval Store Section, Fremantle (*see* Article 2814) as applicable."

(DNAS 201/53/61)

(*Navy Order 748 of 1965*)

UNCLASSIFIED

104—Uniform—Officers'—Lace, Gold, $1\frac{1}{4}$-in.

Stocks of the following victualling item are now held for issue on repayment to officers requiring gold laced trousers—

Vocabulary Number	*Item*	*Price*
10875	Lace, Gold, $1\frac{1}{4}$-in.	$0.13 per inch

2. Requirements should be demanded from the SVSO, Sydney.

3. The issuing price shown above is to be inserted in the space provided on Page 3 of the Official Memorandum, Prices of Clothing, etc., maintained for issue to ships' companies dated 1st September, 1965.

(D of V 917/87/78)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

105—Decimal Currency—Statement by the Postmaster-General on Post Office Charges

A publication is now available which gives a statement by the Postmaster-General on the new decimal currency Post Office charges.

2. Initial distribution of this statement is being made as detailed in the appendix to this order.

3. Additional copies are available on demand from SNSO, Sydney.

APPENDIX

FOCAF (Flag) 2 No.
FOCAF (Staff) 3 No.
FOICEA 3 No.
CST HMAS CERBERUS 5 No.
NOIC Vic. 6 No.
NOIC WA 2 No.
NOIC NA 3 No.
NOIC New Guinea 3 No.
NOIC Queensland 3 No.
NOIC South Australia 1 No.
NOIC Tasmania 2 No.
CO RANAS Nowra 2 No.
CO RAN Apprentice Training Establishment, Quaker's Hill 3 No.

Hydrographer RAN 2 No.
General Manager Williamstown Dockyard 3 No.
The Superintendent RAN Experimental Laboratory 2 No.
CO HMAS ANZAC 4 No.
CO HMAS BANKS 2 No.
CO HMAS BASS 2 No.
CO HMAS CRESWELL 6 No.
CO HMAS CURLEW 2 No.
CO HMAS DERWENT 4 No.
CO HMAS DIAMANTINA 2 No.
CO HMAS DUCHESS 4 No.
CO HMAS GASCOYNE 4 No.
CO HMAS GULL 2 No.
CO HMAS HARMAN 4 No.
CO HMAS HAWK 2 No.
CO HMAS HOBART 4 No.
CO HMAS IBIS 2 No.
CO HMAS KIMBLA 2 No.
CO HMAS KUTTABUL 6 No.
CO HMAS KUTTABUL II 2 No.
CO HMAS MELBOURNE 8 No.
CO HMAS MORESBY 4 No.
CO HMAS PALUMA 2 No.
CO HMAS PARRAMATTA 4 No.
CO HMAS PENGUIN 6 No.
CO HMAS PERTH 4 No.
CO HMAS RUSHCUTTER 4 No.
CO HMAS SNIPE 2 No.
CO HMAS STUART 4 No.
CO HMAS SUPPLY 4 No.
CO HMAS SYDNEY 6 No.
CO HMAS TEAL 2 No.
CO HMAS VAMPIRE 4 No.
CO HMAS VENDETTA 4 No.
CO HMAS WATERHEN 4 No.
CO HMAS WATSON 6 No.
CO HMAS YARRA 4 No.
DEA Navy Office 6 No.
CEO (GS) Navy Office 6 No.
ALO (Melbourne) 6 No.
DNA Navy Office 3 No.
DNAS Navy Office 2 No.

(DNAS 201/1/25)

Section 7
CANCELLED LIST

UNCLASSIFIED

106—Cancellation of Navy Orders

Navy Orders 54, 86, 344, 441, 457, 480, 589, 600, 601, 656 and 704 of 1964 and 69, 269, 335, 340, 359, 398, 426 and 480 of 1965, may now be cancelled, having been incorporated in ABR 4, Naval Storekeeping Manual, by Amendments Nos. 19 to 24.

(DNAS 465/7/1)

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

ANO's 107-115/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
28th February, 1966.

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

By direction of the Naval Board,

P. Randau.

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

FOR OFFICIAL USE ONLY

1292/66.

CONTENTS

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

107—Revised Regulations for Placing Aircraft Serviceable

This order introduces a new procedure for placing naval aircraft serviceable in the Form A 700. The regulations contained in RANAMM, Article 125, Paragraph 1, will be amended in due course. (The remainder of the article is unaffected.)

2. Briefly the new regulation makes provision for—

(*a*) Electrical Artificers (AW) and (AC) 1st Class and above, and Air Mechanicians (W) 1st Class and above to sign Column 12 Part 4 of the A 700, in their own category, at the discretion of the appropriate Air Technical Officer. This will help relieve the A/E category from the responsibility of placing aircraft "serviceable" after rectification carried out by another category of which their knowledge is limited.

(*b*) All Artificers and Mechanicians 1st Class and above (in the AE, AC, AW and W Categories), and Chief Petty Officers (in the same categories), to sign Column 7 of the "Routine Servicing Certificate" of the A 700, in any category, at the Air Engineer Officer's discretion.

(*c*) All Chief Petty Officers and Artificers of the categories as in (*b*) (in addition to Artificers and Mechanicians A/E 1st Class and above as at present) to be employed on Aircraft Maintenance Control Office duties, particularly in the Flexible Servicing System, when designated by the Air Engineer Officer.

3. In detail the new regulations are—

(*a*) The authority to place an aircraft serviceable after a Before Flight Inpection and a Daily Inspection as the "Flight Servicing Inspector" is normally to be vested in the following—

Air Engineer Officers

Aircraft Artificers (A/E)

Aircraft Mechanicians (A/E)

Chief and Petty Officer Air Mechanics (A/E).

When necessary, in circumstances such as those of a detached flight and when no sailors listed above can be made available, written authority may be given by the Air Engineer Officer of a parent ship, station or squadron for those duties to be carried out by a confirmed Leading Air Mechanic (A/E) for the period the circumstances render necessary.

(*b*) The authority to place aircraft serviceable after periodic inspection (other than BFI and DI), rectification, modification, storage or other servicing operations is only to be vested in—

(i) Air Technical Officers.

(ii) The following sailors, at the discretion of the Air Engineer Officer of the ship, station or squadron—

Aircraft Artificers (A/E) 1st Class and above.

Air Mechanicians (A/E) 1st Class and above.

(iii) Additionally, the following sailors (at the appropriate Air Technical Officer's discretion) may have the authority in their own particular category—

Electrical Artificers (AW) and (AC) 1st Class and above.

Aircraft Mechanicians (W) 1st Class and above.

A record is to be kept by the unit of the sailors so authorised.

(*c*) The authority to place aircraft serviceable in the "Routine Servicing Certificate", in any category, may be vested in all Artificers and Mechanicians 1st Class and above (in the AE, AC, AW and W Categories) and Chief Petty Officers (in the same categories) at the Air Engineer Officer's discretion.

A record is to be kept by the unit of the sailors so authorised.

4. (*a*) Before being authorised to place aircraft serviceable in accordance with the new procedure, personnel concerned must have completed the advanced administration course as conducted by the SAM (E), RAN Air Station, Nowra. The course takes approximately 14 days and the Officer-in-Charge, SAM (E), is the examining authority. A Form AS 161 (*a*) is to be raised and the results noted on the sailor's Service Certificate.

(*b*) Sailors in the categories and ranks concerned, who are already conversant with this advanced administration course due to previous experience, recent training, or qualifying Branch Technical Test at RANAMEB, may be exempted both the course and the examination or be examined without course at the discretion of the Officer-in-Charge, SAM (E).

(DAMR 1311/51/58)

UNCLASSIFIED

108—Towage—Securing of Tug Wires

Enquiry into an accident in the RN in which a small tug was girded and subsequently sank whilst manoeuvring an RFA has shown that the eye of the tug's wire was placed directly on a bollard in the towed ship, and that no axes were available in either ship to cut the wire.

2. When tugs are used by ships for manoeuvring, their wires are to be taken to a slip whenever practicable. If a slip cannot be provided, the towing wire is to be turned up around bollards and tended. The eye of the wire must never be placed directly on to a bollard.

3. In a towed ship, precautions are to be taken so that if a slip is used it can be knocked off without delay, and in both ships a sharp axe is to be provided and manned in case it is necessary to cut the wire in an emergency.

4. Whenever tugs are employed, Commanding Officers of HMA ships must always be aware of the method used for securing the towing wires inboard and are to ensure that the tugmasters are also kept informed.

5. MOD (Navy) has advised that BRs 67, 875 and 2101 will be amended.

(D of O 1211/51/333)

UNCLASSIFIED

109—Use of Service Helicopters

The following joint service policy governing the use of service helicopters has been approved and is promulgated for the guidance of Administrative Authorities and Commanding Officers.

2. (*a*) Helicopters are to be used for the following defence purposes—

(i) Operations.

(ii) Training.

(iii) Service communications and liaison.

(iv) Air displays for those occasions of Service significance, wide national importance or other special significance.

(*b*) Helicopters may only be used for the following civil purposes—

(i) Assistance to civil organisations in times of emergency when other resources, including Service fixed wing aircraft and civil helicopters, are not suitable or are inadequate for the particular task.

(ii) Urgent tasks of national importance for government departments when other resources, including Service fixed wing aircraft and civil helicopters, are not suitable.

3. All applications for Naval helicopters to take part in air displays are to be handled in the manner laid down in RI 6037.

4. This policy will be included in RI as shown in the appendix to this order.

APPENDIX

Amendment to RI

Articles 6037 and 6038 are to be replaced by the following—

"6037. **Air Displays.** All applications from local authorities, public bodies, or private organisations in Australia for naval aircraft to take part in any celebrations or festivity are to be acknowledged, the applicants being informed that the request has been forwarded to the Secretary, Department of the Navy, by whom a reply will be made. A special policy exists in relation to Service helicopters and this is detailed in Article 6038. Applicants should not be given any indication whether it is likely that participation can be arranged, or any details of what items might possibly be contributed, in the case of air displays, in the event of Naval Board approval. They should, however, be notified that participation by naval aircraft is subject to an undertaking by the organisers of the display to—

(*a*) Meet any out-of-pocket expenses specially incurred as a result of naval participation.

(*b*) Indemnify the Commonwealth of Australia including its officers, servants and agents, against any third-party claims arising out of naval participation. This indemnity must be supported by appropriate insurance cover as in Article 5610 at the expense of the organising body.

2. Public risk insurance will not be required when the participation by naval aircraft is confined to a fly-past or fly-over only.

3. A copy of the insurance policy should be produced to Commanding Officer, RAN Air Station, Nowra, The Flag Officer-in-Charge, East Australia Area or the local Naval Officer-in-Charge, before naval aircraft participate.

4. As a matter of policy, the Naval Board do not favour naval aircraft taking part in private functions unless the functions are considered to be special events or celebrations of national importance.

5. Naval pilots are forbidden to give displays of flying at fetes or exhibitions or civil aviation meetings without prior Naval Board approval.

6. Programmes for air displays, including rehearsals are to be approved in detail by the Captain. Care is to be taken that all flying is within the capabilities of the pilots concerned and that all pilots are warned against exceeding their instructions. Formation aerobatic displays require Naval Board approval.

6038. **Use of Service Helicopters.** Use of Service helicopters is to be governed by the following policy which applies to all Service helicopters—

(*a*) Helicopters are to be used for the following defence purposes—

(i) Operations.

(ii) Training.

(iii) Service communications and liaison.

(iv) Air displays for those occasions of Service significance, wide national importance or other special significance.

(*b*) Helicopters may only be used for the following civil purposes—

(i) Assistance to civil organisations in times of emergency when other resources, including Service fixed wing aircraft and civil helicopters, are not suitable or are inadequate for the particular task.

(ii) Urgent tasks of national importance for government departments when other resources, including Service fixed wing aircraft and civil helicopters, are not suitable.

2. Displays by helicopters are not to be given when obstructions and the presence of large numbers of people confine the movements of the helicopters to a limited area.

3. Applications for helicopters to take part in air displays are to be handled in accordance with Article 6037.

6039. **Flying Practice.** The Captain is to ensure that all aircrew officers who wish to carry out flying practice are given every opportunity and encouragement to do so, bearing in mind that it is the duty of all qualified aircrew to do this whenever the opportunity offers.

2. Although aviators are not required to carry out a specific number of flying hours annually it is not intended that they should be relieved of the obligation of making every effort to keep in flying practice. Continuance of the right to be appointed (P) or (O) is dependent on a clear indication that officers have spared no effort to keep in flying practice. If in the opinion of the Captain an officer has failed to take advantage of the flying facilities available to him, a recommendation for the removal of the flying symbol is to be forwarded with the annual report rendered in accordance with Article 1023. The final decision will rest with the Naval Board."

(D/DTWP (Air) 1313/6/21)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

110—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 11 (Ex TDL "AP").

Item: To fit 115AC 3 Amp. single phase outlet in main wireless office for the shredding machine. Supply to be run through bulkhead suppressor.

Reference: HMAS MORESBY's Form AS 1182 of 8th October, 1965, forwarded under cover of FOCAF Memorandum AF 1936/23 dated 25th October, 1965.

(CNTS 1228/52/120)

RESTRICTED

111—Alteration and Addition Item—HMAS SYDNEY

The following Alteration and Addition Item is approved to be carried out in HMAS SYDNEY—

Class List Item No. 330 (Ex TDL "U")

Item: To fit an additional hatch in 6F Bomb Room at a convenient position to allow palletised ammunition on pallets 4-ft. 0-in. x 4-ft. 0-in. to be loaded into 7F small arms magazine.

Reference: HMAS SYDNEY'S Form AS 1182 of 7th September, 1965, forwarded under cover of FOCAF Memorandum AF 1903/26 dated 27th October, 1965.

(CNTS 1213/253/34)

UNCLASSIFIED

112—Ammunition—Propellant—Landing—Destruction—Reports

Propellant of the following lots is due for withdrawal from service, having reached the age limit—

Propellant Lot Affected	*Type*	*Nature of Ammunition, Etc., Which May Be Involved*
RNC 3048 .. RNC 3089 ..	SC 103 ..	Cartridges— QF 4-in.
RNC 3101 ..	HSC/T 134-055	Cartridges— QF 2-pdr.

2. *Action to be taken by HMA ships, establishments and proof ranges, etc.*	Return to the nearest naval armament depot as early as practicable; if unable to comply within 3 months from the date of this order, report specially to DAS for instructions. NM and ER, BR 862, Article 1126 refers.
3. *Action to be taken at RAN armament depots*	Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/49)

UNCLASSIFIED

113—Clothing Issues on Repayment

The provisions of ABR 5018 (Navy Accounts Manual) Article 159, Clause (2), have been extended to allow LSAV's to accept money for the sale of repayment clothing.

2. This measure is only temporary in view of the current shortage of CPOSV and POSV and will be subject to constant review to determine when the manning state will allow this concession to be withdrawn.

3. The following conditions are to be applied—

(*a*) LSAV's may collect money for the sale of repayment clothing in those ships and establishments in which a CPOSV or POSV is allowed for that duty, but is not borne.

(*b*) Such LSAV's are to be specially selected by the Supply Officer and their employment is to be approved in writing by the Captain.

(*c*) Selected LSAV's must be of or above the age of 21 years.

(*d*) NAM Article 159, Clauses (3) and (4), are to be strictly complied with.

(DMT 201/53/35)

UNCLASSIFIED

114—Fixed Issuing Prices for Provisions and Victualling Allowances as From 1st January, 1966, and 1st February, 1966, Respectively

The price list for provisions and supplementary price list for fresh fruit and vegetables which have operated since the 1st January and 1st October, 1965, respectively, have been amended as from 1st January, 1966.

2. Revised price lists, expressed in dual currency, have been distributed to all HMA ships and establishments.

3. Consequent upon the revision of these prices, the following rates of victualling allowances per head per day, will apply as from 1st January, 1966, and 1st February, 1966, respectively—

	Ashore		Afloat	
	1st January	*1st February*	*1st January*	*1st February*
	s. d.	$	*s. d.*	$
Messes of 50 or less victualled from a separate galley	7 3	0.72	7 5	0.74
All other messes of 300 or less	7 1	0.71	7 3	0.72
Messes of more than 300	6 11	0.69	7 1	0.71
Additional for ships of the Strategic Reserve	—	—	0 4	0.04
Supplementary "Broadside" messing allowances for HMA Ships ANZAC, DIAMANTINA, DUCHESS and GASCOYNE	—	—	0 2	0.02
HMAS MELVILLE ..	7 5	0.74	—	—
HMAS TARANGAU ..	7 6	0.75	—	—
Cadet Midshipmen at RANC; Apprentices at RANATE; Junior Recruits at Training Establishments; Australian Sea Cadets attending camps and courses	8 0	0.80	—	—

4. The allowance of 8s. 0d. (80 cents) per day for Cadet Midshipmen, Apprentices, Junior Recruits and Australian Sea Cadets is increased to 8s. 2d. (82 cents) per day when victualled on board ships undergoing training and messed separately.

5. Navy Order 716 of 1965 is hereby cancelled.

(D of V 903/51/127)

(*Navy Order 716 of 1965*)

UNCLASSIFIED

115—Uniforms—Shirts, White, Tropical, for Class I and Class III Sailors

Navy Order 14 of 1966 is to be amended as follows—

Paragraph 4

delete "until 31st March, 1967, . . . is required".

insert "until replacement is required or until 31st March, 1967, at the latest".

(D of V 917/96/61)

(Navy Order 14 of 1966)

With reference to Navy Order 794 of 1965 Navy Orders 31-120 of 1964 are now over two years old and may be disposed of.

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

ANO's 116-129/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
1st March, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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1614/66.

CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

116—Care of Hearing and Aural Standards for Naval Personnel

Navy Order 780 of 1965 is to be amended as follows—

Paragraph 1 (b)—*Delete* " Remember ".
Insert " Renumber ".

(MDG 327/251/1)

(*Navy Order 780 of 1965*)

UNCLASSIFIED

117—Promotion to SD List—Upper Age Limit

The Naval Board have reviewed the conditions outlined in Navy Orders 742 of 1964 and 137 of 1965, under which the upper age limit for consideration of SD List candidates was extended.

2. As from 31st December, 1966, no applications for over-age SD List candidature will be accepted. In the interim, applications will only be considered for recommended candidates aged under 40 years who must be qualified educationally and professionally by 31st December, 1966.

(DOA 303/1/53)

(*Navy Orders 742 of 1964 and 137 of 1965*)

UNCLASSIFIED

118—Recreational Films

Ships and establishments requiring films for recreational purposes are to contact the Honorary Cinema Liaison Officer, Lieutenant-Commander H. Stuart-Codde, RANVR (Rtd.), 226 Military Road, Dover Heights, Sydney, NSW (Telephone: 37-9276).

2. **Film Insurance.**—Films are a valuable commercial commodity and replacement, especially for colour film, entails large expenditures; ships and establishments are to ensure that they have adequate film insurance coverage. All requests for insurance cover, for all RAN ships and establishments, irrespective of where they are serving or situated, are to be forwarded through the Honorary Cinema Liaison Officer who will complete arrangements with the Central Insurance Company Limited, through the Australian head office of the Film Protection Association.

3. **Notice of Premiums.**—To assist ships and establishments take out adequate insurance cover, the Honorary Cinema Liaison Officer will forward, one month ahead of the date on which premiums fall due, a notification setting out all relevant detail for every ship and establishment. To cut down on clerical work, a return slip will be attached; therefore all that has to be done by the Cinema Officer is to attach the ship's fund cheque (in dollars and cents) for the premium shown, drawn in favour of the Central Insurance Company Limited, sign and enclose the return slip and cheque in the addressed envelope which accompanies the notification. This method

has been devised to obviate the many cases of long delays, and the follow up notices necessitated by this form of negligence. Immediately the Honorary Cinema Liaison Officer receives the ship's or establishment's official receipt and copy of the interim cover note from Central Insurance Company Limited, they will be mailed.

4. **Film Insurance Protection.**—Film insurance does not cover damage to film caused by inefficient projection or negligence. Any damage of this nature will be a charge against the ship concerned. To avoid damage to films careful supervision of the maintenance of projectors is essential and operators should be properly skilled in projection and care of films. No insurance company will cover film for mechanical damage. Film insurance covers loss or damage by fire, theft, burglary, and damage other than mechanical damage caused by careless or inefficient operating. Special care is to be taken that no films are lost. Should this occur, a report detailing all the known circumstances is to be forwarded promptly, in duplicate, to the Honorary Cinema Liaison Officer.

5. **Damage.**—Should any damage occur to film programmes, such damage is to be reported in duplicate to the Honorary Cinema Liaison Officer. Under no circumstances should ships or establishments make a direct approach to the Central Insurance Company Limited or to the Secretary of the Film Protection Association. Such action can prejudice claims. The Honorary Cinema Liaison Officer is in a better position than any ship or establishment to establish a claim, and have it met from insurance cover.

6. **Sources of Supply.**—Arrangements have been made for the continuance of the supply of 16 mm recreational films on the present system of " spot booking " whereby ships will be responsible for selecting their own programmes from the under-mentioned film renters—

Name and Address	*Type of Film*
(*a*) Metro Goldwyn Mayer, Pty. Ltd. 20 Chalmers Street, Sydney. (Tel: 211–4888)	All MGM films, of British, USA and European origin.
(*b*) Sixteen Millimetre Aust. Pty. Ltd. 49 Market Street, Sydney. (Tel: 2-0663)	British Empire Films; Columbia Pictures; Paramount Pictures; Universal Pictures; Walt Disney Productions and certain independent productions.
(*c*) Twentieth Century Fox Film Corporation (Aust.) Pty. Ltd. 43–51 Brisbane Street, Sydney. (Tel: 211–4955)	Twentieth Century Fox films and selected independent productions —British, USA and European.
(*d*) Warner Bros. First National Pictures Pty. Ltd. 221 Elizabeth Street, Sydney. (Tel: 26–2936)	Warner Bros. and First National Pictures—British, USA and European.

7. **35 Millimetre Programmes.**—Existing arrangements are to be observed for the supply of 35 mm (standard, cinemascope or wideangle) recreational films to ships and establishments. Supplies for ships will be arranged by the Honorary Cinema Liaison Officer on application in writing (or by signal to FOICEA), giving seven clear days notice of the anticipated requirements. Shore establishments will continue booking and selecting programmes direct with film distributing companies. Film hire on the existing scale is to be paid direct to the film distributing company concerned before delivery is taken of the film.

8. **Decimal Currency—Rental Charges.**—These charges vary according to the size of the ship and the ship's company according to the following classification—

Class A .. .. Aircraft Carriers.
Class B .. .. Fast Fleet Transports.
Class C .. .. Destroyers and Frigates.

The weekly rentals set out below are promulgated as a guide only; the final rental in each case is subject to negotiation and agreement between the ship and film distributor concerned.

Programme Type	*MGM*	*16 mm (Aust.) Pty. Ltd.*	*20th Century Fox*	*Warner Bros.*
Black and White Single Feature	$12.00–$30.00 Class A $16.00–$20.00 Class B $10.00–$22.00 Class C	$12.00 Class A and B	$8.00 all classes	$8.00 all classes
Coloured Single Feature	$12.00–$30.00 Class A $16.00–$20.00 Class B $10.00–$22.00 Class C	Surcharge as agreed mutually all classes	$10.00 all classes	$10.00 all classes
Black and White Cinemascope	$12.00–$30.00 Class A $16.00–$20.00 Class B $10.00–$22.00 Class C	$7.00 Class C	$13.00 all classes	*Warner Bros. normally do not release Cinemascope versions of 16 mm films*
Coloured Cinemascope	$12.00–$30.00 Class A $16.00–$20.00 Class B $10.00–$22.00 Class C	Surcharge as agreed mutually all classes	$14.00 all classes	

Important Note.—The tremendous rise in film hires over those originally arranged by the Honorary Cinema Liaison Officer is an outcome of the preference exercised by ships and establishments of booking their own selection of programmes. Inexperience in negotiating equitable terms has encouraged film distributors to treat ships as normal commercial entities. For the future it would be advantageous to use the services of the Honorary Cinema Liaison Officer to negotiate film rentals on the lowest terms. He is available to exercise this service at all times.

9. **Programmes.**—Programmes will consist of a main feature, short subject and newsreel and will be supplied in first class condition. It is important to note that portion of a week will be charged as a complete week's hiring charge; it is in the interest of ships to return programmes to renters without delay. This will be the sole responsibility of the ship concerned. In any case of unforeseen delay it becomes the responsibility of the ship concerned to advise the Honorary Cinema Liaison Officer by signal to FOICEA, explaining the circumstances, when action will be taken to safeguard the ship's interests.

10. Commanding Officers are to appoint a Cinema Officer in each ship. The Cinema Officer will be responsible for selection of programmes for the ship's company. Since rentals are chargeable on a weekly basis, he should gauge his requirements accurately and make the necessary arrangements for the speedy despatch of film to and from the ship to each renter during the cruise. Films will not be supplied through agents, only from the Sydney head offices listed. At least seven clear working days notice must be given to enable suppliers to render satisfactory service. Except for the undermentioned exceptions, film programmes will only be available from the Sydney head offices of each film distributor. HMAS CERBERUS, Training Establishment, Flinders, will continue to select and draw film programmes from the Melbourne Branch offices of the various film distributors. HMAS DIAMANTINA operating out of Fremantle will select and draw film programmes from the Perth Branch offices of the various film distributors.

11. **Freight Charges.**—Charges for freight should be met in the first instance from ship's funds. On production of receipts to the Honorary Cinema Liaison Officer these charges will be refunded as a charge against the RAN Central Canteens Fund. Where use of rail freight will cause undue delay to or from the ship air freight should be used.

12. **Safe Carriage.**—All 35 mm film is to be transported between ships and shore in locked steel trunks. Canvas bags are not to be used. A buoy and buoy rope is to be attached when films are being transported across water.

13. **Screenings for Service Personnel Only.**—All screenings are to be solely and exclusively for RAN personnel and are to be held onboard HMA ships or establishments. The number of exhibitions of any programme is limited to three in every ship or establishment.

14. **Films for Small Ships.**—The Honorary Cinema Liaison Officer has completed arrangements with the National Film Library, Canberra and other sources of a similar nature, whereby small ships, such as HMA ships BANKS and BASS, with small complements of under 30 officers and sailors, may be supplied with educational film programmes on a no charge basis. Ships requiring this service are to communicate their requirements to the Honorary Cinema Liaison Officer.

A small insurance cover is necessary. This will be arranged by the Honorary Cinema Liaison Officer, before such film programmes are forwarded. There is a most interesting range of educational films available that will do much to supply a sorely needed amenity for the crews of small ships.

15. **Decimal Currency.**—Decimal Currency has been officially adopted by the Commonwealth of Australia, since 14th February, 1966. Accordingly the Royal Australian Navy Central Canteens Board has directed that the next audit period will commence on that date. Thereafter all transactions for film hire, insurance cover and freight charges will be in Decimal Currency.

Strategic Reserve—Royal Naval Film Corporation.

16. Ships proceeding to the Strategic Reserve, for periods sufficiently long to enable personnel to enjoy recreational films released by the RN Film Corporation, are advised to demand on temporary loan from SNSO, Sydney, a copy of BR 2186—Recreational Films—Facilities and Conditions of Supply.

17. This publication, as amended by DCI (RN) 1763 of 1965 and Far East General Orders, Article 142, should be closely read by ship's Cinema Officers for full details of types of membership scales of charges, monthly film returns and all relevant regulations.

18. Application for membership of the Royal Naval Film Corporation should be made as early as possible prior to joining the Strategic Reserve.

19. Ship's Cinema Officers are to ensure that the rules for membership of the Royal Naval Film Corporation are strictly adhered to.

20. Navy Orders 536 and 695 of 1964 are hereby cancelled.

(DPS 164/2/79)

(Navy Orders 536 and 695 of 1964)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

119—Sailors Course Programme—July, 1965-June, 1966

Amendment No. 17

The appendix to Navy Order 313 of 1965 is to be amended as follows—

(*a*) **Page 5**—
ABUW Course. *Add* new course 2.5.66

(*b*) **Page 5**—
ABRP Course. *Delete* (2) after course 18.4.66

(*c*) **Page 6**—
ABUC Course. *Amend* 12.4.66 *to read* 2.5.66

(*d*) **Page 6**—
LSFC Course. *Add* new course 2.5.66

(*e*) **Page 7**—
LSWM Course. *Add* new course 2.5.66

(*f*) **Page 9**—
ME Course. *Delete* all starting dates and *insert* "As required"

(*g*) **Page 9**—
POEWR Course. *Amend* 13.6.66 *to read* 25.4.66

(*h*) **Page 10**—
POEC Course. *Amend* 4.4.66 *to read* 15.4.66

(*i*) **Page 13**—
NAPHOT Course. *Add* new course 28.3.66

(*j*) **Page 14**—
POEAW Course. *Amend* 7.3.66 *to read* 25.4.66

(*k*) **Page 15**—
POEAC Course. *Amend* 14.2.66 *to read* 25.4.66

(*l*) **Page 17**—
WTR Course. *Add* new course 2.5.66

(*m*) **Page 17**—
CK Course. *Add* new course 2.5.66

(*n*) **Page 17**—
STD Course. *Add* new course 2.5.66

2. Navy Order 741 of 1965 is to be renumbered Amendment No. 13. Navy Order 48 of 1966 is to be renumbered Amendment No. 15.

(DMT 311/201/166)

(Navy Orders 313, 741 of 1965 and 48 of 1966)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

120—Alteration and Addition Item—HMA Ships BASS and BANKS

The following Alteration and Addition Item is approved to be carried out by ships' staffs in HMA ships BASS and BANKS—

Class List Item No. 11 (Ex. TDL " C ")

(*a*) *Item:* (i) To resite existing dry goods store from the raised quarter deck situated above frames 9¼–12½ to the compartment noted as crews lower heads situated in the hold between frames 29–30¾.

(ii) To use the existing dry goods store as a combined engineers, coxswains, and ships office.

(iii) Head underwater openings are to be plugged from outside, and notes made accordingly in ships record. Head is to be boxed over to avoid damage.

(*b*) Any improvement in weight resulting from this item cannot be allocated to another item until the weight of the contents of the new office is reported. A report on weight variation is to be forwarded on completion of the item.

(*c*) *Reference:* HMAS BASS's Form AS 1182 of 24th August, 1965, forwarded under cover of NOICNA letter 159/5 dated 13th September, 1965.

(CNTS 1236/53/75)

UNCLASSIFIED

121—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 9 (Ex. TDL " AT ")

(*a*) *Item:* (1) To increase size of hatch forecastle frame 12–13 from 30-in. x 30-in. to 30-in. x 42-in.

(2) To increase size of hatch in access lobby 1 deck starboard frame 50 from 30-in. x 30-in. to 30-in x 42-in.

(3) Compensation is to be made for any loss in structural strength.

(*b*) Weight compensation is not required.

(*c*) *Reference:* HMAS MORESBY's Form AS 1182 TDL " AT " of 15th October, 1965, forwarded under cover of FOCAF Memorandum AF 1936/29 dated 3rd November, 1965.

(CNTS 1228/52/124)

UNCLASSIFIED

122—Alteration and Addition Item—HMAS PALUMA

The following Alteration and Addition Item is approved to be carried out in HMAS PALUMA—

Class List Item No. 6 (Ex. TDL " M ")

(*a*) *Item:* To fit a portable boat boom on the port side at the break of the forecastle.

(*b*) The weight of the boat boom is not to exceed that of the barling, now used as a jury boom, which is to be landed as compensating weight.

(*c*) *Reference:* HMAS PALUMA's Form AS 1182 of 16th September, 1965, forwarded under cover of FOCAF Memorandum AF 1929/3 dated 27th September, 1965.

(CNTS 1236/58/122)

UNCLASSIFIED

123—Alteration and Addition Item—HMAS SUPPLY

The following Alteration and Addition Item is approved to be carried out in HMAS SUPPLY—

Class List Item No. 40 (Ex. TDL " BE ")

(*a*) *Item:* To install a two way communications system consisting of a 16 watt amplifier with Pattern 32090 microphones, and Pattern 32031, 4 watt speakers at each station between—

(i) Engine Room Control Platform.

(ii) Main Switchboard.

(iii) Boiler Room (adjacent to forced draught fan starter).

(*b*) *Reference:* HMAS SUPPLY's Form AS 1182 of 18th May, 1965, forwarded under cover of FOCAF Memorandum AF 1908/67 dated 4th June, 1965.

(CNTS 1246/52/62)

UNCLASSIFIED

124—Ammunition—685106 Detonators LE N6 Mark 1 Lot 10—Withdrawal

Ammunition item ..	685106 Detonators LE, N6 Mark 1 Lot 10.
Action to be taken by HMA ships and establishments	Any of the above detonators held loose or in 630236 carriers detonator torpedo, or 685044, 685057, 685070 or 685083, holders detonator are to be landed at the nearest naval armament depot.
RAN armament depots ..	Stocks held in naval armament depots, together with any returned from service are to be reported for disposal.
Reason for action ..	Detonators of the lot quoted have been sentenced unserviceable.
Safety category	NMER (BR 862), Article 1705—Category (dd), i.e., dangerous if used.
Publication	Restriction List B will be amended. ACNB message 165F of 3rd December, 1965 is hereby cancelled.

(DAS 717/51/306)

UNCLASSIFIED

125—Demolition Stores—637369 Fuze Safety No. 11 Mark 2—Defective Lots 7, 8, 9 and 11—Withdrawal

Information .. .. The above lots of 637369 Fuze Safety No. 11, Mark. 2, manufactured ICI 12/63 have been found to be oversize and will not enter Detonator Safety Fuze No. 80. The fuze does not conform to Spec. I 512B, which requires the diameter to be between .215-in.–.205-in. along its whole length. These lots have been sentenced unserviceable and are to be withdrawn from service.

Action by HMA ships .. Stocks of the defective lots, if held on board, are to be set aside and returned to the nearest RAN armament depot at first opportunity for exchange.

Action for RAN armament depots Stocks and subsequent receipts are to be reported. Restriction List "B" is to be annotated pending receipt of formal amendment.

Safety category .. .. Category (ff) and safe for handling and transport.

(DAS 715/51/305)

UNCLASSIFIED

126—Naval Stores—Identification and Re-classification—4G/6542 Pump, Pressurising "Kismet" to Pattern 0569/972-4179

(DCI (RN) 1826/1965)

The item shown below has been assigned a NATO Stock Number and is transferred from air stores to naval stores (general) under the pattern number shown—

Old Identification		*New Identification*		
See/Ref.	*Description*	*Description*	*Pattern*	*NATO Supply Classification*
4G/6542	Pump, pressurising "Kismet".	Pump, pressurising "Kismet".	0569/972-4179	4320

2. Records are to be amended and item demanded and accounted for under the new identification.

3. The relevant publication will be amended.

(DNAS 603/54/206)

UNCLASSIFIED

127—Naval Stores—Introductions—Group Class 0566—Wire Guards for Non-Luminous Electric Radiators

(DCI (RN) 1513/1965)

Despite the instructions given in BR 1257 (Ships Fire-Fighting Manual), Chapter 10, Article 1026, with regard to the danger of stowing flammable material against, or in close proximity to non-luminous radiators, reports of fires, due to disregard of these instructions are still being received in the Royal Navy.

2. Trials of wire guards fitted over the radiators have shown that they should considerably reduce the fire risk, and suitable guards, have therefore been introduced as follows—

NATO Supply Classn.	*Patt. No.*	*Description*	*Denom.*	*Acctg. Classn.*
4520	0566/205111	Guard, wire, for use with non-luminous radiators, Patterns 0566/19594, 19595 and 19622.	No.	Consumable
4520	0566/205112	Guard, wire, for use with non-luminous radiators, Patterns 0566/19634 and 19636.	No.	Consumable
4520	0566/205113	Guard, wire, for use with non-luminous radiators, Pattern 0566/19640 and obsolete Patterns 228A and 514A.	No.	Consumable

3. For ships in service and ships building, the guards are to be fitted to all non-luminous radiators where space permits. For future new construction ships the guards are to be fitted to all non-luminous radiators.

4. The guards which should be fitted by ship's staff, requesting dockyard assistance where necessary are designed for securing to a vertical bulkhead by means of 4 in number fixing lugs.

5. The approximate overall dimensions excluding fixing arrangements, are as follows—

Pattern	*Max. Hgt.*	*Max. Width*	*Projection for Bulkhead*
0566/205111	18-in.	18-in.	7½-in.
0566/205112	18-in.	12-in.	7½-in.
0566/205113	22-in.	22-in.	7½-in.

6. Having regard to space limitations referred to in Paragraph 3 above ships in commission are to report to Navy Office, by 1st April, 1966, the particular type and quantity of each wire guard required for fitment to non-luminous radiators fitted. Nil reports are required.

7. On completion of local manufacture supply will be effected by SNSO, Sydney, without demand.

8. BR 1257 will be amended in due course.

(DNAS 519/78/42)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

128—Garden Island Dockyard—Correspondence with the General Manager

Further to Navy Order 439 of 1965, the General Manager, Garden Island Dockyard has been authorised to communicate direct with the Naval Board and Administrative Authorities. Similarly all correspondence and messages which concern the business of the Dockyard are to be addressed to the General Manager.

2. When communications also concern other authorities, in the East Australia Area, the Flag Officer-in-Charge, East Australia Area and the General Manager, Garden Island Dockyard should be shown as separate addressees.

(CEO (GS) 1426/202/133)

(*Navy Order 439 of 1965*)

Section 7

CANCELLED LIST

UNCLASSIFIED

129—Cancellation of Navy Order

As the information concerning submission of claims for inspection and adjustment of mechanical or electrical equipment included in a removal is now incorporated in NPI Instruction 231/27 and 231/31, Navy Order 744 of 1964 is hereby cancelled.

(HPB 252/6/44)

(*Navy Order 744 of 1964*)

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

REGISTRAR.

RESTRICTED

ANO's 130-143/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
9th March, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

1972/66.

RESTRICTED

CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

130—DFRB Fund—Payment of Entitlement on Discharge or Retirement

Delay in the receipt of DFRB Fund benefits frequently occurs because the ex-member has failed to notify the DFRB Board of a change of address.

2. Payments by the DFRB Board are made by cheque and not to the bank account nominated on discharge to which only moneys from naval sources are credited.

3. The attention of all members being discharged should therefore be drawn to the necessity to advise the DFRB Board and this Department of any change of the address lodged at time of discharge or retirement.

(HPB 263/1/137)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

131—Alteration and Addition Item—Daring Class Destroyers

The following Alteration and Addition Item is approved to be carried out in HMA ships VAMPIRE and VENDETTA—

Class List Item No. 103 (Ex TDL "P").

(*a*) *Item:* Modify the bridge tactical primary voice operating booth by expanding the top and side 9-in. and by fitting acoustic lining to the interior.

Weight compensation is not required.

(*b*) *Reference:* HMAS VAMPIRE's Form AS 1182 of 14th October, 1965, forwarded under cover of FOCAF Memorandum AF 1916/74 dated 27th October, 1965.

(CNTS 1215/256/54)

UNCLASSIFIED

132—Ammunition—Propellant—Landing—Destruction—Reports

Propellant of the following lots is due for withdrawal from service, having reached the age limit—

Propellant Lot Affected	*Type*	*Nature of Ammunition, Etc., Which May be Involved*
BS 19545 ..	SUK 1.7–0.6	Motor rocket 2-in.
RNC 3161	SC 103	Cartridges—QF 4-in.

2. *Action to be taken by HMA ships and establishments, proof ranges, etc.*	Return to the nearest naval armament depot as early as practicable, if unable to comply within 3 months from the date of this order, report specially to DAS for instructions. NM and ER, BR 862, Article 1126 refers.
3. *Action to be taken at RAN armament depots*	Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/52)

UNCLASSIFIED

133—Ammunition—Propellant—Landing—Destruction—Reports

(DCI (RN) 35/1966)

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 Which May be Involved*
RNC 3063 ..	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNC 3100 ..		
RNC 3449XA ..		
RNC 3047 ..	SC 109	Cartridges— QF 4.7-in.
RNC 3062 ..		
RNC 3448XA ..		
RNC 3447XA ..	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 3460XA ..		
RNC 3836XB ..		
RNC 3853XB ..		
RNC 3046 ..	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo
RNC 3088 ..		
RNC 3099 ..		
RNC 3431XA ..		
RNC 4203XC ..		
RNC 4231XC ..		
RNC 3045 ..	SC 150	Cartridges— QF 4.5-in. (SL) Impulse Torpedo
RNC 3061 ..		
RNC 3087 ..		
RNC 3446XA ..		

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3064 ..	HSC/T 134-055	Cartridges— QF 2-pdr.
RNC 3065 ..		
RNC 3066 ..		
RNC 3067 ..		
RNC 3068 ..		
RNC 3069 ..		
RNC 3078 ..		
RNC 3079 ..		
RNC 3080 ..		
RNC 3081 ..		
RNC 3082 ..		
RNC 3083 ..		
RNC 3084 ..		
RNC 3085 ..		
RNC 3102 ..		
RNC 3103 ..		
RNC 3474XA ..		
RNC 3475XA ..		
RNC 3476XA ..		
RNC 3477XA ..		
RNC 3415XA ..	NF 029	Cartridges— QF 4-in. (FA)
RNC 3440XA ..		
RNC 3466XA ..		
RNC 3467XA ..		
RNC 3108 ..	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 3053 ..	NF 052	Cartridges— QF 4.7-in.
RNC 3070 ..		
RNC 3071 ..		
RNC 3091 ..		
RNC 3092 ..		
RNC 3109 ..		
RNC 3465XA ..		
RNC 3487XA ..		
RNC 3830XB ..		
RNC 3051 ..	NF 080	Cartridges— QF 5.25-in.
RNC 3052 ..		
RNC 3150 ..		
RNC 3452XA ..	NF/S 164-048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 3439XA ..		
RNC 5320RU XF..		
RNC 3093 ..	NF/S 168-048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 1094XF ..	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNP 1253XG ..		

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNP 103XB	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 102XB RNP 115XB RNP 318XC	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo
RNP 108XB RNP 123XB RNP 1090XF	NF 052	Cartridges— QF 4.7-in.
RNP 76XB RNP 107XB RNP 121XB RNP 295RXB RNP 355XC	NF/S 164-048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 1089XF RNP 1100XF	NF/S 168-048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 2551R	SUK/XII	Motor Rocket 3-in. A/C
MEC 97XA	HSC/T 134-055	Cartridges— QF 2-pdr.
BS 20541XA	SUK 1.7-0.6	Motor Rocket 2-in. Flare

2. *Action to be taken by HMA ships, establishments and proof ranges.* Return to nearest RAN armament depot as early as practicable; if unable to comply within three months from date of this order, report specially to DAS, NMER, BR 862, Article 1126 refers.

3. *Action to be taken at RAN armament depots* Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/55)

UNCLASSIFIED

134—Ammunition—.22-in. Rimfire and Shot Gun Cartridges—Procurement and Supply

Bulk stocks of .22-in., rimfire 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 the maximum of six months requirements, so far as possible, taking into account the geographical location of the establishment and normal freight opportunities for "safety class" ammunition.

(DAS 726/69/28)

UNCLASSIFIED

135—Demolition Stores 637315 Detonators Percussion N.5 Mark 1—Lot 84 Other Than MY Manufacture—Withdrawal

(*DCI (RN) 1872/1965*)

Information .. .. In view of unsatisfactory results of Annual Inspection and at proof, the above lot is to be withdrawn from service.

Action by HMA ships .. Return to nearest RAN armament depot for exchange at first opportunity.

Action by RANA depots .. Stocks held together with any returned from service are to be reported for disposal. Restriction Lists are to be annotated pending formal amendment.

Safety category .. .. NM and ER, BR 862, Article 1705 (1) category (dd), i.e., dangerous if used.

ACNB General message 005F of 12th January, 1966 is hereby cancelled.

(DAS 715/51/302)

UNCLASSIFIED

136—Guided Weapons—Seacat—Care in Unloading Missiles from Pallets and Crates

(*DCI (RN) 1873/1965*)

HMA ships concerned .. All fitted Seacat Guided Weapon System.

Items concerned .. .. All Seacat missiles in canisters.

Information .. .. (*a*) An increasing number of damaged Seacat missiles and canisters are being returned to RN armament depots. Most frequently the damage has been found on the Y2 Control Surface which has been bruised or fractured, on the leading edge of the canister "fin" protecting the Y2 Control Surface, and along the edge of this "fin". Several canister tops were broken at this point.

(*b*) It is possible that many of these missiles would have failed in flight because of structional weakening of the control surfaces.

(c) The damage is consistent with the missiles in their canisters dropping when being removed from the Seacat Pallet, so that the canister strikes the cross member of the pallet. The presence of green paint on the edge of the "fins" suggests that after removal from the pallet the missiles were dragged on their sides across decks painted with non-skid paint.

Action to be taken .. (a) Attention is drawn to the need for careful handling of Seacat missiles at all times. The correct method of handling is laid down in Notes on Handling Seacat Missiles W 8546/91.

(b) Special care should be taken when withdrawing Seacat missiles from pallets or RAS crates. The missile should be lifted out horizontally by two men, one on each side. It must not be pulled off its spigot by one man in front of the missile.

(DAS 740/52/157)

RESTRICTED

137—Guided Weapons—Seacat—Lifting Arrangements in Magazines—Defects

(DCI (RN) 67/1966)

Trials with the lifting gear fitted in the Seacat magazines have shown that the arrangements can be overloaded if the overhead rails are not in line with the missile stowage spigots and also by the missiles sticking on the stowage spigots. Such overloading could cause failure of the lifting gear.

2. Commanding Officers of HMA ships fitted with Seacat are to check the Seacat lifting gear, winches, ropes, etc., and the alignment of the overhead rails to the missile stowage spigots and to raise defect items as necessary. In addition, they are to arrange for a notice to be displayed in a prominent position in each Seacat magazine as follows—

"All Spigots to be kept Clean and Free from Grease.

After unlocking, ease missiles on seatings by rocking before lifting."

3. Form AX 159 will be amended in due course to include a covering item for the notice referred to in Paragraph 2 above.

(DWE 1224/272/92)

RESTRICTED

138—Gun Mountings—4.5-in. Mark 6 Series Mountings—Recovery Performance

Introduction.—The object of this order is to clarify and amplify definitions and tolerances applicable to the throw-off and recovery performance of 4.5-in. Mark 6 Series Mountings on firing and to introduce a standard procedure for carrying out firing recovery performance checks.

Definition of Recovery Time

2. The firing recovery time is defined as the time elapsing from the instant of firing to the time of final alignment to within $\pm \frac{1}{2}$ minute. This figure can be obtained only when the mounting is controlled from a dummy director. When the mounting is controlled from the system, the accurate assessment of the final alignment position is rendered difficult, if not impossible, owing to the effect of gun order noise and jitter.

3. The recovery time is thus primarily a measure of the RPC performance when firing under low speed smooth signal input conditions. A system-controlled gun can be fired when the gun misalignment exceeds $\pm \frac{1}{2}$ minute without necessarily impairing the overall accuracy of the system, and hence the recovery time is not a direct measure of the maximum rate of fire which can be set.

4. Nevertheless, if the longest recovery time as measured with the mounting controlled from the dummy director were T secs. then the maximum possible rate of fire is a least $\frac{60}{2T}$ rounds per minute, provided that the gun order noise is not of such an amplitude or frequency as to cause saturation (with its consequent destabilising effect), in any part of the servo.

5. If it is noted that the destabilising effect is of such a magnitude as to be clearly discernible on the error record (as compared with the firing record obtained with the mounting controlled from a dummy director), then the gun order noise is unacceptable and probably indicates a fault within the fire control system. In making the comparison, the proviso stated in Paragraph 2, i.e., that the gun order noise will prevent accurate assessment of final alignment, must be borne in mind. In fact only a very marked destabilising effect can be confidently detected and in any case should be discernible on a normal tracking run. Additionally, it has been assumed that no other faults exist on those elements which differ in dummy director control from those used in system control, e.g., incorrect setting of course/fine change-over angle, differing maximum resetter volts on the two systems, faulty gun-order lines, etc.

6. **Tolerances.**—The recovery time as defined in Paragraph 2 should not exceed 1.5 seconds for both the elevating and training motions when carried out under the conditions specified in Paragraphs 20 to 22 below.

Initial Throw-off

7. As the main problem is associated with elevation, this motion will be discussed hereafter, but, in general, the same remarks apply to the training motion. The ideal firing response of a dummy director controlled mounting comprises the initial throw-off on firing and one overshoot thereafter before final alignment.

8. The initial throw-off is determined primarily by the mechanical/hydraulic characteristics of the output drive, e.g., in the elevation motion the compressibility of the oil in the "A" end/elevating ram hydraulic loop. Excessive leakage in this

loop can cause excessive throw-offs. Second order effects include the gain in the electronic amplifier and the stroking time of the OSU, i.e., the higher the gain in the loop the less the initial throw-off. No limit is placed on the initial throw-off obtained under the conditions of Paragraph 6 but the expected maximum values are—

	Elevation	*Training*
4.5-in. Mark 6* and 6* Mod. 1 ..	40-ft. min.	20-ft. min.
4.5-in. Mark 6* Mod. 3	60-ft. min.	20-ft. min.

An increase of 20 per cent. on the values above would indicate a definite defect within the system and should be investigated. As regards leakage, it should be noted that similar pressure conditions to those achieved during firing are not those reproduced during tuning. The pressure difference across the ram on firing rises to about 600 psi whereas in normal tuning the pressure difference remains below 200 psi. However, up to the present time there has been only one definitely established case where this difference in pressure conditions has been significant. Due to the valve plate film face area in the " A " end being too large, leakage when firing was far greater than that to be expected from the tuning response. This gave rise to an excessively large initial throw-off whilst the normal tuning records were quite satisfactory. Such a defect is uncommon and hence all other causes for excessive initial throw-off should be eliminated before concluding that a defect of the type described is present.

9. **Tuning.**—The tuning of the mounting as a whole will determine the number of overshoots in the firing response. This aspect will be discussed below for the different modifications of mounting.

4.5-in. Mark 6* Mod. 3

10. Tuning of these mountings when introduced into service is to be carried out in accordance with the instructions contained in Chapter 2 of BR 1857 (3) the handbook for 4.5-in. Mark 6* Mod. 3 Mountings. The BR has not yet been published but will be issued in due course to appropriate ships and authorities.

11. Evidence has accumulated to show that if defect-free mountings are tuned to these instructions then both the HDT tolerances and the recovery time tolerances quoted in Paragraph 6 above, are met. It should be noted that the instructions give a set of standard tuning settings for the fine channels of both motions and state that if the settings required for satisfactory performance differ from these standard settings, a defect is present. For this reason the Trials Officer is authorised to reject a mounting at Final Installation and Acceptance Firings (new construction ships) HAT's and SAT's (including post refit firings for ships refitting) if the tuning settings are found to be non-standard. It is also a mandatory requirement that standard settings are used in the Shop Trials for new and converted mountings.

12. **4.5-in. Mark 6* Mod. 1.**—Tuning instructions for these mountings are contained in DW 7862. Though initial settings for commencement of tuning are given in this publication, it is not practical to make such settings mandatory in the same way as for the 4.5-in. Mark 6* Mod. 3 mounting, because the stability margins are less. However, if large departures from the initial tuning settings are found to be necessary to obtain satisfactory RPC performance then a defect should be suspected and investigated. As ships have been having difficulty in achieving the tolerances of Navy Order 256 of 1964 consistent with obtaining satisfactory recovery times on firing, it is intended to collect data from ship's Type A firings and promulgate if necessary, modified initial tuning settings. On receipt of this order until further

notice, ships with 4.5-in. Mark 6* Mod. 1 mountings are to include the following servo amplifier and OSU data for both training and elevation with the autographic records forwarded for Type A firings—

(*a*) Static stiffness, i.e., the differential output current of the amplifier in mA for 6-ft. min misalignments.

(*b*) 1st stage phase advance.

(*c*) 2nd stage phase advance.

(*d*) Stroking time of the OSU together with the servo oil temperature with dashpot setting as tuned. (To be obtained as laid down in DW 7862).

(*e*) Dashpot setting.

Note.—It is important that static stiffness required in (*a*) above be expressed as mA/6-ft. min misalignment.

It is stressed that amplifier sensitivity or gain expressed as a % based upon arbitrary dial readings is of little value for comparison purposes or as working data.

13. **4.5-in. Mark 6*.**—These mountings are basically the same as the Mod. 1 mounting except for the design of the electronic units and resetter sector values. The instructions in Paragraph 12 above apply except that differential output current required in Paragraph 12 (*a*) above may not be read directly but will be the difference in output current between F1 and F2 at the 18H amplifier.

Recovery Firings.—When to be Carried Out

14. Recovery Firings should be conducted on the following occasions—

(*a*) Final Installation and Acceptance firings.

(*b*) Pre-Refit Trials.

(*c*) Post-Refit Trials.

15. **Final Installation and Acceptance Firings.**—These firings will be carried out in new construction vessels by the Trials Officer. The Mounting Installation Authority will retain full liability for the mounting until these firings are satisfactorily completed.

16. **Pre-Refit Trials.**—Whenever circumstances allow, Recovery Firings should be undertaken within two months of the date for rendering the Pre-Refit Trials Report which is to be forwarded in accordance with the instructions contained in BR 292, Chapter 11, Paragraph 75 (*d*). The pen recordings of the Recovery Firings should be annotated with all relevant auto control data and forwarded with the Pre-Refit Trials Report.

17. **Post-Refit Trials.**—Recovery Firings at post-refit trials after modernisation, conversion or long refit (or when a replacement mounting has been installed) will be conducted by the Trials Officer. If these firings are not successful, the Refitting Authority or the Mounting Installation Authority as appropriate, is responsible for rectifying the defect and will retain full liability for the mounting until Recovery Firings are satisfactorily completed.

18. Recovery Firings at post-refit trials after a normal refit are to be conducted by the Trials Officer or Ship's Officers. These firings form part of the Sea Acceptance Trials (Gunnery) but they are to be programmed to take place as early as possible after the refit completion date on successful completion of mounting Harbour Dynamic Trials and before the commencement of Harbour Acceptance Trials (Gunnery) in order to prove mounting performance before being connected for system tests.

19. **Standard Settings.**—In the case of 4.5-in. Mark 6* Mod. 3 mountings, the Recovery Firings listed in Paragraph 14, should be carried out with standard settings. Exceptionally, it may be necessary to depart from standard settings at Pre-Refit Trials owing to a defect in order to obtain adequate control of the mounting. This should be stated on the records and a defect item raised accordingly. The remaining Pre-Refit Trials should also be carried out with standard settings unless the defect conditions stated above renders this impracticable.

20. **Control of Mounting.**—During Recovery Firings the motion under test should be controlled from a dummy director. The other motion should be stationary but in auto control either from the system or from another dummy director.

21. **Recordings.**—When testing the elevation motion, both pens of the pen recorder should be used to record the error signal. One pen should be calibrated one minute corresponding to one small division, the other should be calibrated 3 minutes corresponding to one small division. When testing the training motion only one pen calibrated one minute for one small division need be used. In both cases, the paper speed should be ½-in. per second.

22. **Conditions Under Which Firings Should be Made.**

(*a*) *Elevation Motion*—

(i) When elevating at 2°/sec.

(*a*) One round to be fired at 10° elevation from first gun.

(*b*) One round to be fired at 15° elevation from second gun.

(ii) When depressing at 2°/sec.

(*a*) One round to be fired at 15° elevation from first gun.

(*b*) One round to be fired at 10° elevation from second gun.

(*b*) *Training Motion.*—When training right at 2°/second, two rounds to be fired, one from each gun. When training left at 2°/second, two rounds to be fired, one from each gun. The bearing on which the guns are fired is not critical.

23. **Reports.**—Reports on experience gained with the foregoing procedures will be called for in due course from administrative and repair authorities.

(DWE 736/259/75)

(*Navy Order 256 of 1964*)

UNCLASSIFIED

139—Minesweepers—Ton Class Minesweepers/Minehunters—Minesweeping Winch Pinion Shaft

Defective minesweeping winch pinion shafts of forged steel or stainless steel should be brought to produce and replaced by pinion shafts of rolled aluminium bronze to ADSPEC 1076 or similar. Defective rolled aluminium bronze pinion shafts should be repaired if possible.

(PME 1227/51/189)

UNCLASSIFIED

140—Sonor—Type 170 (Second Suffix C, E, F and G only)—Locking Peg, Pattern 0633/192983 for Bearing Recorder—Introduction

(*DCI (RN) 1368/1965*)

Experience has shown that there is a requirement to lock the Gyro Gear Train, when lining up or checking the Mortar Control System Mark 10 as follows—

(*a*) When the gyro is running and the gear train is liable to hunt.

(*b*) When the gyro is not running and it is not possible to energise the gyro transmission circuits.

2. Locking Peg, Pattern 0633/192983 is being introduced as an accessory for locking the Gyro Gear Train in the Bearing Recorder. It is a bar with a tapered peg either end. This is used to lock the Gear Train by fitting the pegs in the existing holes in the two gear wheels which transmit motion from the gyro " M " type motor to the differential.

3. The gyro switch supplying the Bearing Recorder should be switched " OFF " when the peg is in use.

4. Establishment Lists are being amended to show one in number Pattern 0633/192983, as a first fitting item.

5. Demands should be lodged with SNSO, Sydney, who is arranging for initial stocks to be supplied from MOD (Navy).

(DNAS 519/67/166)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

RESTRICTED

141—Air Publications—Introduction of Revised Numbering and Issuing Systems

(*DCI (RN) 1342/1965*)

Revised methods of numbering and issuing air publications are being introduced in the Royal Navy to provide improved indexing, filing and distribution of technical information on RN aircraft and their associated equipment. The new system will also apply to air publications sponsored by the UK Air and Army Departments. Existing publications will be progressively transferred to the new system and the change-over should be complete within five years.

New Numbering System

2. Hitherto AP numbers have been allocated largely at random and it has not been possible to index or file information readily by subject categories. As a result it has become increasingly difficult to trace published information and to file or index it in a logical order.

In the new code numbering system, each book will have a three-element number of the form AP 101C-0103-1. The three elements of the code number will be allocated on the following principles—

(*a*) *1st Element.*—This will show the major group and sub-group to which the publication belongs from the list given in Annex A to this order.

(*b*) *2nd Element.*—This will generally be a four-digit number, the first two digits indicating the type or class of equipment and the second two the particular Mark or item. A typical sub-group class break-down will be on the following lines—

113A-0100 to-0199	Safety precautions
-0200 to-0299	General information on electrical systems
-0300 to-0399	General information on electrical components
113B-0000 to-0099	General information on generators
-0100 to-0199	Generators ac
-0200 to-0299	Generators dc
	etc.
113C-0000 to-0099	General information on batteries
-0100 to-0199	Primary batteries
-0200 to-0299	Lead acid batteries
	etc.
113D-0000 to-0099	General information on control and distribution equipment for power supplies
-0100 to-0199	Rotary inverters
-0200 to-0299	Rotary transformers
	etc.

(*c*) *3rd Element.*—This will indicate the topic covered by the book, such as general and technical information (-1), modification leaflets (-2), overhaul instructions (-6), on the lines of the existing 6-volume system. Numbers above -6 are used to identify books which have not previously had volume numbers, e.g., Ground Handling Notes (-12) and Pilot's Notes (-15). A list of topic numbers so far allocated is given in Annex B to this order.

3. Each element of a new AP code number will, therefore, convey information concerning the contents of a book. The following two examples show the application of the principles—

(*a*) AP 101C-0103-1 *Title*—Helicopter Wessex HAS Mark 3—General and technical information.

AP		
101	Main group:	Aircraft
C	Sub-group:	Rotating wing
-01	Type:	Wessex
03	Mark:	3
-1	Topic:	General and technical information.

(*b*) AP 113F-0605-6 *Title*—Electrical Static Consumer Equipment; Flasher Unit, Page C 360.

AP		
113	Main group:	Electrical
F	Sub-group:	Static consumer equipment
-06	Class:	Flasher units
05	Item:	Page C 360
-6	Topic:	Overhaul instructions

It will be noted that the sub-group 113F corresponds to the coverage of the existing AP 4343E manual. Similar correspondence will be found in most other sub-groups which supersede existing manuals.

4. Air diagrams associated with aircraft equipment will also be indentified by codes in the new system. A letter prefix D in the third element will indicate a full size diagram (usually 30-in. x 40-in.) and a prefix MD will indicate a miniature diagram (usually 11-in. x 8½-in.); e.g., 101C-0103-MD 1 will identify a minature air diagram relating to the Wessex Mark 3.

5. In some groups, e.g., propellers, where only a restricted range of equipment is covered, no class indicator is used, and the second element consists of two digits, as an item indicator, only. Full lists of second element type/class categories allocated will be published in due course, in AP(N) 1.

Selective Distribution

6. Information which has hitherto been issued as chapters in the manual series of APs. (e.g., AP 1275, 1803, 4303, 4343, etc.) will, in future, be published as separately coded units of information. Thus, users of manual type information will no longer have to hold and maintain numerous unwanted chapters not applicable to the equipment with which they are concerned. Existing manual material will be gradually transferred to the new system and cross-references will be given in manuals to indicate the new identity of chapters reissued as coded units. To minimise the number of small books which would otherwise be created when manual type information is issued as coded units, topics covered by the present Volumes 1, 2, 3 Pt 1, 4/5 Pt 6 and 6 may be issued in future, as a single unit of information. Squadrons, flights, air stations, ships and other users will be supplied with coded units of information if they apply to the aircraft or equipment for which the user is responsible or are of a general nature.

Binding and Filing

7. A new type of universal demy quarto binder, which will be available in two colours (dark blue for unclassified and restricted books, red for confidential and secret books) and two capacities (1½-in. and 2½-in.) is being introduced to house the new style APs. Books will normally be supplied without binders, but with a pre-printed spine card, giving the book number, and title and security grading, if the book is large enough to justify a separate binder of its own. The binders have stiff spines with standard pockets into which the identifying spine cards can be slipped; a further pocket is provided on the front cover for insertion of a pre-printed card indicating the security category of the contents. For use when filing a number of smaller units of information together in a single binder, spine cards bearing only the appropriate security grading will be supplied for completion by the user. As use of the standard paper size of 11-in. x 8½-in. for the various types of ATP and Service-produced air publications becomes more general, it will become possible to file most types of technical information in the new standard binders. Special oversize binders with limp covers will be supplied to accommodate the larger (11-in. x 17-in.) servicing and wiring diagrams for aircraft. These binders can be rolled for convenience when carrying or folded double for stowage on shelves with standard size binders.

8. Users will be able to file publications in the new system either in strict reference number order, in which case books will be automatically grouped on the shelves according to the subject and type of equipment concerned, or according to the topic (i.e., -2, -3A, -6) as best suited to local needs.

Indexing of Coded Publications

9. A new form of index will be issued for coded air publications. This will consist basically of three main parts—

(*a*) *Publication Master Lists*

These will be lists of coded publications and diagrams relevant to specified types and marks of aircraft and other major equipments and which will be required by units needing the fullest available information on such equipment.

(*b*) *A Publication Numerical Subject Index*

This will contain lists of publication titles and codes in numerical-alphabetical order, classified according to the equipment type or class.

(*c*) *An Air Diagram Numerical Subject Index*

This will be arranged similarly to (*b*) above.

The index to RN coded publications will appear initially as Part 2 to AP(N) 1.

ANNEX A

New AP Numbering System—Main and Sub-Groups

A three-digit number is used as the first element of a code number to indicate the main group or category of technical information concerned. So far, seventeen main groups have been established within the range 100–199, which has been allocated for British air publications. A letter following the group number, indicates the sub-group within a main group to which the information belongs. Details of the sub-groups so far allocated and which may be used on RN publications are given in the following list—

Group

100 — Technical administration and training

101 — Aircraft
- 101A — Aircraft, general
- 101B — Fixed wing aircraft
- 101C — Rotating wing aircraft
- 101D — Hovercraft
- 101S — Aircraft simulator and training aids

102 — Aero-engines
- 102A — Aero-engine, general
- 102B — Reciprocating engines
- 102C — Gas turbines
- 102P — Propellers

103 — Aero-engine equipment
- 103A — Aero-engine equipment, general
- 103B — Fuel system components
- 103C — Accessory drive equipment
- 103D — Starting systems
- 103E — Constant speed drive systems
- 103F — Ignition equipment

Annex A—*continued*

Group

104 — Aircraft landing gear
- 104A — Aircraft landing gear, general
- 104B — Main undercarriages
- 104C — Nose undercarriages
- 104D — Tail undercarriages
- 104E — Undercarriage associated components
- 104F — Main landing wheels
- 104G — Nose and tail landing wheels
- 104H — Aircraft tyres
- 104J — Brake units

105 — Hydraulic, pneumatic and vacuum systems and powered flying controls
- 105A — Hydraulic, pneumatic and vacuum systems and powered flying controls, general
- 105B — Hydraulic components
- 105C — Pneumatic components
- 105D — Powered flying controls and equipment

106 — Aircraft fuel, oil and water system equipment
- 106A — Aircraft fuel, oil and water system equipment, general
- 106B — Aircraft tanks
- 106C — Fuel system components
- 106D — Pressure fuelling equipment
- 106E — Refuelling in flight equipment
- 106F — Oil system components
- 106G — Water system components
- 106H — Radiators, oil coolers, and associated heat exchange equipment

107 — Environmental control equipment
- 107A — Environmental control equipment, general
- 107B — Pressurizing and air conditioning equipment and windscreen heating
- 107C — Ice detection, anti-icing and de-icing equipment
- 107D — Gaseous equipment (excluding masks and respirators)
- 107E — Fire detection, prevention, suppression and extinguishing equipment
- 107T — Specialised test equipment and special tools

108 — Parachutes and safety and survival equipment (including rescue hoist winches)
- 108A — Parachutes and safety and survival equipment, general
- 108B — Aircrew equipment assemblies
- 108C — Parachutes and parachute harnesses
- 108D — Safety harness
- 108E — Dinghies and associated equipment
- 108F — Flying clothing and survival equipment
- 108G — Air/sea rescue airborne equipment

ANNEX A—*continued*

Group

109 — Aircraft assisted escape systems
- 109A — Aircraft assisted escape systems, general
- 109B — Ejection seats
- 109C — Ejection gun assemblies and time-delayed firing units
- 109D — Drogues, aprons and drogue guns
- 109E — Time-release units
- 109F — Canopy jettison equipment
- 109G — Miscellaneous equipment
- 109T — Special tools and test equipment

110 — Armament (excluding guided weapon systems)
- 110A — Armament (excluding guided weapon systems), general
- 110B — Missiles (excluding GW and pyros)
- 110C — Fuzing components and power cartridges
- 110D — Pyrotechnics
- 110E — Missile ancillary fittings
- 110F — Release equipment
- 110G — Missile preparation, loading and off-loading
- 110H — Guns, small arms, mortars and associated equipment
- 110J — Ammunition and grenades
- 110K — Armament ground and transporting equipment
- 110L —
- 110M — Training equipment
- 110T — Test equipment

111 — Unassigned

112 — Instrument equipment
- 112A — Instrument equipment, general
- 112B — Navigation equipment
- 112C — Flight control equipment
- 112D — Bomb sights
- 112E — Gun and RP sights
- 112F — Air data systems
- 112G — General instruments
- 112H — General purpose airborne digital computers
- 112P — Photographic equipment
- 112R — Aircraft accident data recorders
- 112T — Servicing and test equipment

113 — Electrical equipment
- 113A — Electrical equipment, general
- 113B — Generators
- 113C — Batteries
- 113D — Control and distribution equipment
- 113E — Rotary consumer equipment
- 113F — Static consumer equipment
- 113G — Armament consumer equipment
- 113H — MT consumer equipment
- 113J — Airfield and field consumer equipment
- 113K — Workshop, specialised servicing and test equipment
- 113L — Aero-engine magnetoes and ignition equipment

ANNEX A—*continued*

114 — Airborne radar equipment
- 114A — Airborne radar equipment, general
- 114B — Airborne radar systems
- 114C — Interception radars
- 114D — Reconnaissance radars
- 114E — Navigation radars
- 114F — Weather radars
- 114G — Homers
- 114H — Landing aids (radar)
- 114J — Secondary radars
- 114K — Training and simulators
- 114L — Data links
- 114Z — Miscellaneous

115 — Ground radar equipment (RAF only)

116 — Radio
- 116A — Radio and communications equipment, general
- 116B — Radio navigational and landing aids (air)
- 116D — Radio communications (air)
- 116F — Electronic countermeasures
- 116G — Maritime weapons
- 116H — Radio control and telemetry systems (air)
- 116L — Recording and reproducing equipment
- 116Z — Miscellaneous.

117 — Radio and radar test equipment

118 — Test equipment, general (i.e., not special-to-type)

119 — Aircraft ground servicing and general engineering equipment

ANNEX B

NEW AP NUMBERING SYSTEM—TOPICS

The third element of a code number may consist of one or more digits with or without suffix letters, as a " topic " identification, i.e., it will indicate the category of information contained in a book—general and technical information, schedule of spares, servicing schedules, etc.

Aircraft Group

In the aircraft publication (101-) group, the following topic numbers have been provisionally allocated for schedules used in the RN—

	Topic
General and Technical Information	-1
If this volume is broken down into books they will be identified by suffix letters, e.g.—	
Book 1	-1A
Book 2	-1B
Book 3	-1C

ANNEX B—*continued*

General Orders and Modifications	–2
Schedule of Spares (or Illustrated Parts Catalogues)	–3A
Progressive Servicing Schedules	–4
Process Sheets/Servicing Procedures	–4A3
Flight Servicing	–4B1
Flexible Servicing	–4H
Periodic Servicing Schedules	–5
Bay Servicing	–5F
Non-destructive Testing	–5G
Schedule of Component Lives	–5K
Flight Testing	–5M
Preparation for Storage	–5N
Servicing during Storage	–5P
Preparation for Issue from Storage	–5Q
Cross Servicing	–5S
Repair and Reconditioning Instructions	–6
Repair Instructions	–6A
Reconditioning Instructions	–6B
Modification Lists	–7
Weight and Balance Data	–9
Wiring/Servicing Diagrams Manual	–10
Air Transport Support and Air Mobility	–11
Ground Handling Notes	–12
Pilot's Notes	–15
Operating Data	–16

Aero-Engine and Equipment Groups

In other groups, topics will be selected from the following list as appropriate—

	Topic
As aircraft group	–1, –2, –3A, –5F, –6, –6A, –6B
Preservation	–7

(DNAS 465/253/59)

UNCLASSIFIED

142—BR 11—Admiralty Memorandum on Naval Court-Martial Procedure

Change No. 3 to BR 11—Admiralty Memorandum on Naval Court-Martial Procedure makes certain amendments to the Naval Discipline Act 1957 (UK).

2. Users are reminded that the modified version of the Naval Discipline Act—which applies in the Royal Australian Navy—is contained in Appendix 1D to RI (issued in Amendment No. 12).

3. BR 11 is to be noted accordingly.

(DNLS 321/6/54)

UNCLASSIFIED

143—Forms AD 3051—Survey of Chain Cable, Etc.—Introduction. AD 786—Certificate of Test of Boats Slings—Revision

Survey of Chain Cable, Etc.—A new Form AD 3051—Survey of Chain Cable, Etc., is being introduced into the Fleet to replace the existing Form AS 194. Initial stocks of the new form are to be obtained on demand from SNSO, Sydney. Existing stocks of Form AS 194 are to be disposed of on receipt of this order. Reference to Form AS 194 in ABR 1980 is being amended. Where Form AS 194 is referred to in QR and AI (Articles 5531–34) Form AD 3051 should be read.

2. **Certificate of Test of Boats Slings.**—A revised Form AD 786—Certificate of Test of Boats Slings, will be introduced when stocks of the current form are exhausted. In the meantime in using the current form it should be noted that the parts to be filled in by ship's officers are no longer applicable and numbers (2) and (3) of the Special Instructions on the cover sheet are to be disregarded. Dockyard Officers, in completing the current form, are required to enter the appropriate AS 2061Z (Defect Record Form) number in the remarks column.

3. Forms AD 3051 and AD 786 are to be rendered in triplicate on the requisite occasions by refitting and new construction authorities.

4. QR and AI Articles 5531–4 are to be noted with a reference to this order.

(PNA 1209/51/107)

By Authority: A. J. ARTHUR, Commonwealth Government Printer, Canberra.
1972/66.—3

REGISTRAR

RESTRICTED

ANO's 144-159/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
16th March, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

2189/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

144—Antihistamine Drugs—Warning

Antihistamine Drugs under various trade names, some of which are, Benadryl, Antistine, Anthisan, Phenergan, Dramamine, etc., used for the treatment of hay fever, and other allergies, can have dangerous side reactions which have been regarded as a cause of motor vehicle accidents.

2. The side effects vary according to the individual and the type of drug used, the most common being drowsiness, dizziness, weakness, mental incoordination and sickness which may last for 48 hours after the last treatment.

3. All personnel are to be warned of the possible dangerous effects of these drugs, and aircrew who have taken them are not to fly until passed fit by the Medical Officer.

4. Motor transport drivers are not to drive whilst taking these drugs.

5. Divers taking these drugs are to consult the Medical Officer and are to dive only at his discretion whilst undergoing treatment.

(MDG 1002/59/26)

UNCLASSIFIED

145—Medical—Morphia—Use in Ships Not Carrying a Medical Officer

Non-medical personnel who may be called upon to use morphia should in every case receive prior training by a Medical Officer.

2. The use of morphia is to be reserved entirely for the relief of pain and distress in the case of persons wounded or injured, including burning and scalding. It is on no account to be given to anyone suffering from pain not due to these causes. It should be avoided, if possible—

(*a*) in cases of head injuries, unless the patient is violent;

(*b*) in very cold climates.

3. It should be borne in mind that though wounds and injuries frequently cause shock, morphia should not be given where the shock exists without pain or unrest. A shocked patient may be abnormally quiet, and may not complain of pain, in which case morphia is not necessary and may even do more harm than good.

4. Morphia may be supplied in one of the following forms—

(*a*) Syringe-ampoules, 30 mg opium alkaloids = 15 mg morphia	For injection under the skin (Tubunic syrette with needle attached).
(*b*) Lozenge, morphia sulph. 15 mg morphia per lozenge	To be dissolved under the tongue or sucked slowly.

5. The method of injection of the contents of syringe-ampoules is by far the most effective. When the syringe-ampoules are available they should certainly be used.

6. For the injection, select the skin preferably on the outer side of the upper arm, thigh or buttock, though any site may be chosen as circumstances permit. Cleaning the skin, if it means delay in giving the morphia, is not essential. Directions for using the syrette ampoule are given on a leaflet with diagrams contained in the box or tin. These should be studied.

7. The dose of each form of morphia is 1 unit, i.e., one syringe-ampoule or one lozenge. In cases of severe wounding or great pain, two lozenges may be given, but non-medical personnel should on no account inject the contents of more than one syringe-ampoule at the same time.

8. The dose of one or two lozenges or of one syringe-ampoule can be repeated if necessary provided four hours have elapsed since the previous dose was given.

9. All forms of morphia should be kept under lock and key in the charge of the Commanding Officer and, when morphia is requested, he or his representative should ascertain, to the best of his ability, that its use is justified. When the circumstances of the case make it necessary for the Commanding Officer to delegate the authority of administering morphia, he should arrange that those deputed are thoroughly conversant with the terms of this order.

10. All patients who have been given morphia in any form are to have a label firmly attached to their clothing with the following records—

(*a*) Name.

(*b*) Nature of injury.

(*c*) Dose of morphia given, i.e., one or two lozenges or one syringe-ampoule.

(*d*) Date and time morphia given.

This procedure is to be carried out by the person who actually administered the morphia. The letter "M" written on the forehead with persistent material, ink, lipstick, indelible pencil, crayon, etc., may be used as an added precaution.

11. Expenditure of any type of morphia is to be entered immediately in the dangerous drugs account, Form AM 177A.

(MDG 327/54/13)

Section 2

PERSONNEL

RESTRICTED

146—Aircrew and Maintenance Personnel—Qualifications Relating to Aircraft Maintenance

Consideration has been given to the need for revising the instructions relating to the qualifications required by aircrew and maintenance personnel to enable them to maintain naval aircraft.

2. Appendix A to this order lists the instructions and they are promulgated for the information and guidance of all concerned. They will be incorporated in AP (RAN) 140—Royal Australian Naval Aircraft Maintenance Manual—which is being revised.

3. Appendix B to this order contains the Certificate to be awarded to aircrew personnel when they meet the requirements for "Aircrew Qualified In Administration" (QA).

APPENDIX A

Qualifications Relating to Aircraft Maintenance

Qualified to Sign (QS)

The QS certification applies to sailors specialised in the servicing of aircraft, who are permitted to sign Form A 700 for operations listed in the Flight Servicing Schedule, on aircraft for which they are QM.

Obtaining QS

2. A minimum period of one month must be completed in an operational unit (preferably a 2nd line squadron) after completing the Able Ranks' Course, or at the specified time in the Artificers' Courses, before a sailor may take the QS examination. However, where it is considered that a sailor is not yet ready at this time, application for him to take the examination should be delayed till a later date.

3. Until sailors become QS they are to be regarded as under training, and shall work alongside Leading Ranks and above, so that they become thoroughly familiar with administration associated with 1st and 2nd line servicing procedures.

4. (*a*) The examination for QS is conducted by the Royal Australian Naval Aircraft Maintenance Examination Board, and may be by mail if necessary. Examinations will normally be conducted as required by arrangement between ship or station Air Engineering or Air Electrical Officers and Officer-in-Charge RANAMEB. *See* ABR 27 Article 0709 concerning candidates who do not attend examinations for which they have applied.

(*b*) The syllabus for QS is contained in ABR 27 Article 1651.

General

5. It should be noted that failure to qualify for QS may affect a sailor's promotion (*see* ABR 10 Chapters 16 and 17). Additionally, where a sailor fails to qualify within a reasonable time, reporting action should be considered.

6. Once certified QS the award is permanent while the recipient has continuous RAN service.

7. The certification of QS lapses automatically two years after discharge from the RAN or other Commonwealth Navies for all below Leading Rank or Artificer 3rd Class. It lapses for all ranks 5 years after discharge, and requalification will be part of refresher courses.

Recording of QS

8. (*a*) On successfully passing the QS examination, RANAMEB will forward results to candidates' commanding officers, when the qualification is to be entered in the sailor's Service Certificates and reported to the Naval Board by Form AS 161a.

(*b*) Additionally, RANAMEB will forward a QS certificate to the appropriate unit technical officers.

(*c*) A covering letter is to be forwarded to the Naval Board in accordance with ABR 27 Article 0409.

Aircrew Qualified in Administration (QA)

9. The certification QA applies to pilots, observers, aircrewmen and airmen underwater control, above able rank. It signifies a working knowledge of aircraft maintenance organisation at squadron level, including inspections, documentation,

air publications and simple stores procedures. It also permits them to sign the Form A 700 as the Flight Servicing Inspector, and for operations listed in Flight Servicing Schedule of aircraft for which they have been certified QI. It does not permit them to carry out defect rectification.

Obtaining QA

10. (*a*) The examination for QA is conducted by the Royal Australian Naval Aircraft Maintenance Examination Board and will be as part of the OFS or Re-Familiarization courses conducted for aircrew by the Aircrew Ground School.

(*b*) The details of the qualifications for QA are contained in the appropriate training syllabus as used by the Aircrew Ground School.

General

11. Once certified QA, the award is permanent while the recipient has continuous RAN service.

12. The certification lapses on transfer from Aircrew Category or forfeiture of Flying Specialisation or termination of RAN service.

13. Squadron commanding and technical officers should arrange for aircrew to exercise the qualification to ensure confidence and competence when detached from naval technical assistance.

Recording of QA

14. (*a*) On successfully passing the QA examination, RANAMEB will forward certificates to the candidates' squadron commanding officers for insertion in log books.

(*b*) A record of results is also to be forwarded to the Aircrew Ground School.

(*c*) In the case of sailors Form AS 161a is to be rendered to the Naval Board.

Qualified to Maintain (QM)

15. The certification QM applies to sailors who are permitted to sign the Form A 700, as appropriate to their trade, for unsupervised tasks on specific type aircraft or associated equipment, provided they are also QS.

Obtaining QM

16. The awarding of QM may be by one of three ways—

(*a*) By having successfully completed a qualifying course for promotion to Able (or higher) rank at a recognised training school where a specific type aircraft or equipment was used as the basis of instruction.

(*b*) By having successfully completed a formal Aircraft Maintenance Course (AMC) at a recognised training school (including makers' courses).

(*c*) For certain types of aircraft or equipment where formal courses are not available a "Field QM" may be awarded by the appropriate unit technical officer where he considers that a sailor has gained sufficient experience and knowledge of the aircraft or equipment in the trade (or trades) for which he is responsible.

General

17. No sailor is to be employed without supervision in the servicing or maintenance of aircraft or equipment for which he has not been certified QM (even though he may be QS).

18. Once certified QM the award is permanent while the recipient has continuous service in the RAN, even though he is promoted in rank. However, where convenient, senior ranks may be given the higher AMC's as soon as possible after promotion to Petty Officer. When a sailor is posted to a squadron or unit, the aircraft or equipment of which he is not qualified to maintain, he will normally be given a pre-posting AMC, the posting forecast or internal movement being authority to do so.

19. The certification QM lapses automatically two years after discharge from the RAN or other Commonwealth Navies, with the provision that—

(*a*) RAN re-entries (after two years) may be re-certified QM on aircraft or equipment for which they were previously QM without a formal AMC or examination, but such award is not to be made until a reasonable period of re-familiarization has elapsed.

(*b*) Commonwealth re-entries will be eligible as under (*a*) above.

Recording of QM

20. The QM certification for each type aircraft or equipment is to be entered in the sailor's Service Certificates and reported to the Naval Board on Form AS 161a.

Aircrew Qualified to Inspect (QI)

21. The certification QI applies to pilots, observers, aircrewmen and airmen underwater control, above able rank. It signifies competence to carry out operations listed in the Flight Servicing Schedule of the aircraft type or equipment, in the trade specified by the qualification, provided they are "QA". It does not permit them to carry out defect rectification.

Obtaining QI

22. QI is awarded on satisfactory completion of the courses and examinations for a specific type of aircraft or equipment, conducted by the technical training schools. Certificates will be issued to candidates on completion of each course.

General

23. Once certified QI the award is permanent while the recipient has continuou RAN service.

24. The certification automatically lapses when the QA award is withdrawn.

25. (*a*) QI is awarded to pilots as follows—

QI (AE) Airframe and Engine
QI (W) Weapons
QI (AC) Radio
QI (AW) Electrics
QI (P) Palouste starting

(*b*) QI is awarded to observers, aircrewmen and airmen underwater control as follows—

QI (AC) Radio
QI (AW) Electrics
QI (N) Electrically operated navigational equipment
QI (S) Sonar equipment
QI (P) Palouste starting.

APPENDIX A—*continued*

26. Any aircrew member as in Paragraph 3 above may qualify in other trades (i.e., (*b*) for (*a*) and vice versa) if they so desire, but may need to make their own arrangements for the necessary courses.

Employment of Non QS and Non QM Personnel

27. It is permissible for a sailor who has not been certified QS or QM to be employed on maintenance duties within his capabilities, under supervision, for rectification, repair and periodic inspections. He may thus sign Column 8 Part 4 and Column 5 Part 5 (Routine Servicing Certificate) of the Form A 700 as these columns are countersigned by a supervisory rank. This rule also applies to supervisory ranks who are non QM.

28. When officers in charge of visiting aircraft require the services of naval air maintenance personnel and none is available who is QM on that aircraft or its equipment, the appropriate senior Naval Technical Officer available is to select experienced QS sailors to meet the requirement. They are to follow the directions supplied by the officer-in-charge of the aircraft concerned and may sign for work carried out if requested by him.

29. It should be noted that although QS or QM Certifications are independent awards covering different requirements, neither is of value without the other. (The same general terms apply to QA and QI).

APPENDIX B

Aircrew Qualified in Air Administration

Certification of QA

This is to certify that the aircrew officer/sailor named below is qualified in air administration at squadron level and has a working knowledge of aircraft maintenance organisation, inspections, documentation, air publications and simple stores procedures.

It permits him to sign the Form A 700 as the flight servicing inspector, and for operations listed in the Vol. 5, Book 1, of aircraft on which he has been certified QI, when detached from technical assistance (and when ordered for training purposes).

It does not permit him to carry out defect rectification.

Name..... Rank.....

Date of Qualifying.....

....

OIC RANAMEB Air Engineer Officer

HMAS.....

(DAMR 311/201/202)

UNCLASSIFIED

147—Naval Dockyard Police Promotion System

The following details the promotion system applicable to sailors in the Naval Dockyard Police.

2. The purpose of this promotion system is to provide the means of selecting for promotion, in a fair and unbiased manner sailors who by their professional abilities, demeanour and personal endeavour have demonstrated that they are capable of meeting the high standards set by the RAN for the rank to which they are aspiring, and who are adjudged to be capable of undertaking the duties and responsibilities of those ranks in a fashion superior to all other contenders.

3. Before being eligible for selection for promotion it will be necessary for sailors to satisfy certain pre-requisites for promotion to the higher rank. These are as follows—

(*a*) A pass at the promotion test (Constable to Sergeant 2nd Class).

(*b*) Service in the existing rank for a minimum period.

(*c*) Continuous VG conduct for an appropriate period.

4. Eligible sailors will be selected for promotion on the basis of a non-cumulative composite score, in which points will be allowed as follows—

(*a*) *Constable to Sergeant 2nd Class*—

Performance evaluation (Maximum) ..	220 points
Promotion Test (Maximum)	100 points
Time served in the present rank after qualifying period (Maximum)	40 points
Total unbroken NDP service (Maximum) ..	40 points
Total	400 points

(*b*) *Sergeant 2nd Class to Sergeant 1st Class*—

Performance evaluation (Maximum) ..	220 points
Time served in the present rank (Maximum)	40 points
Total unbroken NDP service (Maximum) ..	40 points
Total	300 points

The following paragraphs give details of the principles which will be applied under the various headings.

Performance Evaluation. (Maximum Points 220)

5. The Performance Evaluation Report (Form AS 507A) contains five areas of performance to be assessed by the sailor's immediate supervisor, provided the supervisor is of Sergeant 2nd Class status or above and is one rank higher than the sailor under report. This evaluation is then referred to the sailor's Divisional Officer who will review it in conjunction with the supervisor and will pass it to the Head of Department and thence to the Captain. The report is to be signed by each of these evaluators, or, as many of these signatories as exist under varying circumstances. Any differences in evaluation are to be resolved within the Division. The report is finally to be shown to the sailor by his Divisional Officer and is to be signed by the sailor to signify that he has seen it.

6. Forms AS 507A are to be completed in ink, in original only and are to be forwarded direct to the Director of Naval Reserves, Department of the Navy, Canberra, immediately after the due dates which are as follows—

(*a*) All Sergeants 2nd Class and Constables qualified for promotion—28th February and 31st August.

(*b*) All Sergeants 1st Class—28th February.

It is most important that there is no delay in the despatch of these forms since neither promotion lists nor Status Cards can be compiled until all forms are received.

7. The five areas of performance to be assessed for each sailor are—

(*a*) Job Performance	His skill and efficiency in performing his duties other than supervisory.
(*b*) Service Behaviour	How well he accepts authority and conforms to the required standard of naval behaviour.
(*c*) Leadership and Supervisory Ability or Potential	His ability or potential to plan work, to allocate it to others and to direct their activities effectively.
(*d*) Dress and Appearance ..	His appearance and neatness in person and dress.
(*e*) Personal Qualities	How well he gets along and works with others and his diplomacy and tactful handling of delicate situations.

The assessment of these areas of performance is not in a numerical form, but requires the evaluators to assess a man's ability and potential based on definitions shown on the form within each area of performance.

8. This evaluation will be converted at Navy Office to a Performance Evaluation Points Score. As a man rises through the ranks, it is natural that some of his abilities, such as his skill in handling men, should be regarded as more important than, for instance, his dress and appearance, and thus it is intended that each area of performance should differ in emphasis according to the rank to which a man is aspiring. Weighting factors reflecting this emphasis will be determined at Navy Office and will vary from rank to rank.

9. Initially the allocation of points, taking into consideration these weighting factors, is to be as follows—

(*a*) *For Sergeants 1st Class and for Sergeants 2nd Class Aspiring to Sergeants 1st Class—*

(i) Job Performance	40
(ii) Service Behaviour	30
(iii) Leadership and Supervisory Ability or Potential	80
(iv) Dress and Appearance	10
(v) Personal Qualities	60

(*b*) *For Constables Aspiring to Sergeant 2nd Class—*

(i) Job Performance	40
(ii) Service Behaviour	40
(iii) Leadership and Supervisory Ability or Potential	70
(iv) Dress and Appearance	20
(v) Personal Qualities	50

10. Performance Evaluation Reports are to be completed for all Constables who have passed the Promotion Test for Sergeant 2nd Class and for all Sergeants 2nd Class and above.

Sailors Postings

Sergeants 1st Class Posted—

11. (*a*) (i) When a Sergeant 1st Class proceeds on an interstate posting in the first half of a twelve month period, the establishment to which he is discharged is to render the next annual report.

(ii) When a Sergeant 1st Class proceeds on an interstate posting in the second half of a twelve month period the establishment from which he is discharged is to render a report at the time of his discharge. This replaces the next annual report.

Sergeants 2nd Class and Constables posted—

(*b*) (i) When a Sergeant 2nd Class or a Constable proceeds on an interstate posting in the first three months of a half year period, the establishment to which he is discharged is to render the next half yearly report.

(ii) When a Sergeant 2nd Class or a Constable proceeds on an interstate posting in the second three months of a half year period, the establishment from which he is discharged is to render a report at the time of his discharge. This replaces the next half yearly report.

Initial Reports on Constables

12. Initial reports for constables are to be forwarded as soon as they pass the Promotion Test for Sergeant 2nd Class. Further reports are to be forwarded on the dates specified irrespective of the time elapsed since the initial report.

13. The completed forms are to be regarded as CONFIDENTIAL documents, and breaches of their security, or the discussion of a sailor's assessment with another person other than in direct compliance with Paragraph 5 above, are to be regarded as grounds for disciplinary action.

VG Conduct Requirement

14. Conduct for the undermentioned periods immediately preceding the date of promotion or re-promotion must have been continuously "Very Good"—

Constable to Sergeant 2nd Class	3 years
Sergeant 2nd Class to Sergeant 1st Class	2 years.

Promotion Test. (Maximum points 100)

15. All constables should possess an extensive knowledge of the duties and responsibilities of the rank to which they are aspiring. Points will be assessed on a percentage basis out of a maximum of 100.

Time Served in the Present Rank (Seniority). (Maximum points 40)

16. Points for service in the present rank will accrue at the rate of 1.1 points per month, for the 36 months following completion of the pre-requisite period for promotion (i.e., 24 months Sergeant 2nd Class to Sergeant 1st Class; 36 months Constable to Sergeant 2nd Class). Thereafter points will remain static. This factor recognises the need for a sailor to serve a minimum period in each rank in order to acquire experience.

Total Unbroken Service. (Maximum points 40)

17. In order to give some reward to the man who has served continuously in the Naval Dockyard Police, points for unbroken service will accrue at the rate of 2 points for each completed year of service reaching a maximum of 40 points after 20 years. Points forfeited on discharge for any purpose including desertion will not be re-awarded on re-entry, recovery of removal of "R" (except when removed by the Captain, RI Article 2055A (4) refers). Points will not accrue for any time calculated to the nearest completed month, that a sailor is not credited with pay.

Selection of Sailors for Promotion

18. A composite score is calculated at Navy Office for every sailor who is fully qualified for promotion. This score is calculated in accordance with the preceding paragraphs concerning promotion test, time served in present rank, unbroken service and the average of the converted Performance Evaluation Report scores over the period of time qualification for the next higher rank. The latter period of time will be considered as being that immediately prior to the latest evaluation report. For example, a Constable's composite score will be calculated by averaging all the converted Performance Evaluation Report scores obtained by him during the three years immediately prior to the latest Performance Evaluation Report, and by adding to this the points awarded for the other qualifications.

19. In accordance with the order established from the composite scores, sailors will be placed on a promotion list, and from this list, promotions will be authorised as vacancies occur within the area for which the sailor enlisted to serve and under normal posting conditions this area would remain the sailor's Home Port. Sailors not actually promoted will not retain their position on the next Promotion List, because new composite scores will be calculated after the next return and new order of precedence established.

20. If two or more sailors obtain the same composite score, their scores will be recalculated disregarding the oldest of the Performance Evaluation Report scores which were included in making the previous assessments, and the order for promotion will then be arrived at from these revised composite scores.

21. Sailors who fail to achieve an overall personal evaluation minimum score, or a minimum assessment in each area of the Performance Evaluation Report, will not be promoted. These minimums which will be decided by the Naval Board, will also be taken into consideration whenever the latest Performance Evaluation Report indicates that reversion may be necessary.

Notification of Status for Promotion

22. From the composite score and the Performance Evaluation score the following lists will be made at Navy Office—

(*a*) Promotion List.

(*b*) Elimination List.

23. On completion of the assessment of composite scores a promotion list will be raised from which Status Advice Notes will be completed and forwarded to each individual who is eligible for promotion. This advice note will show the number of points scored for all items, and his position on the Promotion List.

24. A sailor whose Performance Evaluation score indicates that he is unsuitable for his present rank will be placed on the Elimination List. This list will be forwarded to Captains of establishments for appropriate action in accordance with ABR 10/64 Article 0403.

Reversion

25. The following periods of time will be required for re-promotion of sailors reverted, in addition to their having to compete again against other sailors aspiring to the higher rank—

To Sergeant 1st Class	2 years
To Sergeant 2nd Class	2 years.

Time served in the higher rank prior to reversion will reckon as time served in the rank to which reverted when calculating seniority points for re-promotion.

Reduction in Rank

26. The rules as defined in ABR 10/64 Article 0402, will apply for the re-promotion of sailors reduced in rank summarily for misconduct subject to vacancies existing in establishment. Briefly they will be eligible for re-promotion after certain periods subject to vacancies existing in establishment and will not have to compete again against other sailors aspiring to the higher rank.

Standard of Reporting on Sailors

27. The Naval Board wish to remind all Officers, and Sergeants 1st and 2nd Class that from the earliest stage in a sailor'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 SD List candidates. Good reporting whatever the nature of the report is essential to good administration and morale.

(D of R 316/3/17)

UNCLASSIFIED

148—WRANS—Long Service and Good Conduct Medal

Approval has been given for members of the WRANS to be awarded the Long Service and Good Conduct Medal under the same conditions as apply to male members of the PNF.

2. Members of the WRANS on being awarded the medal will be paid a gratuity of $34 plus an allowance at the rate of $1.70 for each year of qualifying service with "G" character subsequent to the award of the medal. This allowance will be payable to the member of discharge on completion of engagement

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

149—Ammunition—Fuzes—35844311 and 35844312 Fuze N81, Lot 75 XY—Withdrawal

(*DCI (RN) 34/1966*)

Ammunition item .. Fuze N81, Lot 75 XY, of UK manufacture.

Action to be taken .. (*a*) *By HMA ships*
Exchange any fuzes of this lot number for unrestricted fuzes at the first opportunity.

(*b*) *By RANAD's*
All stocks and receipts of fuzes of this lot are to be reported for disposal.

Reason for action .. Fuzes have been sentenced unserviceable.

Safety category .. .. BR 862, Article 1703, Category "ff".

(DAS 726/70/177)

Total Unbroken Service. (Maximum points 40)

17. In order to give some reward to the man who has served continuously in the Naval Dockyard Police, points for unbroken service will accrue at the rate of 2 points for each completed year of service reaching a maximum of 40 points after 20 years. Points forfeited on discharge for any purpose including desertion will not be re-awarded on re-entry, recovery of removal of "R" (except when removed by the Captain, RI Article 2055A (4) refers). Points will not accrue for any time calculated to the nearest completed month, that a sailor is not credited with pay.

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19. In accordance with the order established from the composite scores, sailors will be placed on a promotion list, and from this list, promotions will be authorised as vacancies occur within the area for which the sailor enlisted to serve and under normal posting conditions this area would remain the sailor's Home Port. Sailors not actually promoted will not retain their position on the next Promotion List, because new composite scores will be calculated after the next return and new order of precedence established.

20. If two or more sailors obtain the same composite score, their scores will be recalculated disregarding the oldest of the Performance Evaluation Report scores which were included in making the previous assessments, and the order for promotion will then be arrived at from these revised composite scores.

21. Sailors who fail to achieve an overall personal evaluation minimum score, or a minimum assessment in each area of the Performance Evaluation Report, will not be promoted. These minimums which will be decided by the Naval Board, will also be taken into consideration whenever the latest Performance Evaluation Report indicates that reversion may be necessary.

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22. From the composite score and the Performance Evaluation score the following lists will be made at Navy Office—

(*a*) Promotion List.

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Standard of Reporting on Sailors

27. The Naval Board wish to remind all Officers, and Sergeants 1st and 2nd Class that from the earliest stage in a sailor'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 SD List candidates. Good reporting whatever the nature of the report is essential to good administration and morale.

(D of R 316/3/17)

UNCLASSIFIED

148—WRANS—Long Service and Good Conduct Medal

Approval has been given for members of the WRANS to be awarded the Long Service and Good Conduct Medal under the same conditions as apply to male members of the PNF.

2. Members of the WRANS however, on being awarded the medal will be paid a gratuity of $34 and an allowance of $1.70 per year thereafter.

3. Conditions of the award will be included in ABR 1077.

(HPB 302/5/2)

Section 4
EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

149—Ammunition—Fuzes—35844311 and 35844312 Fuze N81, Lot 75 XY—Withdrawal

(*DCI (RN) 34/1966*)

Ammunition item .. Fuze N81, Lot 75 XY, of UK manufacture.

Action to be taken .. (*a*) *By HMA ships*
Exchange any fuzes of this lot number for unrestricted fuzes at the first opportunity.
(*b*) *By RANAD's*
All stocks and receipts of fuzes of this lot are to be reported for disposal.

Reason for action .. Fuzes have been sentenced unserviceable.

Safety category .. .. BR 862, Article 1703, Category "ff".

(DAS 726/70/177)

RESTRICTED

150—A/S Weapons—A/S Mortar Mark 10 "A" End Mounting—Firing Circuit Junction Box AP 60—Modification No. 20

Ships, establishments and authorities concerned.	All ships and establishments so fitted. Weapon equipment depots.
Type and mark of equipment	A/S Mortar Mark 10.
Part of equipment affected	End "A" Mounting—Firing Circuit Junction Box AP 60.
Purpose of modification	To provide a watertight Junction Box to prevent non-functioning of the firing circuit.
Nature of modification	To remove the existing firing circuit Junction Box AP 60 and replace by Junction Box AP 12484 secured to Adaptor Plate.
Drawings	AME 4002.
By whom to be done	Dockyards.
Supply of modification parts	(i) Junction Box AP 12484 to be demanded from SNSO (Sydney). (ii) "Modification Kit for Modification No. 20 to A/S Mortar Mark 10" to be demanded from WESO (Sydney). On the basis of 1 in No. of items (i) and (ii) for each A/S Mortar Mark 10.
Disposal of redundant parts	Junction Box AP 60 to be returned to SNSO (Sydney) for disposal.
Priority	Category 1.
How to be treated	As a defect.
How to be recorded	As Modification No. 20 to A/S Mortar Mark 10.

(DWE 736/285/17)

UNCLASSIFIED

151—Compasses—Gyro Compass Types 5005; 5035N—Compass Retransmission Units, Patterns 0571/5030 and 0571/160400—Modification No. 4

(DCI (RN) 384/1965)

This modification improves facilities for setting up the loop gain of the follow-up servos by providing an amplifier test signal. The modification will be carried out during manufacture and repair only.

2. When CRU's are installed with Mod. No. 4 incorporated, the following procedure is to be used when setting up the sensitivity control and amplifier gain—

(*a*) Balance amplifier as detailed in BR 8, Addm. 1, Page 29.

(*b*) With Multimeter 8SX connected as for amplifier balancing and switched to the 100V AC range, set the amplifier gain control RV1 to maximum (10).

(*c*) Switch the test switch of the CRU to "Set Gain".

(*d*) Adjust the CRU Sensitivity Control until the Multimeter indicates between 20 and 25 Volts. Switch the Multimeter to the 25 Volts AC range and readjust the CRU sensitivity control until a steady reading between 20 and 25 volts is obtained.

(*e*) With the test switch still at "Set Gain" adjust the amplifier gain control until the Multimeter reads 16.2 volts on the 25 volts AC range.

(*f*) Disconnect Multimeter and return CRU test switch to normal.

Note.—This setting up procedure is precisely the same for both patterns of CRU.

3. Pattern 0571/8165 amplifiers are not considered suitable for use with CRU's with modification No. 4 incorporated.

4. MOD (Navy) has advised that relevant BRs, publications and Planned Maintenance Schedules will be amended.

(PEE 400/2/413)

UNCLASSIFIED

152—Electronic Warfare—Equipment Type AN/SLR-2—Fitted in HMA Ships—Painting of Radomes

Considerable difficulty has been experienced in maintaining the cleanliness of the rough textured fibreglass surfaces of the Radomes of DF Outfit Type AN/SLR-2 equipment fitted on board HMA ships. Failure to maintain this cleanliness results in a reduction of performance of the aerial system enclosed by the radome.

2. Paint treatment trials on Type AN/SLR-2 Radomes carried out on board one of HMA ships have indicated that a smooth high gloss surface finish on the radomes enables the radome surface to be kept in a clean condition with a minimum of maintenance.

3. The painting procedure to be adopted in the future by HMA naval dockyards when carrying out maintenance and repair work on Type AN/SLR-2 Radomes is to be as follows—

(*a*) Remove expended coatings of paint on the radome with paint remover.

(*b*) Sand back the surface of the radome to provide a key for the new paint treatment.

(*c*) Apply one coat of Santocel "C" filled polyester resin undercoat and allow to cure for at least 48 hours.

(*d*) Cut back surface to a smooth finish with wet or dry abrasive paper.

(*e*) Spray the prepared radome surface with four coats of EN40 Enamel, Epoxy, light grey.

4. HMA ships experiencing difficulty in the maintenance of a clean surface of the AN/SLR-2 Radomes fitted on board are to include an item in their next main defect list worded in sense that the radomes are to be repainted in accordance with the instructions contained in this order.

(PEE 400/2/492)

UNCLASSIFIED

153—Gun Mountings—4.5-in. Mark 6* (Modification No. 98) and 4.5-in. Mark 6* Mod. 1 (Modification No. 54)—Fitting of Removable Clino-Plane

(*a*) *Ships, establishments and authorities concerned*	All ships and establishments so fitted, weapon equipment depots.
(*b*) *Type and mark of equipment* ..	4.5-in. Twin RP 41 Mark 6* and 6* Mod. 1 Mountings.
(*c*) *Part of equipment affected* ..	Cradle—Loading Tray.
(*d*) *Purpose of modification*	To prevent the operator being exposed to danger when reading the clinometer, and to facilitate the accuracy of the readings when carrying out elevation PATs of the mounting.
(*e*) *Nature of modification*	To fit removable Clino-plane Bracket to the LH Loading Tray and individually dress the Bracket, Item 3, to suit the loading tray to which it is required to be fitted. On completion of fitting, the Bracket is to be removed, stamped with the respective Mounting Registered Number, coated with a suitable preservative and placed in a secure stowage on board.
(*f*) *Drawings*	N57523.
(*g*) *By whom to be done*	Dockyard.
(*h*) *Supply of modification parts* ..	One Removable Clino-plane Bracket, Drawing N57523 Items 1–15, per mounting is to be demanded from weapon equipment stores when required for carrying out the modification.
(*j*) *Priority*	Category 1.
(*k*) *How to be treated*	As a defect.
(*l*) *How to be recorded*	As modification Nos. 98 to 4.5-in. Mark 6* mountings and 54 to Mark 6* Mod. 1 mountings.

(DWE 736/59/123)

UNCLASSIFIED

154—Naval and Victualling Stores (Air)—Allowances of Safety Equipment and Flying Clothing for Single Flight Scout Helicopters—HMAS MORESBY

Annex A to Navy Order 611 of 1965 is to be amended as follows—

ANNEX A

Safety Equipment and Maintenance Spares

Amdt.	*Page*	*Source of Supply*	*Class*	*Ref. or Part. No.*	*Description*	*Denom. of Qty.*	*Scout Allowances*		*Remarks*
							SME	*Ships*	
Delete ..	16	NS	P	0624/10AH/1 ..	Throat Microphone ..	No.	2	2	
Insert ..		NS	P	10AH/951–1451	Throat Microphone X–13761	No.	2	2	FSN 5965–951–1451
Delete ..	17	NS	P	0268/1467 ..	Spring Balance 0–3 lb.	No.	—	1	
Insert ..		NS	P	0268/1467 ..	Spring Balance 0–30 lb.	No.	—	1	
Delete ..	17	NS	P	0268/6005 ..	Scales gramme ..	No.	—	1	
Insert ..		NS	P	0268/L53041 ..	Scales self-indicating capacity 500 gms. complete with weights	No.	—	1	Avery Type A534

(*Navy Order 611 of 1965*)

(DNAS 400/54/213)

UNCLASSIFIED

155—Naval Stores (General)—Detection of Freon Gas Leaks—Introduction of "Port-O-Gas" Equipment

Paragraph 4 of Navy Order 645 of 1965 is to be amended as follows—

Add Ship	*No. of Sets Allowed*
ANZAC	2 No.
BANKS	1 No.
BASS	1 No.
KIMBLA	1 No.
PALUMA	1 No.
Ton Class Minesweepers	1 No. ea.

(DNAS 512/80/240)

(Navy Order 645 of 1965)

UNCLASSIFIED

156—Naval Stores (General)—Identification and Re-classification—Pails, Polythene

(DCI (RN) 1688/1965)

Pattern 0264/1032 Buckets, Metal are to be replaced by Pattern 0264/18628 Pails, Polythene in Ton Class Minesweepers and Minehunters.

2. Demands should be forwarded to SNSO, Sydney and serviceable buckets returned when the pails have been received. Demands should not be hastened.

3. LE 44—Established Allowance of Sea Stores for Ton Class Minesweepers and Minehunters will be amended in due course.

(DNAS 506/61/460)

157—Naval Stores—Identification and Re-classification—Pattern 0553/3437 Lens, Burning

(DCI (RN) 1689/1965)

Pattern 0553/3437 Lens, Burning, 2½-in. diameter for survival kits (RAF Ref. 14A) has been re-referenced. All naval stocks should therefore be transferred to the new number and described as follows—

Old Identification		*New Identification*			
Pattern	*Description*	*Description*	*Pattern*	*NATO Supply Class*	*Acctg. Status*
0553/3437	Lens burning 2½-in.	LENS, BURNING	0552/700-2112	6650	C

(DNAS 519/55/226)

UNCLASSIFIED

158—Naval Stores—Lists of Equipment, Etc.—Preparation and Maintenance

The procedure to be followed in the preparation and maintenance of Lists of Equipment, etc., is detailed in ABR 4, (Naval Storekeeping Manual), Chapter 35.

2. Lists of Equipment, etc., are accounting documents and, as such, should include precise details of description, makers identification numbers including serial numbers and, where available, the catalogue number of each item included therein. The description should, wherever possible, be the makers full description, and should in all cases provide sufficient information to enable positive identification of the items for mustering purposes.

3. At commissioned establishments, the "original cost" and "year when new" must always be inserted on Forms AS 473H and AS 197. It is noted that either or both of these aspects are frequently omitted from both new lists and amendments to existing lists received at Navy Office. Information as to cost should be readily available to recipients of new equipment whether supplied by the Department of Works or from Navy sources. In the case of the former the Completion Return shows the cost, in the latter case purchase is normally involved and the price is readily available from the relevant documents. If however the original cost cannot be ascertained, a professional valuation is to be obtained and shown on the Form AS 473H or AS 197, as appropriate.

4. Where equipment is transferred between establishments, the issuing establishment is to advise details of the original cost and date when new to the receiving establishment.

(DNAS 1100/58/54)

Section 7

CANCELLED LIST

UNCLASSIFIED

159—Cancellation of Navy Order

As the provisions concerning loss of leave concession warrants or tickets have been included in NPI 228/13, Navy Order 761 of 1964 is hereby cancelled.

(HPB 187/1/169)

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

ANO's 160-170/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
21st March, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

2565/66.

CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

160—Education Allowance—Travel Entitlement

Where a child has a travel entitlement to visit the parents under the provisions of NPI 122, (3) the class and method of travel will be as follows—

(*a*) *Where Surface Transport is Available*—

First class travel including sleeper accommodation (if available) where overnight travel is involved. Whenever available, student concession rate should be used.

(*b*) *Where Surface Transport is Not Available*—

(i) Air fares at student concession rate at economy (or tourist) class; or

(ii) normal economy (or tourist) class where student concession rate is not available; or

(iii) where neither (i) nor (ii) is available normal air fares may be provided.

2. NPI 122, (3) should be noted pending amendment.

(HPB 252/10/2)

UNCLASSIFIED

161—Isometrics—Sit-down Sport

The following article was originally published in the United States Navy magazine "All Hands", and the Bureau of Naval Personnel, USN, has granted permission for its reprint in navy orders and adoption in the Royal Australian Navy.

2. This exercise programme—new to many—is ideal for personnel whose duties or location restrict their ability to engage in athletics and other forms of regular fitness activity.

3. What is isometrics? Briefly, isometrics is based on the principle of one set of muscles working against another. You may have been practising it for years, by some other name, or, more likely, by none at all.

4. Here are nine isometric exercises designed specifically for office personnel and those in other sedentary occupations. All that's needed is a chair, a heavy desk or table, and one minute a day.

5. Six seconds for each set of nine muscles are required daily for maximum benefit. By rigidly adhering to the isometrics routine, some men have doubled their strength in 20 weeks. (The average increase in strength is between three and five per cent. each week.) Try it—you'll be surprised at the result.

6. Hold your breath while you do each exercise. Be sure to exert full force for six seconds with each, then relax for a few seconds before going on to the next exercise.

7. Remember, in this programme you should follow a daily schedule, but you need not perform the exercises more than once daily. Muscles can grow in strength only at a certain rate. These exercises build significant muscular strength and tone.

(1) **PULL UP**—For arms and shoulders. Sit straight, grasp the sides of your chair tightly with both hands and pull up as hard as possible. Hold for six seconds.

(2) **HAND PRESS**—For arms, chest and shoulders. Sit straight, chest out arms held across chest. Place one fist inside the other hand. Press together for six seconds using all the strength of your arms and shoulders.

(3) **BACK PULL**—For the back. Keep back straight and lean forward until you can grasp your legs or braces of chair. Pull straight up for six seconds, using back muscles only.

(4) **NECK PRESSER**—For the neck. Sit straight with hands clasped behind your neck, elbows held forward. Pull forward with both hands, at the same time pressing head backwards. Hold for six seconds. You'll find that this also has a relaxing effect.

(5) **STOMACH TIGHTENER**—For waist and abdomen. Sit with legs held together, extended straight out. Bend forward and grasp legs just below the knees. Press down with hands, at the same time pressing up against the hands with both legs. Hold for six seconds.

(6) **CRISS-CROSS**—For chest and legs. Sit on chair with feet about four inches apart. Bend forward and place hands against inside of opposite knees. Attempt to press knees together while at the same time holding them apart with hands. Hold for six seconds.

(7) **BODY LIFT**—For shoulders, arms, abdomen. Sitting with back straight, lean forward and place your hands, palms down, against the sides of your chair. Hold legs straight out, attempting to raise body about one inch off the chair. Hold for six seconds.

(8) **LEG SQUEEZER**—For legs. Sit forward on edge of chair, lean back, hold legs straight out. Hook one foot over the other and hold tightly. Rest feet on floor, keep legs straight and try to pull feet apart. Hold for six seconds.

(9) **ARM CURL**—For upper arms. Sit straight, grasp underside of heavy desk or table with palms up, forearms parallel to desk. Push up as hard as possible for six seconds. Repeat this whole series of exercises regularly as a muscle conditioner.

8. Navy Order 228 of 1964 is hereby cancelled.

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

(DPS 311/4/115)

(*Navy Order 228 of 1964*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

162—Use of Carley Float Paddles—20 Man Inflatable Liferafts

Trials have shown that 20 man liferafts can be propelled by paddling. In an emergency, a requirement may arise for liferafts to be propelled to collect survivors, or to gather after an incident for reasons of collective safety and simplification of search problems.

2. Aluminium alloy liferaft paddles are currently being evaluated but are not expected to be available for general issue before late 1966.

3. In the interim it has been decided to issue 4 No. Carley Float Paddles for this purpose and these are to be secured externally to each survival pack valise. However, sufficient of these paddles are not held to equip every liferaft and ships are to demand paddles to equip only up to 10% of the liferafts carried, quoting this order as authority.

4. To propel the raft two paddles should be placed forward and two aft, the forward paddles providing main motive power while the after paddles control direction and provide some motive power.

5. Personnel are to be instructed in liferaft propulsion when "Leaving Ship Stations" are exercised and when liferaft instruction is given.

(DNAS 400/2/290)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

163—Alteration and Addition Item—Ton Class Minesweepers

The following Alteration and Addition Item is approved for Ton Class Minesweepers.

Class List Item No. 16 (Ex TDL "NCV")

(*a*) *Item:* To fit additional ventilation to the store rooms, etc., in accordance with Navy Office Drawing 210/405. Weight compensation is not required.

(*b*) *Reference:* Navy Office Memorandum 1227/251/151 of 13th August, 1965.

(CNTS 1227/251/151)

UNCLASSIFIED

164—Cathodic Protection—Operation and Bonding When Alongside Wharves and Other Vessels

When a cathodically protected structure is immersed adjacent to an unprotected structure it is possible for accelerated corrosion of the unprotected structure to occur. In order to avoid this possibility the following instructions are to be observed—

(*a*) All unprotected ships securing alongside cathodically protected wharves are to bond themselves into the system.

(*b*) When a ship protected by an impressed current system secures alongside an unprotected ship, or steel piled jetty it is to bond the unprotected structure into the system when practicable. When bonding is impracticable the cathodic protection is to be switched off.

(*c*) Where a ship protected by an impressed current system secures alongside a reinforced concrete piled wharf the system is to remain operative. Bonding to the wharf is to be carried out if practicable.

(*d*) When two cathodically protected ships secure alongside each other and derive a power supply from a single AC source, or when one ship is supplying another, the cathodic protection systems are to remain operative and the ships are to be bonded together.

2. These instructions will be included in ABR 5023.

3. Navy Order 217 of 1964 is relevant.

4. Navy Order 649 of 1964 is hereby cancelled.

(ACDC 1209/51/92)

(*Navy Orders 217 and 649 of 1964*)

RESTRICTED

165—Machinery—Main Machinery Spaces—Prevention of Vapour and Fluid Leaks into Electrical Equipment in HMA Ships

It has become apparent that much of the rotating and other electrical equipment fitted in machinery spaces in HMA ships is not adequately protected against the ingress of steam, vapour, water and oil, which is the principal cause of electrical failure. This is particularly so in the case of non-watertight electric motors whose internal fans fitted for circulating cooling air tend to draw in any steam, moisture, etc., which is in close proximity to the equipment. This leads, eventually, to breakdown of the insulation and to burning out of the motor.

2. The future policy therefore, is to use totally enclosed rotating electrical equipment in these spaces, accepting the space and weight penalties in the interest of greater reliability.

3. Meanwhile, much can be done with preventive measures to reduce the amount of steam, vapour, moisture and oil in close proximity to electrical equipment by—

(*a*) care in handling of hoses and portable equipment when washing through bilges, cleaning boilers and descaling evaporators;

(*b*) restricting to a minimum the opening of drains;

(*c*) small alterations to siting and direction of drain pipes and valves;

(*d*) the installation of suitable guards, deflectors and baffle plates.

4. HMA ships are to review carefully such installations, and correct present deficiencies at the first opportunity, securing dockyard assistance as may be necessary. Where such work is clearly beyond the capabilities of Ships' Staff, with dockyard assistance, detailed proposals are to be submitted, through Administrative Authorities, for consideration by the Naval Board.

5. Navy Order 218 of 1964 is hereby cancelled.

(PEE 1211/251/120)

(*Navy Order 218 of 1964*)

UNCLASSIFIED

166—Naval Stores (General) (Group Class 0415)—"Speedy" Moisture Tester—Pattern 0415/4845/L1—Introduction and Operating Instructions

An improved "Speedy" moisture tester for determination of the water content of lubricating oils, using calcium carbide as reagent in lieu of calcium hydride has recently been introduced into the RAN.

2. The operating instructions for use with calcium carbide issued with each new set are to be used. Appendix (ix) (1) BR 3009 is being locally amended in accordance with the change of reagent.

3. Should any testers which use calcium hydride as reagent be held by HMA ships or establishments, they are to be returned to the Superintending Naval and Air Store Officer, Garden Island, for modification and replacement.

(PME 512/56/165)

UNCLASSIFIED

167—Safety—Fitting of Temporary Guard Rails on HMA Ships—Precautions

(DCI (RN) 69/1966)

Navy Order 720 of 1965 is to be amended as follows—

Paragraph 3 (*c*)

Delete and *substitute*—

The end of the male screw should be fitted with a washer secured with a ⅛-in. steel split pin to prevent disengagement from the female section. The split pin should be opened sufficient to prevent any possibility of it being knocked out accidently or being easily withdrawn.

(CONS 1211/51/525)

(Navy Order 720 of 1965)

RESTRICTED

168—Stores, Spare Parts, Tools and Ordnance Accessories—General—Surface and Underwater Weapon Equipment—Chevron Seals

It has been found that chevron seals supplied for fitting in standard housings in weapon equipment have on occasions been broken down into their component parts, presumably with a view to using individual items as replacements.

2. These seals are supplied by the manufacturers as complete entities to specified toleranced overall sizes, and this feature of the design is lost if the seals are broken down, mixed and subsequently re-assembled.

3. Breaking down of seals in such a manner is to cease forthwith. No re-assembled seals are to be used in weapon equipment and should therefore be scrapped.

4. MOD (Navy) has advised that BR 292 is being amended accordingly.

(DWE 736/251/21)

UNCLASSIFIED

169—Watertightness—Hatches—Securing Arrangements

In a number of HMA ships the automatic clip for securing hatches in the open position is fitted with a locking pin.

2. Naval Board policy on this matter covering both light and heavy hatches is as follows—

(*a*) For light hatches, i.e., those with covers less than 250-lb. in weight, it is not necessary or desirable that locking pins or preventer chains should be provided and any locking pins already fitted are to be removed.

(*b*) Locking pins in automatic clips for securing light hatch covers in the open position are considered, from experience, to be unnecessary if the engagement of the clip is checked when the hatch is opened. They are considered a danger because shock damage to a ship may cause the pins to seize or become distorted and so result in vital delay in closing hatches which may be open at the time.

(*c*) Reports of serious accidents due to hatch covers have related mainly to heavy covers and to the operation of taking the weight after release of the automatic clip. A safeguard is accordingly considered desirable in the case of heavy covers and the form adopted (the preventer chain) was selected as being simple and least liable to distortion which would affect its use.

3. Captains of ships concerned should, therefore, arrange for the removal of these locking pins where fitted; the holes in the clips should then be plugged and the surfaces smoothed.

(ACDC 1211/51/501)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

170—Form AS 622—Report of Material/Equipment Trial

In order that corrosion performance and evaluation trials of selected materials and equipment are officially approved, properly implemented and results and recommendations co-ordinated, Form AS 622 has been introduced for use in HMA ships and establishments.

2. Attention is drawn to the following instructions for use which also appear on the inside cover of the trials record pad—

(*a*) The authority originating any report is to forward one copy to the Principal Engineer Materials and Standards Section Navy Office. No further distribution by the originator is required. The originator may, however, indicate a proposed distribution by ticking the relevant boxes in the distribution section of the copy forwarded to PE (M & S).

(*b*) A serial number will be allocated to the trial by PE (M & S) on receipt of the originating AS 622. All subsequent reports of the same trial are to bear this number.

(c) PE (M & S) will process authorisation of the trial and effect distribution of approved copies of the report. PE (M & S) will allocate serial numbers to all reports of recommendations for trials, or new trials. He will take such action as may be necessary regarding financial approvals, or the initiation of action for the procurement of materials, etc.

3. The form is to be used on all occasions to record corrosion performance evaluation trials of material and equipment.

4. Corrosion trials not recorded on Form AS 622 shall be considered as being unauthorised trials and treated accordingly.

(ACDC 464/54/609)

With reference to Navy Order 794 of 1965 Navy Orders 121–208 of 1964 are now over two years old and may be disposed of.

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

ANO 171/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
22nd March, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

171—Photography—Titling, Registration, Storage and Disposal of Photographic Negatives and Prints

This order gives the procedure for the titling, registration, storage and disposal of photographic negatives and prints but does not cover surface gunnery films (dial recording and director aim) for which separate instructions are contained in navy orders and the Australian Addendum Nos. 2 and 3 to BR 1043; for convenience, it has been set out in two sections, viz. Section I.—Air films, negatives and prints. Section II.—Ground films, negatives and prints. An annex on Sortie Plots is also included.

2. The form of air negative titling shown in Section I., Paragraph 4 below, conforms to the standard recommended by SEATO. It must be strictly adhered to so that films/prints can be readily identified.

Section I—Air Films, Negatives and Prints

3. **Titling of Air Films and Negatives**

All air films and negatives other than those exposed on routine training are to be titled as detailed below.

(*a*) *Air Films.*—Each roll of film is to be titled at each end, i.e., immediately before the first negative and immediately after the last negative.

(*b*) *Single Negatives/Stereo Pairs.*—Are to be titled in the rebate on the emulsion side of the film. Where there is insufficient room in the rebate (as in the case of 70-mm. negs.) a suitable titling strip is to be attached to the negative.

(i) "Routine Training" Films.—Films exposed during "routine training" need not be titled except for those which are forwarded to other authorities.

(ii) Full titling of single negatives which are not being forwarded to DNI is not necessary, but a ship's negative number should be given and noted in the register (*see* Paragraph 8).

4. **Form of Titling**

The following agreed SEATO standard form of titling is to be used with each roll of air reconnaissance, air survey and mapping photography. The different items are to be arranged in the order shown. An example is given in Paragraph 5 and an explanation of each item is given in Paragraph 6.

Item

(i) Negative number.
(ii) Camera position (depression angle.)
(iii) Taking unit, i.e., squadron number and parent ship.
(iv) Service of origin.
(v) Sortie number.
(vi) Date (followed by a double hyphen (=)).
(vii) Time group and zone letter.
(viii) Focal length.

(ix) Altitude.
*(x) Kind of photography.
(xi) Geographical co-ordinates. (lat./long.).
(xii) Descriptive title.
(xiii) Project number.
(xiv) to (xix) survey and mapping data, if required.
(xx) etc., additional data, if required.

Last Item—Security Classification

(*a*) Items (i) to (vi) inclusive, form the negative reference and are to be followed by a double hyphen (=).

(*b*) Items (i) to (xii) inclusive (except item (x)), shall be the minimum titling on each reconnaissance film/negative accompanied by acceptable electronic positioning data.

(*c*) The appropriate security classification shall be shown on all material produced from the original roll of film.

(*d*) If additional data has to be inserted it shall immediately precede the security classification which shall be the last item listed.

(*e*) All titling shall be permanently marked in clearly legible capital letters in such a position as to obscure the minimum of detail.

(*f*) When titling Air Survey and Mapping photography, items (xiv) to (xix) are to be included as follows—

Item

(xiv) Camera type and serial number.
(xv) Cone serial number.
(xvi) Lens type and serial number.
(xvii) Magazine type and serial number.
(xviii) Type and manufacturer of photographic film, and type of photographic filter used.
(xix) Mean terrain elevation above mean sea level.

5. **Example of Titling of Reconnaissance Photography**

(*a*) 121 F21 6 (R) RAAF 109 15 JUN 65 = 2200Z 36IN 12,000FT 1225S 13052E DARWIN ATC 65-1 SECRET.

(*b*) The items (i) to (ix) inclusive, and items (xi) and (xii) will always apply within the Navy Department. Items (x) and (xiv) to (xix) inclusive, do not at present apply and item (xiii) will not always apply so that an example of naval titling might read as follows—

004-500 F21 805 MELB RAN 91 23 APR 65 = 2100Z 4IN 1,000FT 3457S 15033E NOWRA CONFIDENTIAL.

6. **Explanation of Items used in Titling**

Item (i) 121—Negative Number

(*a*) Denotes the 121st exposure of a consecutive sequence of exposures on a roll of film where the operator has himself numbered each separate negative.

(*b*) In the case of film (e.g., 70-mm.) on which two manufacturers' numbers are printed above each frame, the last three figures of the first number are to be used as the negative reference number: e.g., if the following numbers appear above a single frame of 70-mm. Film MA945514 MA945515 then the negative reference number should be 514.

Note.—The manufacturers have now stopped using a letter and six-figure reference. Films are now marked from 000 to 500 for each 100-ft. length. However, there are still two numbers shown above each frame and the first number is still to be used as the reference.

(*c*) Simultaneous exposures on tri-metrogon, split vertical and convergent installations shall have their adjoining exposures matched and numbered identically.

Item (ii) F21—Camera Position

The following symbols shall be used to indicate camera position. The cameras shall be numbered from left to right relative to the position photographed on the ground along the line of flight.

(*a*) *V—Vertical.*—The single letter V shall indicate a single vertical installation of one camera not tilted more than 5 degrees from the vertical. To indicate the first of more than one vertical the symbol V1 shall be used and V2 to indicate the second vertical. The cameras shall be numbered from nose to tail and where two are side by side the port camera shall be numbered first.

(*b*) *F—Fan.*—The single letter F shall indicate a fan of two or more cameras. The F shall be followed by two digits; the first to indicate the number of cameras in the fan; the second to indicate the camera number, e.g.—

A split fan	F21, F22
A 3 camera fan	F31, F32, F33
A 5 camera fan	F51, F52, F53, F54, F55.

When more than one fan is installed the letter F shall be preceded by the number of the fan, these being numbered from nose to tail, e.g.—

First fan	1F31, 1F32, 1F33.
Second fan	2F21, 2F22.
Third fan	3F51, 3F52, 3F54, 3F55.

(*c*) *C—Convergent Camera Installation.*—The single letter C shall indicate two cameras, installed in separate mounts, in the same mount, or 2 cones in the same body, the photography from which is used as a unit for mapping purposes. Normally the cameras shall be disposed so that their principal plane is in the direction of flight with one camera pointing forward and the other rearward. The C shall be followed by a single digit; 1 to indicate the forward looking camera and 2 to indicate the rearward looking camera, e.g.—

C1, C2.

(*d*) *Oblique*

P—Port	A part facing oblique camera.
S—Starboard	A starboard facing oblique camera.
N—Nose	A forward facing oblique camera.
T—Tail	A rear facing oblique camera.
H—Hand held	

Note.—Oblique cameras of multiple installations will be designated by the letter P1, P2, etc., (PORT) and S1, S2, etc., (STBD.) from front to rear.

(*e*) *Depression Angle.*—When oblique photography is titled, the depression angle in degrees from the horizontal plane of the aircraft shall be noted, between brackets, immediately following the camera position, e.g.—

P (12½°), N (5°).

Note.—Not required for hand held obliques.

(*f*) When cameras with an ODD number of mirrors are used, the letter "M" shall be inserted immediately after the camera position to indicate that the film must be reversed when printing. This is only to be shown with the titling information at the beginning and end of a roll.

Item (iii) 6 (R)—Taking Unit

Denotes No. 6 Reconnaissance Squadron.

Note.—In the case of the RAN, the squadron number will be followed by the name of the parent ship. The name of the parent ship may be suitably abbreviated, e.g.—

805 MELB—

Item (iv) RAAF—Service

Denotes photography carried out by the Royal Australian Air Force. Other Services are to utilize appropriate symbols, e.g.—

RAN.

Item (v) 109—Sortie Number

Item (vi) 15 JUN 65—Date

Denotes the date the roll of film or negative was exposed.

Item (vii) 2200Z—Time Group and Zone Letter

The time of photography is to be indicated in Greenwich Mean Time (Z).

Item (viii) 36IN—Focal Length of Lens

Denotes equivalent focal length of lens indicated in inches (IN).

Item (ix) 12,000FT—Altitude Above Mean Sea Level in Feet (FT).

Item (x) Kind of Photography

The following symbols shall be used to indicate the kind of photography, other than reconnaissance—

R = Infra-red.
S = Survey and mapping (1st or highest order of accuracy).
C = Survey and mapping (2nd order of accuracy or below).

*SH = Survey and mapping horizontally controlled electronically.
*SV = Survey and mapping vertically controlled electronically.
*SHV = Survey and mapping horizontally and vertically controlled electronically.
H = Historical.
X = Experimental.

* The appropriate electronic positioning data symbol shall be placed on each survey and mapping negative that is acceptably controlled, as determined by the taking unit.

Item (xi) 1225S 13052E—Geographical Co-ordinates

Co-ordinates given shall apply to the centre of the frame and be recorded to the nearest minute of latitude and longitude (based on Greenwich). The co-ordinates listed above indicate the geographic location of the first exposure of the roll or run used to photograph the target (Darwin). Similarly, the co-ordinates shall be indicated for the last exposure of the roll or the last exposure of a run over each separate target.

Alternatively, in the case of F95 film where many of the exposures at each end of the roll may be of no value, the co-ordinates (lat./long.) should be given for the selected frame(s) of each named target.

When co-ordinates are recorded on each individual frame they shall always represent the centre of that frame. If other co-ordinates are used, this fact is to be clearly stated.

Item (xii) DARWIN—Descriptive Title

Denotes the approximate place or subject of the photograph.

Item (xiii) ATC 65-1—Project Number, Year Assigned, Code Name

Denotes the year (1965) and the first project assigned by the highest echelon directing the project, i.e., AIR TRANSPORT COMMAND, RAAF.

Item (xx), etc.—Additional Data if Required

Last Item—Security Classification

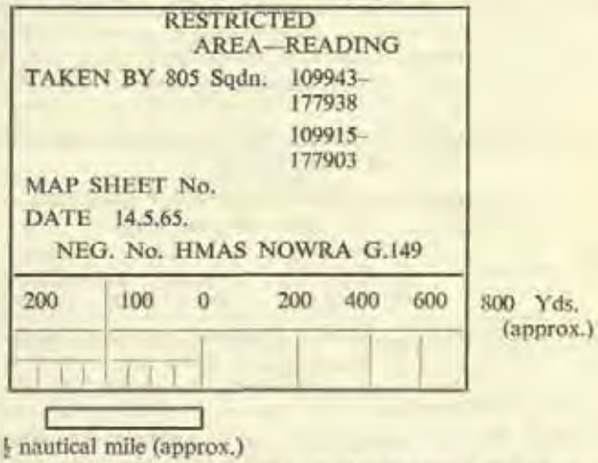
Denotes the security classification given the photography in accordance with existing regulations or directives.

7. Titling of Mosaics

A title including the following information is to be stencilled on the northerly side of the original of all mosaics.

(*a*) Security classification.
Locality.
Map sheet number.
Latitude and longitude, or grid co-ordinates of corners in the following order—
N.W., N.E., S.W., S.E. (*see* example).
Unit taking the mosaic.
Date.
Scale line.
North point.
Copy negative number.

(*b*) An example of the title of a mosaic is given below—



(*c*) *Scale Line for Mosaics.*—The details of the method of constructing the scale line are as follows—the scale line is to be from four to six inches in length and of the open-divided type. It is to be a yard scale divided decimally, i.e., into tens, hundreds or thousands of yards. The fully divided division will be equal to one of the divisions on the open scale. For the convenience of persons using the scale, a distance in miles (¼, ½ or 1) is to be indicated under the scale line. It should be clearly indicated whether the statute or nautical mile is being used.

8. Registration of Air Roll Films and Negatives

Air Roll Film and Negative Register.—This is to be arranged in columns containing the following information—

First Column .. Storage tin serial number (for internal use in the Phot. Sec.).
Second Column .. Film reference (*see* Paragraph 3 (*b*) (i)).
Third Column .. Location of photography by name latitude and longitude or map reference.
Fourth Column .. Remarks.—To include security classification, if any, written in red ink.
Fifth Column .. Eventual disposal.

Tin No.	*Film Reference*	*Location*	*Remarks*	*Disposal*
21	003–487 P (5) 805 MELB-RAN 144 15 MAR. 65 =	COCOS ISLANDS	Beach Reconnaissance	DNI

Note.—If desired, an additional column may be used for the negative number of single negatives (*see* Paragraph 3), otherwise the single negative ref. number should be noted in the first column.

9. **Storage of Air Roll Films and Negatives**

(*a*) *Aerial roll films* are to be stored in rolls, uncut, in the tins in which they are supplied, only one complete roll or part of a roll being stowed per tin. All film storage tins are to be marked, with the information shown below. The marking to be both on the lid and the outside of the tin itself.

(i) Security classification of contents and tin serial number (e.g., RESTRICTED—TIN7).

(ii) Negative reference (Paragraph 4 (*a*) refers).

(iii) Lat./Long. and name of place/subject.

Example—

RESTRICTED = 003-487 P(5) 805 MELB-RAN 114, 15 MAR. 65 = 2911S 9650E COCOS ISLANDS.

Note.—If possible a completed copy of a "sortie plot" (Chapter 4, of AP 1354 and Annex to this order, refer) is to be stored with the film in its tin. However, the preparation of a "sortie plot" is OPTIONAL.

(*b*) *Single Negatives/Stereo pairs* are to be stored in transparent envelopes in the drawers of cabinet, card index. They are to be stowed separately from ground negatives and only one negative or stereo pair should as a general rule be stored in an envelope. The envelope should be marked on the outside with the same titling reference or ship's negative number which appears on the negative (*see* Paragraph 3 (*a*) and 3 (*b*) (ii)).

Section II—Ground Negatives and Prints

10. **Disposal of Prints and Negatives**

Prints and ground negatives are to be disposed of in accordance with the instructions issued by the authority initiating the order for photographs to be taken. The negatives should be retained in the parent ship unless specific instructions to the contrary are given.

(*a*) Unclassified prints and lantern slides may be considered as consumable and may be destroyed when no longer required.

(*b*) At the discretion of the Commanding Officer, two prints of each ground negative, likely to be of interest, are to be sent to the Secretary, Department of the Navy as hereunder—

(i) Security classified (in accordance with RI 3922 and 3923 (3) (e)), operational, hydrographic—as soon as possible.

(ii) Unclassified—every three months.

(iii) Operational and other air negatives showing any ground detail which may be useful for intelligence purposes are to be forwarded to the Director of Naval Intelligence.

11. **Titling of Ground Negatives**

All ground negatives are to be titled in the rebate on the emulsion side as follows—

(*a*) Security classification.

(*b*) Ship or establishment.

(*c*) Negative serial numbers (from the ship's Ground Negative Register).

(*d*) Date exposed.

Example—RESTRICTED—MELBOURNE G. 435 19 NOV. 1964.

12. **Registration of Ground Negatives**

Ground Negative Register.—This is to be arranged in columns containing the following information—

First Column	..	Ship's negative serial number prefixed by letter "G".
Second Column	..	Date exposed.
Third Column	..	Size of negative.
Fourth Column	..	Remarks—to include security classification, if any, written in red ink.
Fifth Column	..	Eventual disposal.

Negative Serial No. "G"	*Date Exposed*	*Neg. Size*	*Remarks*	*Eventual Disposal*
G. 619	8 Sept. 64	5 x 4	Island Superstructure	Destroyed 9 June 1965

13. **Storage of Ground Negatives**

(*a*) *Cut film negatives*—are to be stored in order by serial number in the drawers of a cabinet, card index. Each negative is to be protected by a transparent storage envelope. The negative serial number is to be written on the outside of the envelope.

(*b*) *Roll film negatives*—

(i) those which would lose their continuity by being cut and treated as a series of single negatives are to be stored in suitable cartons which should be numbered on the outside as if one negative were enclosed;

(ii) those which can be cut, should be dealt with as a series of single negatives (*see* 13 (*a*) above).

14. **Public Relations and Publicity**

(*a*) The above directions do not apply to the handling of public relations and publicity photographic material.

(*b*) Negatives of all general interest pictures, and of photographs taken specifically for publicity and PR purposes, should be despatched by the fastest available means to the Director of Public Relations at Navy Office. After printing and appropriate distribution by DPR's Photographic Section, the negatives are filed in the Navy Office Central Photographic Library where they are readily available for all future purposes.

(*c*) Detailed directions on the handling of publicity and PR negatives are contained in RI Chapter 59.

(*d*) *Procedure on Paying Off or Disbandment.*

When photographic sailors leave ships and are not immediately replaced, any remaining negatives on board should be disposed of as follows—

(i) *Classified Negatives*—forwarded to the Secretary, Department of the Navy, for assessment by the appropriate Director.

(ii) *Unclassified Negatives*—forwarded to the Director of Navy Public Relations for assessment, indexing, and filing at Navy Office.

15. The following instructions on the security treatment of photographs are to be carefully followed. The term " photograph " as used in this paragraph, includes any air or ground negative and any print therefrom.

(*a*) Security grading must be obtained from the service or authority initiating the order for the photographs to be taken. The instructions contained in Chapter 3 of ACB 0337 provide general assistance in determining security classifications. Where doubt exists the advice of the ship's or command Security Officer should first be sought before consulting the Director of Naval Intelligence.

(*b*) Private photographs.—The regulations governing the taking and disposal of private photographs are contained in RI Article 3925. When photographs are taken privately by naval officers and sailors and are deemed to be of a classified nature, they are henceforth to be dealt with in all respects as officially taken classified photographs.

(*c*) Removal of photographs from any categories of security so that they become UNCLASSIFIED is to be carried out on the authority of the service or department directly concerned.

(*d*) It is the responsibility of all concerned to ensure that classified photographs do not fall into the hands of unauthorized persons. All unclassified photographs that are not required for filing for record purposes, or for their historical or archival value, are to be destroyed.

(*e*) All photographs of RESTRICTED and higher classifications should be stowed in containers of the appropriate security group as detailed in Chapter 6 ACB 0337.

(*f*) Photographs of " protected subjects " are automatically to be graded as CONFIDENTIAL. A " protected subject " is any place, installation, establishment, equipment, material or like matter, photography of which is prohibited or controlled by the department concerned and in respect of which the department has made an order or regulation or issued an instruction.

(*g*) The following is a list of protected subjects; this list is subject to amendments, and it is the duty of the persons concerned to be acquainted with all such amendments—

Naval	Warships. Dockyards. Naval armament depots. Experimental establishments and any subject regarding which special security instructions are issued.
Army	Arsenals. Military depots and dumps. Major defence works. Barracks. Gasoline bulk stowage depots. Research and development establishments.

Air Force ..	Air Force stations. Air Force maintenance and storage units. Experimental establishments. Gasoline bulk stowage.
Service—General ..	Units or establishments which are not shown in the Navy, Army or Air Force List.

ANNEX

Sortie Plots

Preparation

Commands are required to prepare plots of all photographic reconnaissance sorties, in accordance with the instructions contained in the following paragraphs.

2. Sortie plots are optional, but should be completed where time permits.

3. Photographic Reconnaissance Sorties are to be graded as follows—

(*a*) " A " Quality—Good quality, cloud-free cover.

(*b*) " B " Quality—Some cloud or hazy in part.

(*c*) " C " Quality—Poor quality which is generally unsuitable for interpretation.

4. If the quality varies within a sortie from area to area, the quality is to be shown on the plot against each run or portion thereof. If the quality varies within a run, it is to be shown separately against the varying parts of the run if this is practicable.

5. Oblique photographs are to be plotted.

6. The following particulars are to be included on the plots—

(*a*) Sortie reference (*see* note below).

(*b*) Local time.

(*c*) Height of photography above sea level.

(*d*) Focal length.

(*e*) Negative numbers (the negatives not plotted are to be listed).

(*f*) Photography scale (approximately).

(*g*) Quality of photographs, i.e., " A ", " B " or " C ".

(*h*) Map series and sheet numbers (also, if possible, the name of the largest town near the area plotted).

(*j*) Latitude and Longitude marked on all four sides of the plot.

(*k*) Number of parts in plot.

Note.—The sortie reference will consist of items (iii) to (vi) inclusive of Paragraph 4 (Form for Titling) of this order.

7. A label, as shown in the specimen below, is to be placed on each plot, or part of a plot.

No. of Parts

Sortie Reference

Task No.....

Date.....Time.....Squadron.....

F/L.....Height.....Approx. Scale.....

Maps.....

.....

Photo Numbers Quality

.....

.....

.....

.....

.....

Camera.....Plotted by.....

8. As far as possible the scale of map used for plotting should vary according to the scale of the photograph, as follows—

Photo Scale	*Map Scale*
(*a*) 1/18,000 and smaller	1/250,000
(*b*) Greater than 1/18,000	1/100,000

The amount of map detail should be taken into consideration. Map scales of 1/50,000 or 1/25,000 may be used for special work, such as town planning.

Note.—For clear indication, the width of the strip drawn on to the map to represent the outline of a run of "split" cameras should not be less than 1-in., or more than 3½-in.; and the run of a single camera, not less than ½-in. or more than 1½-in.

9. All suitable photographs from all cameras carried on one sortie must be shown on the plot; if necessary, for the sake of clarity, on separate plots.

(D/DTWP (AIR) 164/201/5)

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

REGISTRAR.

ANO's 172-190/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
28th March, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

2886/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

172—Concessional Postage and Telegraph Rates to Members of the Armed Forces

The only postal and telegraph concessions now available to members of the Armed Forces apply to—

(*a*) Mail matter posted to and from Australian Service personnel serving in Malaysia, Singapore, South Vietnam and Thailand and in HMA ships attached to the Strategic Reserve or proceeding to and from South Vietnam. The concessions, which equal approximately 50 per cent. of the normal corresponding civil rates, are detailed in Appendix A.

(*b*) Expeditionary Force Messages (EFM) to Malaysian Area, at the rate of 25c per message as shown in Appendix A.

(*c*) Mail posted to their homeland only by members of the Forces of other countries serving in Australia, where similar treatment is given by the government of the countries concerned to Australian personnel serving in those countries, for mail posted back to Australia. The only country at present affected by this decision is United Kingdom. The rates at present in operation and the instructions relating to relevant mails are detailed in Appendix B.

2. Navy Order 279 of 1964 is hereby cancelled.

APPENDIX A

Concessional Rates of Postage on Mails Addressed to Members of the Australian Forces Serving in Malaysia, Singapore, South Vietnam and Thailand or HMA Ships Attached to the Strategic Reserve or Proceeding to and from South Vietnam

Surface Mail

Letters, letter cards and post cards	2c each ounce or part of an ounce
Other articles, including business papers, printed papers and merchandise	2c each 4 ounces or part of 4 ounces
Books, periodicals and newspapers registered at a General Post Office for special rates	2c each 8 ounces or part of 8 ounces
Parcels	Up to 2 lb.—20c Up to 3 lb.—25c Up to 7 lb.—40c Up to 11 lb.—50c Up to 16 lb.—65c Up to 22 lb.—80c

APPENDIX A—*continued*

Airmail

Letters	5c each ½ ounce or part of ½ ounce
Postcards and greeting cards	3c each ½ ounce or part of ½ ounce
Other articles, including business papers, printed papers and merchandise	8c each 2 ounces or part of 2 ounces
Parcels	35c each 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 Malaysian area will continue to apply. The charge is 25c per message.

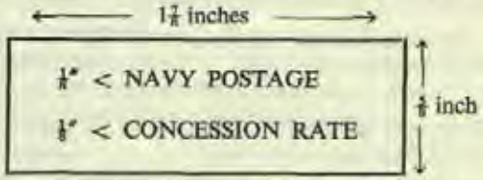
APPENDIX B

Concessional Rates of Postage on Mails Addressed by Members of the United Kingdom Forces Serving in Australia to Their Homeland Only

Surface Mail	
Letters	3c per ounce
Postcards	3c each
Airmail	
Letters	6c per ounce
Postcards	4c each ½ ounce

2. There are no concessions on printed papers or parcels.

3. 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, must be impressed with a rubber stamp as below—



and must bear the name, rank or rating and service number and service address of the sender on the reverse side of the article.

4. It is insufficient to endorse the article with the words " Navy Postage Concession Rate " printed by hand. The postal authorities state that any mail marked in this manner is being sent by surface means as it is essential, in order to prevent misuse of the concessions, that all eligible mail must bear the imprint of the approved rubber stamp.

APPENDIX B—*continued*

5. The Flag Officer in Charge East Australia Area and Naval Officers in Charge are to issue rubber stamps as described 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.

6. Ships and authorities not holding stamps should forward demands to SNSO, Sydney, or obtain them by local purchase as appropriate.

7. Care is to be taken to ensure that the Concession Stamps are adequately safeguarded, to ensure no wrongful use occurs.

(DPS 68/201/13)

(*Navy Order 279 of 1964*)

UNCLASSIFIED Cancelled with N.O. 669/66

173—Her Majesty The Queen—Date of Observance of Official Birthday, 1966

In 1966 the birthday of Her Majesty the Queen will be officially observed on Saturday, 11th June.

2. In Australian waters a royal salute is also to be fired at noon from all Her Majesty's Australian Ships which are authorised to salute, unless otherwise ordered by local authorities.

3. Navy Order 120 of 1965 is hereby cancelled.

(D of C 75/2/7)

(*Navy Order 120 of 1965*)

RESTRICTED

174—Reduction in Signal Traffic

Concern is felt at the increasing signal traffic load, particularly in signals of an administrative nature.

2. As has been stated in the past, the Naval Communications system has sufficient capacity to carry the traffic expected on the outbreak of war, and not merely that expected in peacetime. However, traffic handling problems are arising because shore facilities are seriously undermanned.

3. 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.

(D of C 77/201/32)

Section 2

PERSONNEL

UNCLASSIFIED

175—Officers' Messes—Accounting

A uniform system of accounting in officers' messes is in use in all ships and establishments of the RAN.

2. This system is designed to be as elastic as possible and towards this end only such forms as provide a uniform basis of accounting are compulsory, whilst a number of other forms are printed for optional use. The former include a Cash Book, Creditor's Ledger, Wine Books, Marketing Book, and Mess Bills Book, whilst in the latter category are such forms as the Mess Meals Book, Extras Book, Stock Record and Summary of Stock. The optional forms required vary according to the size of the mess, and the use of such forms may be a matter for comment and recommendations by auditing officers.

3. The following instructions are promulgated for the guidance of all officers concerned.

4. **Duties of Office Bearers**

It is necessary to define the duties of the various office bearers in order that instructions for keeping accounts may be followed. These duties are set out below.

Mess Treasurer

5. The Mess Treasurer is to control and account for all wardroom funds and keep all accounts with trades people. He is responsible for the compilation and collection of mess bills and for the payment of all accounts. The various caterers are responsible to the Treasurer for the prompt rendering of information required by him.

6. The Treasurer may, if necessary, make sub-advances to mess caterers for such purposes as making cash purchases, etc.

7. In large messes, it may be desirable to appoint an Assistant Treasurer.

The Wine Caterer

8. The Wine Caterer is responsible for the wardroom's stock of wines and minerals, etc. He is responsible for ascertaining the correctness of wine accounts and for passing the accounts to the Treasurer for payment. He is responsible for the compilation of wine bills and surpluses and for passing the information to the Treasurer.

9. The Treasurer is to have access at all times to the Wine Books and accounts.

Food Caterer—Tobacco Caterer, Etc.

10. These are positions which may or may not be filled according to the size of the mess. Similarly, it may be desirable in large messes for additional positions to be created.

11. Responsibility to the Treasurer is similar to that of the Wine Caterer.

12. It is permissible for all office bearers except the Treasurer to combine two or more mess duties.

13. **Books and Accounts**

The following is a general outline of books and forms for use in Officers' Mess Accounting.

Cash Book

14. Form AS 2100Z is to be kept by the Mess Treasurer who is required to enter every cash and banking transaction, including cash purchases, in it.

15. The "receipts" side of the Cash Book has two money columns, viz., "Cash" and "Bank". There is no need for receipts to be itemized further.

16. The "expenditure" side of the Cash Book has sufficient columns to allow payments to be itemized. Sub-allowances to caterers are not to be treated as expenditure but cash disbursed by caterers from these advances are to be brought to account in the Cash Book.

17. As both sides of the Cash Book has "bank" columns, there is no need to keep a separate book for banking transactions. When banking a sum of money, the only accounting action necessary is an entry in the "cash" column on the expenditure side and an entry in the "bank" column on the receipt side. The state of the mess bank account can be readily determined by totalling the "bank" columns, and the cash balance by totalling the "cash" columns.

Creditor's Ledger

18. Form AS 482 is to be kept by the Treasurer for the purpose of ensuring that accurate accounts are kept with firms with whom the mess deals. All accounts are to be passed to the Treasurer on receipt. The Treasurer is then to enter the account in the ledger and return the account to the caterer concerned for certification. After certifying the account as being correct, and noting it in his own book, the caterer is to return it to the Treasurer for retention for audit purposes, and the Treasurer is to note the fact that the account has been certified against the entry in the ledger.

19. Cash purchases are not to be entered in the ledger, but directly in the Cash Book.

Mess Bills

20. These are to be compiled by the Treasurer by entering the charges communicated by the caterers.

21. While the actual form of mess bill is left to individual messes, Form AS 2101Z is to be used by the Treasurer for the purpose of maintaining a record of bills. The total of the payment column of this book is to be carried forward to the next period in the Mess Bill Book.

Wine Books

22. The following revised forms are available for the purpose of accounting for wines—

AS 254	.. ..	Wine Chit
AS 252	.. ..	Daily Record of Wine Consumption
AS 252a	.. ..	Officers Wine Account
AS 253	.. ..	Wine and Mineral Stock Sheet
AS 253a	.. ..	Stock Account Record
AS 253b	.. ..	Calculation of Surplus
AS 210ly	.. ..	Caterers Monthly Account Sheet

Form AS 252 is available in two sizes for small and large messes.

23. The following method of wine accounting is to be adopted.

24. **Wine Chit—Form AS 254**

To be completed by the officer showing type of drink, quantity, mess number and signature. Form AS 254 is optional in small messes.

25. **Daily Record of Wine Consumption—Form AS 252**

Before commencement of business, wine chits for the previous day are to be extracted on to this form. In such messes where wine chits are not used, drinks are to be entered direct on to this sheet as they are poured. Each sheet is to be costed separately for wines, etc., and minerals and subsequently proved. The following information is then available—

(*a*) Individual consumption for the day, for both wines and minerals;

(*b*) Total consumption for the day;

(*c*) Total value of wines/minerals consumed for the day;

the Wardroom Wine Bar may then be checked for any discrepancies.

26. **Officers' Wine Account—Form AS 252a**

Individual consumption and cost are then transferred to this form which is to be totalled weekly and proved against the weekly total of stock consumed, AS 253. Form AS 252a is to be perused by the Captain, weekly.

27. **Wine and Minerals Stock Sheet—Form AS 253**

The daily totals of stock consumed are transferred to this form from AS 252, together with the daily value of stock consumed. The weekly value of stock consumed is to be proved against the weekly totals of the officers' wine accounts—Form AS 252a. Breakages, ullages, etc., are also to be recorded on this form. The monthly total will provide the following information—

(*a*) Consumption for the month—to be recorded in the Stock Record Form AS 253a.

(*b*) Total value of consumption for the month—to be proved against the monthly total of officers' wine accounts—Form AS 252a.

28. **Stock Account Record—Form AS 253a**

Monthly totals of stock consumed/openings are transcribed to this form from Stock Account Form AS 253. All receipts and occasional supplies to other ships, etc., are also to be recorded as they occur, providing a continuous record of stock of individual items. This record will be easily verified from the Gangway Wine and Spirit Book.

29. **Calculation of Surplus Sheet—Form AS 253b**

This record provides a record of officers' personal accounts (without mess share) for periods up to a year, for the calculating of surplus to be paid.

30. **Caterers Monthly Account Sheet—Form AS 210ly**

This form is to be used by all caterers for the purpose of informing the Treasurer of charges to be made against individual members of the mess for the month and the total value to be credited to the account concerned.

Marketing Book

31. This book is to be kept by the Food Caterer for the purpose of recording purchases of foodstuffs with a view to their eventual charge against members of the mess.

32. The book is to contain separate columns to record cash purchases and those obtained on credit from firms.

33. It should be noted that payments to or from the Supply Officer in respect of mess credits or debits are to be handled direct by the Treasurer who is, however, to inform the Caterer of the amounts involved for the purpose of assessing messing charges to members.

34. The following books are available for optional use by Food Caterers—

(*a*) Mess Meals Book—an adaption of Admiralty Form S481.

(*b*) Extra Book—an adaption of Admiralty Form S483.

35. Wine and Minerals Stock Sheet Form AS 253 and Stock Account Record Form AS 253a may be adapted for use by all caterers.

Auditing

36. Mess accounts are to be considered as one unit and a single team of auditors provided. It will be necessary for a larger auditing team in some messes in order that the task is not unduly prolonged.

37. Attention is drawn to R1 Article 1573 (7).

(DFSD 201/51/3)

UNCLASSIFIED

176—RAN Relief Trust Fund Committee—Constitution

The RAN Relief Trust Fund Committee consists of the following representatives—

(*a*) The Director Fleet Supply Duties (Chairman).

(*b*) The Director of Personal Services.

(*c*) One representative of FOCAF.

(*d*) One representative of FOICEA.

(*e*) One representative of CST HMAS CERBERUS.

(*f*) Two representatives from aircraft carriers.

(*g*) One representative from destroyers.

(*h*) One representative from frigates.

(*i*) One representative from establishments in the Sydney Command.

(*j*) One representative from RAN Air Station, Nowra.

(*k*) One representative from HMAS CERBERUS.

The representatives at (*c*) (*d*) and (*e*) may be officers, but the representatives at (*f*) to (*k*) inclusive are to be selected from Chief Petty Officers, Petty Officers and sailors of any branch.

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

3. Representation on the committee is on the same basis applying to the RAN Central Canteen Committee and it may be found advantageous to have the same representatives on both committees.

4. The committee meets twice yearly on dates to be arranged. Items for inclusion in the agenda of meetings should be forwarded by administrative authorities to the Secretary, RAN Relief Trust Fund, when called for.

5. The RAN Relief Trust Fund Committee will make recommendations on matters of policy in the use of the Fund within the terms of the Services Trust Fund Act, 1947, which established the Fund.

6. It should be understood clearly that neither individual claims for assistance, nor criticism or comment on applications on which decision has been taken can be discussed by the RAN Relief Trust Fund Committee. All applications for assistance from the Fund are treated as strictly confidential by the agents and trustees, and no information whatever on these matters will be given to the Committee. Those deciding to take advantage of the benefits available from the Fund may do so in complete confidence that their trust will always be safeguarded.

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

(DFSD 8/52/15)

UNCLASSIFIED

177—WRANS—Sheila McCleman's Trophy

The Sheila McCleman's Trophy awarded annually for competition for efficiency in naval establishments where members of the WRANS are serving, has been awarded, for 1965, to the WRANS Unit at HMAS CERBERUS.

2. Navy Order 108 of 1965 is hereby cancelled.

(HPB 138/6/43)

(Navy Order 108 of 1965)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

178—Sailors Course Programme—July, 1965-June, 1966

Amendment No. 18

The appendix to Navy Order 313 of 1965 is to be amended as follows—

(*a*) **Page 4**—
POSR Course. *Delete* MORESBY. *Amend* duration *to read* 18 (4 Seamanship 2 NBCD)

(*b*) **Page 4**—
LSSR Course. *Delete* MORESBY and *insert* PENGUIN.

(*c*) **Page 5**—
ABSR Course. *Delete* MORESBY. *Amend* duration *to read* 17 (4 Seamanship 1 NBCD)

(*d*) **Page 5**—
POPT Course. *Amend* 2-6 *to read* 4–10.

(*e*) **Page 5**—
LSPT Course. *Amend* 6-12 *to read* 6–16.

(*f*) **Page 9**—
POEWE Course. *Delete* Co. 25.4.66.

(*g*) **Page 10**—
POEC Course. *Amend* 15.4.66 *to read* 25.4.66.

(*h*) **Page 12**—
LAAH Course. *Add* new course 18.4.66.

(*i*) **Page 13**—
LAMET Course. *Add* new courses 18.4.66 and 16.5.66.

(*j*) **Page 13**—
LASE Course. *Add* new course 16.5.66.

(*k*) **Page 17**—
CK Course. *Amend* location and duration *to read*—

CERBERUS	..	17 (1 NBCD)
or WATSON	..	16
PENGUIN	..	1 NBCD

(*l*) **Page 19**—
WRRS (T) Course. *Delete* " as required " and *insert* 28.3.66.

(*m*) **Page 21**—
POWRRP Course. *Amend* duration *to read* 8 weeks.

(DMT 311/201/166)

(Navy Order 313 of 1965)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

179—Alteration and Addition Item—HMAS SYDNEY

The following Alteration and Addition Item is approved to be carried out in HMAS SYDNEY—

Class List Item No. 322 (Ex TDL " N ")

(*a*) *Item:* To fit the following additional laundry machinery.
(i) One in No. " Prosperity " Pressing Machine Model 154 PC (air driven).
(ii) One in No. " Prosperity " Pressing Machine Model 454 PC (air driven).

(*b*) *References:* (i) HMAS SYDNEY's Form AS 1182 of 21st September, 1964, forwarded under cover of FOCAF Memorandum AF 1961/20 dated 15th October, 1965.
(ii) Navy Office Letter 1213/53/101 dated 18th January, 1965.

(CNTS 1213/53/101)

RESTRICTED

180—Alteration and Addition Item—Type 12 Destroyer Escorts

The following Alteration and Addition Item is approved to be carried out in HMA ships YARRA, PARRAMATTA, STUART and DERWENT—

Class List Item No. 314 (Ex TDL " FC ")

(*a*) *Item:* To convert Officers Cabins J10 and J12 to a four berth cabin generally in accordance with GMWD Drawing PP 515 with the following amendments—

(i) Two-tier bed berths with drawers under to be fitted in place of the three tier shown.

(ii) Additional ventilation is to be provided to the cabin flat either by adjustment to the fresh air flap or provision of an additional ventilation fan.

(*b*) Any change in weight is to be reported.

(*c*) *References:* (i) Captain (F), First Frigate Squadron Form AS 1182, TDL " FC " dated 21st October 1965,, forwarded under cover of FOCAF Memorandum AF 1923/119 of 3rd November, 1965.

(ii) FOCAF signal 200720 October, 1965.

(iii) ACNB signal 280339 October, 1965 and 100051Z January, 1966.

(CNTS 1224/251/685)

RESTRICTED

181—Alteration and Addition Item—Type 12 Destroyer Escorts

The following Alteration and Addition Item is approved to be carried out in Type 12 DE's—

Class List Item No. 316.

(*a*) *Item:* To fit ½-in. steam trap to open drain adjacent to auxiliary boiler stop valve and lead to closed drain system.

Compensating deadweight of 28 pounds is to be recorded and taken into account when future compensating weights are proposed.

(*b*) *References:* (i) HMAS YARRA's Form AS 2022, E8/63 dated 8th June, 1963.

(ii) GMWD Letters 238/65/204, dated 24th June, 1964 and 12th August, 1964.

(iii) FOCAF Signal DTG 150023Z November, 1965.

(iv) ACNB Signal DTG 220159Z November, 1965.

(CNTS 1224/267/62)

UNCLASSIFIED

182—Camera, Retinette—Catalogue No. 0553/L14213

All holders of Cameras, Retinette, Catalogue No. 0553/L14213 are requested to examine cameras held and report details of serial nos. to Director of Naval and Air Stores, Navy Office, Melbourne.

(DNAS 519/55/214)

UNCLASSIFIED

183—Gun Mountings—4.5-in. Mark 6 Series—Oil Servo Units Mark 5, 8 and 9 Series—Preservation

Instances have occurred of defective oil servo units having been removed from ships and returned to dockyards for investigation, empty of oil and without plugs fitted to the oil connections. When there has been an appreciable delay between the receipt of the unit and the commencement of investigation, corrosion of the internal mechanism has occurred due to this lack of preservation.

2. From the date of this order, HMA ships, dockyards, and weapon equipment depots, are to ensure that all oil servo units are kept full of Oil OM33 dehydrated and filtered to 5 microns; all inlet and outlet connections to be sealed with brass caps or approved plastic caps, the whole unit being sealed inside a polythene bag. The polythene bag is to contain a small quantity of silica gel and the sealing of the bag is to be effected by black waterproof adhesive sealing tape 2-in. wide AP No. 0462/4633. The polythene bags 36-in. x 54-in. deep, can, if necessary, be made from Polythene Sheet AP 7876—.007-in. thick and 54-in. wide.

3. Additionally, since occasions may arise when preservation of units by ships' staffs before despatch is impracticable, dockyards are to check all oil servo units for oil and for leaks, on receipt.

(DWE 736/53/22)

UNCLASSIFIED

184—Gun Mountings—40-mm. Mark 9*—Strengthening of Training Buffer Lifting Gear Linkage—Modification No. AN7

Ships, establishments and authorities concerned — All ships, shore establishments and weapon equipment depots holding these mountings.

Type and mark of equipment — 40-mm. Mark 9* Mounting.

Part of equipment affected — Training Buffer Lifting Linkage.

Purpose of modification .. To overcome failure of splines in Lever 10658 and bending of Connecting Rod 10673.

Nature of modification .. (*a*) To replace existing Lever (10658) with new Lever DGW(N) (S) 222. This will entail—

(i) Reducing length of existing Sleeves (10657).

(ii) Removing existing Bushes (10656), manufacturing and freeze—fit new Bushes (10656 Issue 2) in Pivot Bracket (10833).

Note.—On assembly, care is to be taken to observe correct alignment of sleeves with splined pin for lubrication run.

(*b*) To drill and tap Pivot Pin (10666) and fit Lubricator (AP 5747).

Drawings	10671, 10656, 10657, 10666.
Supply of modification parts	One Lever DGW(N) (S) 222 per mounting is to be demanded from Weapon Equipment Supply Officer when required for carrying out modification.
Return of redundant parts ..	Redundant parts are to be returned to Weapon Equipment Supply Officer for disposal.
By whom to be done ..	Dockyard.
Priority	Category 1.
How to be treated ..	As a defect.
Tests on completion ..	Lubricate the new assembly, check for freedom of movement and ensure that the training buffer is in the operative position.
Related modifications ..	This modification incorporated MOD (Navy) Modification No. 27.
How to be recorded ..	As Modification No. AN7 to 40-mm. Mark 9* mountings.

(DWE 736/64/74)

UNCLASSIFIED

185—Medical and Dental Stores, X-ray Units and X-ray Utensils—Adjustments

The adjustment of X-ray units is a specialized task, which should be carried out only by the makers or their accredited representatives, otherwise serious damage can be done to a set. Interference by ship's staff may result in rendering void a guarantee given by the makers.

2. Ship's staff is not to repair or make mechanical or electrical adjustments to X-ray units apart from connections to the ship's supply of current. For minor defects the advice of the local representative of the apparatus concerned is to be obtained. Defective units are to be returned to medical store for attention by the appropriate authorities.

3. In view of the possibility of damage occurring to X-ray tubes consequent upon improper installation, senior Medical Officers are to instruct radiologists and radiographers that when replacement X-ray tubes are required for medical units fitted with milliampere pre-selectors, i.e., units where a range of fixed milliamperages is provided by a selector, it is essential that the manufacturer's representative attend to install the new tube and adjust the settings to suit.

Intensifying Screens

4. The normal life of these items is eighteen months to two years according to the amount of use they get and the care taken in their handling. Many are made unserviceable due to splashes of solution in the darkroom and faulty darkroom technique, e.g., unnecessary handling, unnecessary exposure to light, or lack of dusting to remove such foreign matter as dust and shreds of film or paper.

5. Separate screens will not be issued for local replacement purposes. Screens considered unserviceable are to be returned to the Medical and Dental Store Officer, still mounted in their cassettes, for technical investigation and replacement.

6. In order to ensure maximum efficiency and economy, senior Medical Officers are to investigate the darkroom technique employed in the respective ship or establishment and periodically examine all X-ray apparatus and allied utensils, particularly before the X-ray technician is relieved when posted elsewhere.

(MDG 1001/70/3)

UNCLASSIFIED

186—Provisions—Extra Issues—Supplementary Victualling Allowance

Authority is given in ABR 93, Manual of Victualling Stores, Chapter 10, Paragraph 4, for extra issues of certain provisions to members who are exposed by their duties to unusually severe weather or who are required to undertake heavy extra work.

2. From the date of this order the quantitative allowances specified in the above instruction will be discontinued and will be replaced by a monetary allowance of one-third of the victualling allowance ruling on the day that supplementary feeding is authorised.

3. This supplementary allowance may be claimed on the authority of the Captain only, and is to be credited to the General Mess or to a Repayment Mess, as appropriate; payment in cash to a member is not permitted. The allowance may be claimed only when an extra meal is provided.

4. The following accounting procedures are to be observed and are to be extended also to the supplementary victualling allowance payable under ABR 93, Chapter 10, Paragraph 9, to flying and non-aircrew attendant personnel—

(*a*) Separate statements, certified by the Captain, are to be prepared in duplicate in respect of officers and sailors and are to show—

(i) The numbers for whom the supplementary allowance is claimed.

(ii) The nature of the duty and the period during which it was performed.

(iii) The total allowance claimed.

(*b*) The statements are to be passed to the Supply Officer and the following action taken—

(i) Where the allowance is to be credited to the General Mess, the rules laid down in ABR 93, Article 1514 (11) are to be followed.

(ii) Where the allowance is to be credited to a Repayment Mess, the original copy of the statement is to be attached to the relevant Form AS 72 and the amount claimed inserted on the face thereof. The duplicate copy of the statement is to be forwarded monthly to the Director of Victualling with Forms AS 462.

5. Form AS 72, Repayment Mess Account, will be suitably revised prior to the next reprint.

6. ABR 93, Manual of Victualling Stores, will be amended.

(D of V 903/51/126)

UNCLASSIFIED

187—Surgical Instruments—Care of

All surgical instruments which are not in regular use are to be inspected for rust or other deterioration at least once a month.

2. Instruments that have been used should be thoroughly washed in warm water with soap or a detergent; the water should not be hot enough to coagulate blood or serum and render its removal difficult. They should be dried immediately on removal from the water, using a soft cloth and paying particular attention to joints, springs and hinges.

3. Steel instruments, when dry, should be very lightly smeared with liquid paraffin; vaseline (paraff. molle) is not to be used. They should not be touched with bare hands after being washed, since corrosion often starts under fingerprints. The instruments should be put away in the polythene bags in which they are issued from the medical store, unless a properly fitted instrument cupboard is available.

4. When metal instruments are sterilized by boiling, 1 per cent. of sodium bicarbonate should be added to the water to prevent corrosion. Cutting instruments should not be boiled but should be chemically sterilized by immersion in pure lysol or similar germicide, taking care that the cutting edges do not come into contact with the walls of the vessel or with other instruments.

5. Rubber appliances should be kept from contact with metal instruments and all oily substances. They should be washed after use with soap and water, dried and dusted with french chalk; if possible they should be stored in an airtight container.

6. Syringes and needles should be cleaned immediately after use with warm soapy water, paying particular attention to the interior of the nozzle end of the barrel and to the lumen of the needle and interior of the needle mount. The plunger of all-glass syringes should be lightly smeared with liquid paraffin before re-assembly. In the case of syringes with non-interchangeable barrels and plungers, care must be taken to achieve correct mating. The stilette should always be replaced in the needle before putting away.

7. In naval hospitals operating central sterile supply or similar arrangements, the cleaning and preserving process may be varied at the Medical Officer-in-Charge's discretion, to suit the particular methods of sterilization employed.

(MDG 1002/52/11)

UNCLASSIFIED

188 — Wireless — MF-HF Communication Equipment — Type A618/ACAS—Unsatisfactory Frequency Stability When Used as a "Fixed" Station at HMA Naval Establishments and Shore Wireless Stations

Operational experience in the service with the Type A618/ACAS MF-HF Wireless Communication Equipment has shown that whereas the inherent frequency stability about the emitted frequency of the HF Transmitter is satisfactory for "Mobile" (ship-borne) use (frequency tolerance 0.02 per cent.) it does not comply with the frequency stability requirements, (± 0.01 per cent. about emitted frequency), laid down in the "Final Acts of the International Telecommunications and Radio Conferences, Atlantic City, 1947", for "Fixed" (shore) stations. The use of the Type A618/ACAS equipment as a "Fixed" station ashore was not envisaged at the time of raising the specification to which the equipment was designed.

2. An investigation into the circuit design of the Type A618 HF Transmitter has shown that it is practicable, by relatively small changes in the electric circuit of the transmitter's oscillator, to acquire the required frequency stability (0.01 per cent. about the emitted frequency) laid down by the above mentioned authority for "Fixed" stations. Two Type A618 HF Transmitters have been modified as indicated above and undergone satisfactory trials at HMAS WATSON.

3. Two relevant factors are—

(*a*) The majority of the Type A618/ACAS Equipments fitted in the RAN are ship-borne and as such are satisfactory as mentioned above.

(*b*) Double Side Band HF Communication Equipment (which includes the Type A618/ACAS) is scheduled to be progressively phased out of the service by 1970 under the requirements of International agreement.

4. It is therefore intended to modify only those Type A618/ACAS equipments fitted ashore as indicated in Paragraph 2 above. Such equipments will have a tally plate fixed in a prominent position on the front panel of the HF Transmitter engraved "For Shore Station Use Only" and are not to be issued for use on board HMA ships.

5. HMA naval establishments and shore wireless stations concerned are to advise SNSO Sydney, of the number of Type A618 HF Transmitters held and requiring modification as indicated above quoting this order as authority. SNSO Sydney, will arrange to have Type A618 HF Transmitters modified as necessary and progressively by HMA naval dockyard Garden Island radio centre for subsequent issue to the establishments and shore wireless stations on a one for one substitution basis until the full requirement within the RAN is met.

(PEE 1426/9/54)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

189—BR 1923 (1) Substitution Guide for Electronic Components—Application

BR 1923 (1) and Addendum No. 1 thereto have been distributed without demand to all HMA ships and services concerned in the maintenance and repair of electronic equipments.

2. The Guide is intended primarily to facilitate the supply to HMA ships of one close tolerance item, in replacement of many other patterns, thus enabling a considerable reduction to be made in the range of items held as both onboard and base spares.

3. The Guide also gives details of other preferred components, which are used in equipment production and repair, but are not required by or supplied to HMA ships.

4. Details as to the use of the Guide are incorporated in a Foreward to the volume. In order, however, that stocks of superseded, but current and serviceable items may be utilised to the fullest extent for all services OTHER THAN SHIPS' MAINTENANCE SPARES, the earliest suitable pattern should be demanded, and this pattern will be issued as long as stocks remain, unless it is considered that issue of a later pattern will improve the reliability of the equipment. When stock of the earlier pattern becomes exhausted a substitute later pattern in accordance with the Guide will be issued automatically, the supply note being endorsed accordingly.

(DNAS 517/251/51)

UNCLASSIFIED

190—Economy in the Use of Envelopes

In an effort to reduce the consumption of envelopes, gummed labels for sealing them were introduced in 1957. Recent consumption figures however, indicate an excessive increase in the consumption of envelopes and a corresponding decrease in the consumption of gummed labels.

2. All unclassified correspondence which necessitates the use of an envelope but does not require a postage stamp (i.e., correspondence between branches and mail to ships and establishments which does not pass through the Post Office) must be sealed in the envelope by placing a gummed label across the flap. The address must then be written on the label instead of the envelope as is customarily done. Envelopes may, however, be used in the normal manner for semi-official correspondence and matter addressed personally to an officer, at the discretion of the sender. Wafer seals are not to be used on envelopes containing unclassified material only.

3. On receipt of an envelope with a gummed label across the flap, the envelope is to be opened by cutting the label instead of tearing the envelope. The envelope is not to be thrown away but retained for further use.

4. The gummed labels are catalogued in ABR 5053 as follows—

7530-66-018-9248 Labels Paper White gummed 4½-in. x 3-in.

7530-66-018-9249 Labels Paper White gummed 3¾-in. x 2¼-in.

(DNAS 462/60/112)

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

Registrar

ANO's 191-200/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
4th April, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

3210/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

191—The RAN Fleet Work Study Organisation

General

In order to provide Flag, Senior and Commanding Officers with a method of determining facts on which to base their executive decisions, there exists in the RAN a Fleet Work Study Organisation.

2. The organisation comprises the Director of Fleet Work Study and two Fleet Work Study Teams.

3. The team members are chosen, as far as practicable, from all branches in order that there will be sufficient technical knowledge within the team to facilitate the progress of any investigation undertaken. The Naval Board wish to emphasize, however, that a team should not be regarded as a group of technical experts but merely as specialists in the technique of work study, available to assist in the solution of naval problems.

Director of Fleet Work Study (DFWS)

4. The Director of Fleet Work Study is responsible for—

(*a*) advising the Naval Board on the application of work study techniques in the Fleet and Fleet establishments and on the economical use of Fleet Work Study resources;

(*b*) the formation of Fleet Work Study Teams;

(*c*) the training of officers and sailors as work study practitioners (in conjunction with the Director of Officers' Appointments and the Director of Manning and Training).

5. He is also responsible for the maintenance of investigating standards and for this reason is authorised to correspond direct with the Officer(s)-in-Charge, Fleet Work Study Team(s), on purely professional work study matters.

6. To assist Flag, Senior and Commanding Officers, he examines all reports rendered to them and advises them on the validity of the report from a technical work study point of view. This is referred to as " Critical Appraisal " (*see* Paragraph 23).

RAN Fleet Work Study Instructions

7. These instructions are the means whereby the Director of Fleet Work Study disseminates the latest work study doctrine and ensures that teams are employing work study techniques in the correct manner. Copies of the instructions are held by the Director of Fleet Work Study and Officer(s)-in-Charge of Fleet Work Study Team(s) only but are available for perusal at any time by anyone interested.

Requests for the Loan of a Fleet Work Study Team

8. Any Flag, Senior or Commanding Officer may apply to the Naval Board for the loan of a Fleet Work Study Team. This request should be forwarded through normal Service channels and where possible should give the information indicated in Appendix A.

9. As a general rule, a team will not be sent to carry out an investigation in a ship or establishment unless such a request is received. Occasionally, however, when the Naval Board desire that a particular problem be investigated they may loan a team to an administrative authority, ship or establishment indicating the nature of the investigation to be carried out.

Use of Fleet Work Study Teams

10. Once a request for the loan of a team has been approved, the team members will be accommodated in the ship or establishment the location of which enables them to perform most efficiently their duties as directed by the authority to whom the team has been loaned (known as the "directing authority"). They answer to this authority only for the conduct of the study.

11. To enable studies to be carried out without interruption, officers and sailors in Fleet Work Study Teams (including team writers) are not to be placed on the duty rosters of ships or establishments in which they are accommodated or are carrying out investigations. The Officer-in-Charge, however, will act as Divisional Officer for sailors in the team.

12. As early as practicable after the arrival of a Fleet Work Study Team the directing authority should issue a directive for the study. Guidance in the issue of directives is given at Appendix B. The Director of Fleet Work Study is always available to give assistance in the framing of directives. A copy of the directive is to be forwarded to the Naval Board.

13. If at any time the directing authority considers that the investigation should be terminated he is to inform the Naval Board, giving reasons, as early as practicable. The Naval Board will then decide how the team is to be employed.

14. Should the circumstances be such that the early transfer of the team to another ship or establishment is impracticable (e.g., a team carrying out an investigation in a ship with the Strategic Reserve) a directing authority who considers that an investigation should be terminated should also indicate whether there are any alternative investigations which could be carried out before transfer of the team becomes practicable. The team should not be directed to carry out any of these alternative investigations until Naval Board approval has been obtained to terminate the original study.

15. Where a team is loaned for a given period, as opposed to being loaned for a particular investigation, the Naval Board are to be informed of the team's employment at the start of each study. This will normally be achieved by forwarding a copy of the directive (*see* Paragraph 12).

Fleet Work Study Presentations

16. Fleet Work Study can achieve little without the co-operation of the unit being studied. For this reason it is important that all who are likely to be affected by the study should know in advance something of the nature of the technique being used and be able to ask questions about the proposed investigation.

17. This is best achieved by means of a presentation to all concerned and this is much more effective if it is introduced by the directing authority. The Naval Board look to Flag, Senior and Commanding Officers to support the team at these presentations and throughout the ensuing study.

Facilities for Fleet Work Study Teams

18. When a team is loaned it is essential that the team members have an office for the purpose of displaying day to day records of observations, work loading charts, etc., and for conducting team activities (e.g., critical analysis and the preparation of reports). The provision of this facility is the responsibility of the directing authority.

19. Occasionally, investigations require the collection of a large amount of factual data and this task is beyond the capabilities of the team. Wherever possible under these circumstances the unit being investigated should assist by making unit personnel available to act as temporary recorders.

Issue of Stores to Fleet Work Study Teams

20. Because of their mobility it is impracticable for Work Study Teams to conform to the normal regulations for the supply and custody of stores. For this reason special regulations have been promulgated and these are contained in ABR 4, Naval Storekeeping Manual, Article 1926.

Travel by Members of Fleet Work Study Teams

21. Requests by members of Fleet Work Study Teams to travel to other locations in connection with the investigation being carried out should not normally be referred to Navy Office but dealt with according to the regulations in Naval Pay Instructions, Chapter 12.

Rendering of Fleet Work Study Reports

22. At the conclusion of a study the Officer-in-Charge, Fleet Work Study Team, will render a written report direct to the directing authority. This is known as the "executive copy" of the report. At the same time he will forward to the Director of Fleet Work Study an identical copy known as the "functional copy" together with his critical analysis forms and statistical working papers.

23. On receipt of the functional copy and accompanying working papers, the Director of Fleet Work Study will examine it to determine whether or not the report is based on the correct employment of valid work study techniques and will communicate his findings to the directing authority. The purpose of this critical appraisal is to ensure that the directing authority is aware of any weaknesses in the investigating methods before forwarding the executive copy together with his comments to the Naval Board through the usual Service channels. All reports rendered, except as detailed in Paragraph 28, are to be forwarded to the Naval Board.

24. The recommendations contained in reports will fall into two categories—

(*a*) those which are within the directing authority's power to implement;

(*b*) those, the implementation of which requires the approval of higher authority.

In the case of (*a*) the directing authority should state what action has been taken or is intended. If it is decided not to implement the recommendations, reasons should be given. In the case of (*b*) the directing authority should state whether or not he concurs with the recommendations and, if the latter, he should give reasons.

25. When reports are forwarded by Commanding Officers, Senior Officers and Administrative Authorities should add any relevant information before forwarding the reports to the Naval Board.

26. In order that authorities concerned may be kept informed of progress during long investigations it has been decided that progress reports are to be rendered by the Officer-in-Charge.

27. When an investigation is likely to exceed two months duration a progress report is to be rendered every two months except that the period between the last progress report and the conclusion of the study may be extended to three months.

28. One copy of the progress report is to be rendered to the directing authority. Copies of the report should also be forwarded to the unit under investigation (if not the directing authority) and the Director of Fleet Work Study.

29. Progress reports should not exceed one foolscap page and should contain the following information in the form of a summary—

(*a*) progress of the study to date;

(*b*) proposed future lines of investigation;

(*c*) latest estimate of the date of completion of the study.

Distribution of Fleet Work Study Reports

30. There is no restriction on the distribution of Fleet Work Study Reports within the RAN.

31. Distribution to other Services and Commonwealth Navies is carried out by the Director of Fleet Work Study and sufficient copies of the report to enable this to be done are forwarded together with the "functional" copy of the report (*see* Paragraph 22).

32. Any request for a report received from outside the RAN (e.g., other government departments, semi-official bodies, private enterprise) should be forwarded through the usual channels to Navy Office where appropriate action will be taken. On receipt of such a request, no assurance should be given that a copy of the report will be made available.

Duration of Investigations

33. Although the planning of activities for work study teams is facilitated by a knowledge of the duration of a study, the Naval Board wish to stress that work study cannot be hurried and the success of an investigation may be jeopardized by attempting to complete it in a given period.

34. For this reason directing authorities should ensure that any tendency for the study to become protracted is noted early and proposals are forwarded to—

(*a*) increase the time allowed for the investigation, or

(*b*) restrict the field of investigation in such a way that the time already allowed is ample.

Inefficiency Shown Up by Work Study Investigation

35. In most cases work study investigation will show up some inefficiency. The Naval Board wish to emphasize that, provided the inefficiency is not allowed to continue, there will be no recriminations.

36. It should be noted, however, that any criminal practices discovered in the course of a study cannot be condoned and it is the duty of all concerned to ensure that these are dealt with in accordance with current regulations.

Costing of Fleet Work Study

37. A Fleet Work Study Team is a fairly costly fact-finding instrument ($300 per week) and a regular check is kept to ensure that work study resources are being used economically. This is done by costing each study to determine whether the net savings (accountable) and gains (non-accountable) are worthwhile when compared with the costs of the study.

38. The basis for this costing is a set of approved figures promulgated to teams from time to time by the Director of Fleet Work Study. Flag, Senior and Commanding Officers may obtain copies of these figures from Director of Fleet Work Study at any time.

Selection of Personnel for Fleet Work Study Duties

39. When officers are required for Fleet Work Study duties, volunteers are called for and this selection is made by Navy Office.

40. The procedure for obtaining sailors for these duties is detailed in Appendix C to this order.

Appendix A

Information Required When Application is Made For the Loan of a Fleet Work Study Team

ANO 191/66 Appendix A

A. Proposed investigation.

B. By whom proposed, if not the authority requesting the loan of a team.

C. Frequency of the activity to be investigated (e.g., daily, weekly, half-yearly, continuous).

D. Number of personnel involved in the activity.

E. Nature of the difficulties encountered.

F. Details of any investigations already carried out.

G. Is accommodation available for a Fleet Work Study Team? If so, where?

H. Estimated duration of the study.*

I. Convenient time and place for team to join if loaned.

* This would only be available if Director of Fleet Work Study or the Officer-in-Charge, Fleet Work Study Team, were available for consultation.

The following example will serve to indicate the type of information required—

Request For the Loan of a Team by the Flag Officer Commanding HMA Fleet

ANO 191/66 Appendix A

A. Ammunitioning ships of the Daring Class.

B. The Commanding Officer, HMAS VAMPIRE.

C. Four times per year (one for full outfit, three times to top up).

D. Embarking full outfit, 200. Topping up, 35.

E. Bottleneck on upper deck. Ammunition can be transferred from lighters to upper deck more quickly than it can be struck down into magazines.

F. Transfer of ammunition from lighters to upper deck investigated in 1958 by DAS Report Reference No. AB/1234 dated 30th June, 1958, refers.

G. Yes, in HMAS VAMPIRE.

H. Not known.

I. At Garden Island before 15th March, or Jervis Bay between 10th and 14th April.

Appendix B

Directives

The directive should cover four points, viz., the subject of the study, the aim of the investigation, the task of the unit under investigation and the limits placed on the investigation.

The Subject of the Study

2. This section of the directive should state as clearly as possible what the team is required to study. As far as practicable, vague terms such as " victualling arrangements ", " accommodation problems " should be avoided.

The Aim of the Investigation

3. Care must be taken in phrasing this part of the directive that the team is not bound down by pre-conceived ideas. For example, it would be unacceptable to state the aim of an investigation as " To determine whether the task can be performed by six less sailors ". In this case the aim would be either—

(*a*) " to determine the number of sailors required to carry out the task efficiently "; or

(*b*) after an executive decision to reduce the complement by six, " to determine the best method of accomplishing the task with the remaining sailors ".

4. There are three ways of increasing efficiency which is defined as the ratio $\frac{\text{Output}}{\text{Input}}$ and these are—

(*a*) to increase the output for a given input;

(*b*) to decrease the input for a given output;

(*c*) to increase the output and decrease the input simultaneously.

As far as practicable the stated aim should indicate which of the above is the most preferable solution to the problem.

The Task of the Unit Under Study

5. It is frequently difficult to state the task of the unit (section, ship) under study and on occasions a Fleet Work Study Team is called upon to determine what the task actually is.

6. Assuming that the task can be stated it should be stated as quantitatively as practicable, reference being made to any projected amendment to the task.

The Limits of the Study

7. It is obvious that if no limits are placed on a study it would be difficult to determine when the study was completed, if ever. From time to time the Officer-in-Charge of a team may request that further limits be placed on an investigation when it is obvious that a particular line of enquiry, although within the existing directive, would be fruitless.

8. The usual limits placed on a study are—

(*a*) *General*, comprising, for example—

(i) the points in the activity at which the investigation is to commence and cease;

(ii) whether certain personnel are to be included in the investigation, e.g., sailors undergoing courses, retinue.

APPENDIX B—*continued*

(*b*) *Material and Financial*, stating the extent to which recommendations involving expenditure of materials or money are acceptable.

(*c*) *Organisational*, indicating to what extent recommendations involving alteration to existing organisation and regulations may be made.

Example of a Directive

The Subject of the Study

The Fleet Work Study Team is to investigate the issue of repayment clothing to sailors under training at HMAS CERBERUS.

The Aim of the Investigation

2. (*a*) The principal object is to determine whether a system of issuing repayment clothing can be devised which will reduce the number of interruptions to training.

(*b*) Any information on the practicability of employing Wrans in lieu of male sailors in the Clothing Store will be welcomed but this information is not to be obtained at the expense of achieving the principal aim.

Task of the Unit Under Study

3. (*a*) The Clothing Store is required to keep stocks of repayment clothing to meet the demands *inter alia* of sailors under training, within the limits laid down in ABR 93, Manual of Victualling Stores, Chapter 28.

(*b*) Replenishment stocks from the Victualling Yard are delivered once per month.

(*c*) The number of sailors under training is expected to increase by 10 per cent. after 30th June and remain at this figure.

Limits of the Study

4. (*a*) *General*

Petty Officers undergoing courses at the Petty Officers' School are not to be included in the study.

(*b*) *Material and Financial*

(i) Structural alterations are not to be recommended unless it can be shown that they are recoverable in terms of capitation costs and other gains within two years.

(ii) Minor alterations may be recommended provided ship's staff are authorized to carry them out (RI 5636).

(iii) No new accounting equipment may be recommended.

(iv) No local forms are to be introduced.

(v) No change in the format of existing AS forms is to be recommended.

(*c*) *Organisational*

(i) Due to transport difficulties and the fact that the majority of Stores Assistants V live ashore, the Clothing Store cannot be kept open after 1700.

(ii) Recommendations regarding amendments to existing regulations on accounting may only be submitted if they conform to the requirements of the Commonwealth Audit Act.

Appendix C

Work Study—Senior Sailors—Re-engagement for Work Study Duties

In order to provide a measure of stability in Fleet Work Study Teams and, at the same time, to minimize the requirements to employ general service sailors on Fleet Work Study duties, it has been decided that the system of recruiting senior sailors for these duties will be amended. This order gives details of the new system.

Volunteers—Reports and Selection

2. When a vacancy for a work study sailor arises the Naval Board will promulgate a general message calling for volunteers. Any Chief Petty Officer or Petty Officer who has fourteen years pensionable service and who either—

(*a*) has at least three years of his present engagement to serve; or

(*b*) is willing to re-engage for a further three years

may volunteer, provided that in the latter case he is able to complete the three-year re-engagement before attaining the age of 50 years.

3. The names of volunteers recommended by their Captain, together with Certificates of Service, should be forwarded direct to Navy Office. Volunteers should have the following qualifications—

(*a*) be of HET general knowledge standard;

(*b*) have a capacity for study;

(*c*) be prepared for a considerable amount of travel;

(*d*) be able to work without supervision;

(*e*) be adaptable.

4. Where practicable, arrangements will be made for the Director of Fleet Work Study to interview volunteers.

5. The Naval Board will promulgate by general message the name of the sailor selected to fill the vacancy.

Posting and Re-engagement

6. Where a sailor selected for training is required to re-engage in accordance with Paragraph 2 (*b*) he will not be posted for such training until information has been received from his ship or establishment that he has completed Form AS 55.

7. Subject to suitability and service requirements the Naval Board may approve further re-engagements for periods of three years or up to the age of 50 years, provided that, in the latter case, the period of re-engagement is not less than two years.

8. Applications for second and subsequent re-engagements for work study duties will only be considered during the last six months of the current re-engagement.

Promotion

9. A sailor posted for work study duties becomes supernumerary to establishment. A Petty Officer carrying out these duties will remain on the roster of his branch for promotion to Chief Petty Officer and be promoted in the usual manner. On promotion to Chief Petty Officer he remains supernumerary to complement and thus does not prevent the next in line from being promoted immediately.

APPENDIX C—*continued*

Pay and Allowances

10. Sailors re-engaging for work study duties will continue to receive pay and allowances appropriate to their general service rank, subject to the provisions of Naval Pay Instructions, Chapter 3.

Reversion in Rank

11. In accordance with ABR 10/1964, Advancement Instructions for the Royal Australian Navy, Article 0403, sailors engaged on work study duties are not to be reverted to a lower rank solely on the grounds of incompetence in these duties.

Unsuitability

12. If a sailor who has re-engaged for work study duties is found to be unsuitable for these duties either—

(*a*) his engagement may be terminated and his discharge to shore effected by the Naval Board in accordance with existing procedures; or

(*b*) he may be transferred to general service duties in his own branch.

Re-engagement for General Service Duties after Work Study Duties

13. Subject to a requirement existing, the Naval Board may approve that a sailor who has re-engaged for work study duties may further re-engage for general duties in his own branch. Such applications should be made when a sailor is within six months of the date of expiry of his current re-engagement.

(DFWS 80/1/44.)

Section 2

PERSONNEL

UNCLASSIFIED Cancelled vide N.O 58/66

192—Married Quarters—Policy and Instructions for Administration

Navy Order 481 of 1965 is to be amended as follows—

Insert following new Paragraph 106.

(i) Tenants granted priority allocations may purchase government houses after completion of a waiting period equivalent to that of the civilian waiting lists for a 3 bedroom dwelling (currently 2 years 9 months).

A family whose initial allocation is a 2 bedroom dwelling may be offered a three bedroom dwelling when becoming eligible to purchase.

(ii) If a tenant granted priority allocation leaves before becoming eligible to purchase and returns to Canberra within ten years of surrendering tenancy the time spent in the dwelling he was allowed to rent will count as waiting time towards purchase.

(iii) A tenant may retain tenancy of a priority allocation if he leaves Canberra and his family continues to occupy the residence. This time may count towards purchase if the absence is temporary.

(iv) Where possible incoming persons on a subsequent posting during which they will become eligible to purchase a home will be allotted a purchaseable dwelling if they so request. *See* Sub-paragraph (H) of Appendix " E ".

(v) Where a purchaseable dwelling is requested and allocated prior to the expiration of the waiting period, purchase is restricted to that dwelling.

(vi) If the dwelling occupied is not for sale by the Department of the Interior or was not allocated as in (v) above, the Department may offer a choice of three alternative dwellings for purchase after the period of waiting time has elapsed.

Appendix " B "

Insert new Sub-paragraph (E).

Whether member has been informed that economic rental, due subsequent to discharge is to be paid to the Department of the Interior.

Insert new Sub-paragraph (F).

Whether the Department of the Interior has been informed that the member did not vacate the married quarter on discharge.

Re-number existing Sub-paragraphs (E) and (F) as (G) and (H).

Appendix " E "

Insert new Sub-paragraph (H).

Details of previous occupancy of Department of Interior married allocation in Canberra and if so whether the allocation of a purchaseable dwelling is desired (*see* Paragraph 106).

(DPS 1461/11/45)

(*Navy Order 481 of 1965*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

193—Alteration and Addition Item—HMA Ships MELBOURNE and SYDNEY

The following Alteration and Addition Item is approved to be carried out in HMA ships MELBOURNE and SYDNEY—

MELBOURNE—*Class List Item No. 182* (Ex TDL " EK ")

SYDNEY—*Class List Item No. 331*

(*a*) *Item:* To replace the existing " Reliable " bread slicer with a " Dumbrill " multi-bladed bread slicer.

Details are—

Main base of body—25-in. x 18-in.
Height of the body—48-in.
Total height of the machine—72-in.
Total overall width—66-in.
Motor—1 H.P.—50 cycle—1 phase.

Machine is to be sited in the bread room (HMAS MELBOURNE) and the bakery (HMAS SYDNEY).

Weight rule re displacement limitation applies for HMAS MELBOURNE, but for HMAS SYDNEY weight compensation is not required.

(*b*) *Reference:* HMAS MELBOURNE's Form AS 1182 TDL " EK " dated 6th October, 1965, forwarded under cover of FOCAF Memorandum AF 1904/177 dated 4th November, 1965.

(CNTS 1213/52/602)

UNCLASSIFIED

194—Ammunition—Propellant—Landing—Destruction—Reports

(*DCI (RN) 178/1966*)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached their age limits—

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3496XA RNC 3500XA RNC 3534XA	SC 061	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in. (FA).
RNC 3115 RNC 3131 RNC 3146 RNC 3170 RNC 3178 RNC 3366XA RNC 3523XA	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNC 3119 RNC 3130 RNC 3145 RNC 3176 RNC 5382XF	SC 109	Cartridges— QF 4.7-in.
RNC 3114 RNC 3129 RNC 3144 RNC 3160 RNC 3175 RNC 3494XA RNC 3506XA RNC 3866XB	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL).
RNC 3142 RNC 3158 RNC 3173 RNC 3479XA RNC 3531XA	SC 150	Cartridges— QF 4.5-in. (SL), Impulse Torpedo.

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3128 RNC 3143 RNC 3159 RNC 3174 RNC 3365XA RNC 3520XA RNC 4304XC	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo
RNC 3182 RNC 3873XB RNC 3512XA RNC 3539XA RNC 3899XB	NF 029	Cartridges— QF 4-in. (FA)
RNC 3133 RNC 3164 RNC 3165 RNC 3543XA	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 3120 RNC 3121 RNC 3148 RNC 3149 RNC 3162 RNC 3163 RNC 3529XA RNC 5377XF RNC 5401XF	NF 052	Cartridges— QF 4.7-in.
RNC 3132	NF 059	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 3901XB	NF/S 116–036	Cartridges— QF 4-in. (FA)
RNC 3191 RNC 5363XF	NF/S 164–048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 5403RU XF	NF/S 198–054	Cartridges— QF 4.7-in., QF 5.25-in. (SL), QF 4.5-in. (SL)
RNC 3104 RNC 3105 RNC 3106	HSC/T 134–055	Cartridges— QF 2-pdr
RNC 5370XF RNC 4750XD	HSCK/T 134–055	Cartridges— QF 2-pdr
RNC 6396	SUK/XII	Motor Rocket A/C 3-in.
RNP 390XC RNP 1127XF	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNP 127XB	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNP 363XC RNP 1134XF RNP 1144XF	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNP 147XB	NF 059	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNP 136XB RNP 527R, XB RNP 1117XF RNP 1123XF RNP 1199R, XF	NF 052	Cartridges— QF 4.7-in.
RNP 344XC	NF/S 116–036	Cartridges— QF 4-in. (FA)
RNP 1158XG	NF/S 168–048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 1120XF	NF/S 198–054	Cartridges— QF 2-pdr
RNP 651XD RNP 657XD	HSC/T 134–055	Cartridges— QF 2-pdr
RNP 2737	PUF 488/649	Motor Rocket 2-in. A/C
BS 22016 BS 22051	SUK/XII	Motors Rocket 3-in. A/C
MEC 98XA	SC 150	Cartridges— QF 4.5-in. (SL), Impulse Torpedo

2. *Action to be taken by HMA ships, establishments and proof ranges*	Return to nearest RAN armament depot as early as practicable; if unable to comply within 3 months from date of this order report specially to DAS NMER 862 Article 1125 (1) refers.
3. *Action to be taken at RAN armament depots*	Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/57)

UNCLASSIFIED

195—Naval Stores (General)—Bins, Litter, Aluminium—Replacement

Due to the abnormally high usage of Pattern 0264/12398 Bins Litter Aluminium it has been decided to utilize, wherever practicable, cut-down and painted " Kwit " and " Gamelin " drums which are non-accountable. HMA ships and establishments should make arrangements accordingly.

2. Stocks of Bins Litter Aluminium Pattern 0264/12398 will be issued until exhausted and not replenished.

(DNAS 506/61/461)

UNCLASSIFIED

196—Naval Stores (General) Introduction and Allowances of Test Equipment for Fire Extinguishers

At present Gas/Water and Air/Foam Fire Extinguishers currently in use on HMA ships and establishments are required to be returned to store or removed by contractors for pressure testing at regular intervals, as suitable equipment is not held to carry out these tests.

2. As a result it has been decided to introduce the Nu-Swift Pressure Test Kit, Model 720, for testing " Nu-Swift " Pattern extinguishers and also special adaptors to permit the testing of other pattern extinguishers with the same equipment.

3. During the testing of extinguishers it is necessary that special attention be given to a thorough visual examination of the head assembly. The sheltered female thread while unlikely to sustain damage, should marry correctly with the male thread on the neck of the cylinder and threads should show no sign of wear which could produce weakness under pressure.

4. Each kit will comprise the following items and will be supplied without demand.

Pattern	*Description*	*Qty.*
—	Head and Cylinder Assembly	1 No.
—	Piston Assembly	1 No.
—	Pressure Gauge Assembly	1 No.
—	BS Spanner 7/16-in.	1 No.
—	Carrier Ring Key	1 No.
—	Head and Cylinder Assembly .. .. (Adapted to fit Patt. 47260 Extinguishers)	1 No.
—	Nipple Adaptor .. .. .. (For fitment of Pressure Gauge Assembly to Patt. 47260 Extinguisher)	1 No.

Defence Stock numbers will be advised at a later date.

5. Allowances of the above kit are as follows—

Ship/Establishment	*Qty. Allowed*
MELBOURNE	1 No.
SYDNEY	1 No.
SUPPLY	1 No.
DD Destroyers	1 No. ea.
DE Type's 12 and 15	1 No. ea.
DIAMANTINA	1 No.
MSO Minesweepers Ocean	1 No. ea.
MORESBY	1 No.
BASS	1 No.
BANKS	1 No.
PALUMA	1 No.
KIMBLA	1 No.
Commissioned GPV's	1 No. ea.
ALBATROSS	1 No.

Ship/Establishment	*Qty. Allowed*
CRESWELL	1 No.
HARMAN	1 No.
WATSON	1 No.
RUSHCUTTER..	1 No.
KUTTABUL	1 No.
WATERHEN	1 No.
PENGUIN	1 No.
NIRIMBA	1 No.
LONSDALE	1 No.
CERBERUS	1 No.
HUON	1 No.
ENCOUNTER	1 No.
LEEUWIN	1 No.
MELVILLE	1 No.
TARANGAU	1 No.
MORETON	1 No.
GMGID	1 No.
GMWD	1 No.

(DNAS 401/61/437)

RESTRICTED

197—Pumping, Flooding and Draining—Machinery Spaces—From Bilge Water Clearance Systems

(DCI (RN) 41/1966)

There have been several recent instances of flooding machinery spaces from bilge water clearance systems, with consequent serious damage to machinery. These accidents have been the result of maloperation of pumps and systems by inexperienced personnel, defects in the systems, lack of supervision and inadequate inspection of unmanned machinery spaces in harbour.

2. Attention is drawn to the dangers inherent in the use of unattended pumps and eductors on bilge clearing duties and to the necessity for the accurate recording of bilge water depths at frequent and regular intervals.

3. Any pump or eductors must be correctly shut down on completion of its bilge clearance task. The shutting down procedure is to include the closing of all suction and discharge valves in the salt water and bilge suction systems concerned and of associated pumps, if this is appropriate. Instructions calling attention to the danger arising if such valves are left open for convenience and detailing the precautions to be taken are to be included in Departmental Standing Orders.

4. Where hose connections for use with bilge pumps are fitted, there must be at least one non-return valve between the connection and the pump suction. Suction valves of pumps covered by this order are to be examined at the earliest opportunity to ascertain whether they comply with this requirement. Where systems are found to be deficient in this respect, the deficiency is to be treated as a defect and an item raised covering the work for inclusion in the next Defect List.

(ACDC 1211/251/161)

RESTRICTED

198—Victualling, Medical and Dental and Naval Armament (Gunwharf) Stores—Accounting in HMA Ships and Commissioned Establishments

Navy Order 365 of 1965, Part B, is to be amended as follows—

(*a*) **Paragraph 1**

Add the following—

"On completion of transfer of stores to the Supply Officer, the fair copy of the bound medical/dental store account is to be closed and rendered to the Medical Director-General. Medical loose leaf ledger accounts of RAN Hospitals and Sick Quarters, are to be retained in the establishment concerned for a period of 3 years from date of transfer of stores. On completion of this period they may be destroyed in accordance with Navy Order 619 of 1965."

(*b*) **Paragraphs 24 and 27**

Delete and *insert* the following in lieu—

"24. In accordance with regulations governing custody and control of scheduled drugs and special stowage requirements for specific items of medical/dental stores, the following items are to be kept in the custody of the Medical/Dental Officer although accounted for in the Naval Store Account by the Supply Officer.

(*a*) all drugs in Group Class 6505 classified under State Drugs and Poisons Schedules or Commonwealth Uniform Poisons Schedules. A Medical/Dental Officer or registered pharmacist when borne, is to advise the Supply Officer of these items.

(i) The Medical/Dental Officer is to give these items security stowage (e.g., a locked cupboard) in a cool dry place protected from direct sunlight. Dangerous drugs are to be segregated and given special security stowage (e.g., locked compartment within a locked cupboard.)

(ii) RAN Hospitals and Sick Quarters are to conform with State or Commonwealth regulations regarding stowage of scheduled drugs. A registered pharmacist, when borne, may have physical custody of these items with the Medical Officer-in-Charge maintaining overall responsibility for their safe custody.

(*b*) certain drugs for refrigerated stowage (e.g., 6505-66-020-2161 suxemethanium chloride injection. ("scoline")

(*c*) all sera and biologicals—refrigerate.

(*d*) X-ray film—refrigerate.

(*e*) gold and gold solder.

(*f*) silver and silver solder.

(1) Reports of Expenditure—Reports of expenditure only, on Form AS 156 are to be rendered monthly to the Supply Officer. Expenditure of dangerous drugs is also to be recorded in detail on Form AM 177A by the Medical Officer or Commanding Officer when Medical Officer is not borne, and rendered quarterly to the Medical Director-General. Nil reports are not required.

(2) If the Medical/Dental Officer is posted away without relief, the Commanding Officer is to assume custody of the above items (for dangerous drugs *see* Paragraph 18a).

(3) The above items are to be regarded as valuable and attractive stores and are to be subjected to periodical stocktaking as provided in ABR 4—Article 1601 (*a*)"

27. Additional items to ABR 4—Article 1718.

(*a*) Drugs, biologicals, official reagents (excluding scheduled drugs)—G/C 6505. (Regard as dangerous).	To be given security stowage (e.g., lock-up accommodation) in a cool dry place and protected from direct sunlight. Limited access to Supply Officer and stores personnel as designated by the Commanding Officer.
(*b*) Chemicals and chemical products—G/C 6810. (Regard as dangerous).	As for drugs, biologicals and official reagents.
(*c*) Rubber (including rubber components and items with rubber content)	*See* Item No. 90.
(*d*) Nylon or nylon content ..	*See* 1734A.
(*e*) Polythene or polythene content.	*See* 1734B
(*f*) Adhesive plasters and dressings. (Deteriorate with heat and age).	Stow and protect from direct sunlight in a cool dry place.
Dressing, liquid, (Aerosol spray pack). (Developes pressure if heated).	Stow in a cool place.
Acrylic Resin Liquids for dental work. (Volatile, deteriorate with heat).	Stow and protect from sunlight in a cool dry place.
Cements and liquids for dental work. (Volatile, deteriorate with heat).	Stow and protect from sunlight in a cool dry place.

Impression materials for dental work. (Deteriorate with heat and age).	Stow and protect from sunlight in a cool dry place.
Waxes for dental work. .. (Deteriorate with heat).	Stow and protect from sunlight in a cool dry place.
Surgical dressing sets, emergency, minor and major.	Stow unopened in a readily accessible place far away from main stock of medical stores—for'ard and aft.
Films X-ray. .. (Deteriorate with heat and age).	Refrigerate in medical department.

(*c*) *Add* the following paragraph to Chapter 19—Inventory Store Accounts.

31. **Fleet Travelling Dental Officer.**—Stores for the Fleet Travelling Dental Officer are to be accounted for in an Inventory Account under similar provisions of ABR 4—Article 1926.

(*d*) *Renumber* the paragraphs that follow.

(MDG 1001/51/11)

(*Navy Orders 365 and 619 of 1965*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

199—Forms AS 247A, AS 247B and AS 247C—Short Leave Cards

Revised Forms AS 247A, AS 247B and AS 247C—Short Leave Cards are now available as a flat card encased in a plastic folder.

2. The new cards are supplied in three colours—

AS 247A—White
AS 247B—Green
AS 247C—Red

It is envisaged that Commanding Officers would overstamp the cards with either a figure one or a figure two. The numbered cards would be issued to six parts of a watch (should all three coloured cards be used) or four parts of a watch (should only Red and Green cards be stamped). The unstamped White card could be reserved for those sailors not in normal watches, i.e., special parties, Supply sailors and watchkeepers.

3. Additional information is also provided on the back of the new card, e.g.—

Defence Station
Cruising Station
Action Station
Leaving Ship Station
Special Sea Duty Station

4. Plastic covers already in use for old type Short Leave Cards should continue to be used.

5. Old Form AS 247C—Gummed Slip is obsolete and stocks should be disposed of.

(O & M 464/54/593)

UNCLASSIFIED

200—Forms F Med. 205 (Steroid Treatment Card) and F Med. 206 (Cover for Steroid Treatment Card)—Introduction

Forms F Med. 205 (Steroid Treatment Card) and F Med. 206 (Cover for Steroid Treatment Card) have recently been introduced. A small stock is held by the Medical and Dental Store Officer, Randwick, NSW, and they are only to be demanded when required.

(MDG 464/60/81)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra
3210/66.—3

Registrar

ANO's 201-218/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
13th April, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

3615/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

201—Abolition of Semaphore Training in the RAN

Recent experience in both the RAN and the RN has shown that semaphore is no longer a practical method of communication although it is still used occasionally within some Allied Navies including the USN.

2. To reduce training effort and enable more emphasis to be placed on essential skills, it has been decided that effective from the date of this order, training in semaphore is to cease in the RAN.

3. The Royal Navy has already discontinued training in this skill.

(D of C 16/201/29)

UNCLASSIFIED

202—Ceremonies—Gun Salutes—3-pdr. Portable Saluting Guns

3-pdr. portable saluting guns are allowed to the following ships—

HMAS PERTH ..
HMAS HOBART ..
HMAS BRISBANE ..
HMAS VENDETTA .. } 3-No. each.
HMAS VAMPIRE ..
HMAS DUCHESS ..

2. Three spare saluting guns will be held by SASO, Sydney, for issue to other ships when required, subject to prior approval of the appropriate operational authority.

3. HMAS MELBOURNE will continue to use 40/60 guns for saluting.

4. Warrants of naval armament stores will be amended.

5. Navy Order 71 of 1966 is hereby cancelled.

(DAS 708/251/30)

(Navy Order 71 of 1966)

Section 2

PERSONNEL

UNCLASSIFIED

203—Defence Forces Retirement Benefits Act—Members of the WRANS and RANNS

The provisions of the Defence Forces Retirement Benefits Act 1948–1965 as they concern members of the WRANS and RANNS are set out hereunder.

2. **Eligibility to Contribute**—A member of the WRANS or RANNS 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 Wran 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 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. **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	*Group*	*Category*	*Fortnightly Contributions on Becoming a Contributor*	
			Under 30 yrs.	*Over 30 yrs.*
			$	$
Chief Officer, Matron ..	..	39	9.88	10.86
First Officer, Superintending Sister	..	35	8.88	9.76
Second Officer, Senior Sister	..	28	7.13	7.84
Third Officer, Sister ..	..	21	5.38	5.91
CPO	5	18	4.63	5.09
PO	5	17	4.38	4.81
L/Wran	5	15	3.88	4.26
Wran	5	14	3.63	3.99
CPO	4	17	4.38	4.81
PO	4	16	4.13	4.54
L/Wran	4	15	3.88	4.26
Wran	4	13	3.38	3.71
CPO	3	17	4.38	4.81
PO	3	16	4.13	4.54
L/Wran	3	14	3.63	3.99
Wran	3	13	3.38	3.71
CPO	2	16	4.13	4.54
PO	2	15	3.88	4.26
L/Wran	2	13	3.38	3.71
Wran	2	12	3.13	3.44
CPO	1	15	3.88	4.26
PO	1	14	3.63	3.99
L/Wran	1	13	3.38	3.71
Wran	1	12	3.13	3.44
Recruit	..	10	2.63	2.89

5. **Pensions**—An officer of the WRANS or Nursing Officer who, 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, Matron	39	55	2946
First Officer	35	50	2230
Superintending Sister	35	55	2644
Second Officer	28	50	1784
Senior Sister	28	55	2115
Third Officer	21	50	1338
Sister	21	55	1586

6. **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 follows—

Rank	*Years of Service for Pension Attained on Retirement*				
	15 p.a.	*16 p.a.*	*17 p.a.*	*18 p.a.*	*19 p.a.*
	$	$	$	$	$
Chief Officer, Matron	2,484	2,555	2,626	2,733	2,839
First Officer	1,911	1,975	2,038	2,102	2,166
Superintending Sister	2,230	2,293	2,357	2,452	2,548
Second Officer	1,529	1,580	1,631	1,682	1,733
Senior Sister	1,784	1,835	1,886	1,962	2,038
Third Officer	1,147	1,185	1,223	1,261	1,299
Sister	1,338	1,376	1,414	1,471	1,529

7. A Wran 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 rank on discharge and the number of years served. The rates payable in respect of twenty years service for pension are as follows—

Rank	*Group*	*Category*	*Rate per Annum*
			$
CPO	5	18	819
CPO	3 & 4	17	774
CPO	2	16	728
CPO	1	15	683
PO	5	17	774
PO	3 & 4	16	728
PO	2	15	683
PO	1	14	637
L/Wran	4 & 5	15	683
L/Wran	3	14	637
L/Wran	1 & 2	13	592
Wran	5	14	637
Wran	3 & 4	13	592
Wran	1 & 2	12	546

8. **Benefits Other Than Pensions**—Where a member of the WRANS or RANNS, who is a contributor, retires without entitlement to a 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 9 to 18.

9. **Gratuity**—Gratuity in respect of an officer of the WRANS and RANNS who contributes to the DFRB Fund, may be paid either under the Pay Code Gratuity Regulations or the DFRB Act according to the number of years service and the circumstances of her retirement.

10. **Pay Code Gratuity**—The Pay Code Regulations provide that on discharge on completion of her Short Service Commission or any extension thereof, an officer will receive a gratuity in respect of such service. An officer of the WRANS will receive a gratuity in respect of both service as a Wran and as an officer, calculated to the day prior to date of promotion in the case of WRAN service and to the date of discharge in the case of officer service. The rates payable are as follows—

(*a*) *Officers*—8 cents per day in respect of service rendered up to and including 13th December, 1959, and at the rate of $50 per annum calculated pro rata daily for the service performed subsequent to that date.

(*b*) *WRANS*—

(i) for not more than twelve years service—at the rate of $30 per annum calculated pro rata on a daily basis.

(ii) for more than twelve years service—$360 in respect of the first twelve years and at the rate of $50 per annum calculated pro rata daily for subsequent service.

11. 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 as appropriate and, in the case of an officer of the WRANS on the following basis—

(*a*) If the total service as a Wran and as an officer is less than six years, gratuity is payable for both periods of service.

(*b*) If the total service as a Wran 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 Wran for completed engagement of six, nine or twelve years, whichever is the next lower in relation to the aggregate of service as a Wran and as an officer.

12. The gratuity in respect of Wran service referred to in Paragraphs 9, 10 and 11 may be paid on date of re-engagement or promotion, as appropriate, or alternately 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% of the total amount will be taxable.

13. **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 $120 for each completed year of service for pension.

14. Should the period of service referred to in the preceding paragraph include a period of service as a Wran contributor, gratuity is payable—

(*a*) at the rate of $50 per annum in respect of service as a Wran; and

(*b*) at the rate of $120 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 Wran.

15. **WRANS**—Wrans who are ineligible to contribute to the DFRB Fund by virtue of their engagement will on discharge on completion of an engagement, qualify for gratuity under Pay Regulations at the rates shown in Paragraph 10.

16. The gratuity in respect of a Wran 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 Wran will receive gratuity in accordance with the following table—

Number of Completed Years Service for Pension	*Amount of Gratuity*
	$
6	180
7	210
8	240
9	270
10	380
11	490

17. In any other case the gratuity payable will be an amount calculated at the rate of $50 for each year of service for pension completed on retirement.

18. Where a Wran 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.

19. **Invalidity Benefits**—If a member of the WRANS or RANNS 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.

20. **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 a lump sum gratuity under the Pay Code Regulations or alternatively the benefit payable under the Act.

21. 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.

22. Contributions made to the DFRB Fund will be refunded on retirement in all cases, except where a pension becomes payable.

23. **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 and, includes service purchased by a member of the Wrans who was serving at the 13th December, 1959, and who became a contributor prior to 14th December, 1963, without having had a break in service during that period, and who elected to purchase the whole or any part of her service, for the purpose of pension.

(*b*) for gratuity purposes—service rendered from the date of commencement of the engagement during which the member became a contributor.

(HPB 263/1/25)

UNCLASSIFIED

204—Marine Engineering Branch—Diesel Category Transfers

The names of those sailors, recommended for transfer to the Diesel category of the Marine Engineering Branch *see* Navy Order 576 of 1965, have been considered. Those selected for transfer are listed in Appendix A to this order. Transfer is to be effected on the 1st May, 1966.

2. The names of those sailors who have been transferred because of the training they have already been given, are also listed in Appendix A. The present state of training is shown in Appendix B.

3. The rules for promotion and training of MED sailors are in course of preparation and will be promulgated as amendments to ABR 10/64 and ABR 27. In the meantime the existing rules laid down for the general service category are to be followed. The rules concerning ERAD's and MechD's are already in these ABR's.

4. The correct titles to be used are a shown in Navy Order 621 of 1965.

5. Forms AS 161 are to be rendered reporting the changes of title.

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

7. Navy Orders 576 and 621 of 1965 refer.

Appendix A

Sailors Selected for Transfer

Rank	*Trade*	*Name*	*Official Number*	*Ship in Which Serving*
A'CERA	FT	C. G. Haylock	R52691	CURLEW
CERA	FT	D. J. Myers	R38372	WATERHEN
CERA	FT	N. R. Pont	R54288	MORESBY
CERA	FT	H. E. Rawlins	R40214	KUTTABUL (GOSIEA)
CERA	FT	A. Webb	R25343	SYDNEY
ERA1	FT	J. L. Barltrop	R42053	WATERHEN
A'ERAD2	FT	R. S. Barnes	R42400	SNIPE
A'ERAD2	MM	T. F. Brennan	R64173	PALUMA
A'ERAD2	FT	M. C. Butcher	R48587	MORESBY
ERA2	FT	J. J. Dover	R57850	MELBOURNE
A'ERAD2	FT	L. F. Dunleavy	R48630	SNIPE
ERA1	FT	A. L. Dyson	R55018	MORESBY
A'ERAD2	MM	T. J. Fenton	R56732	IBIS
A'ERAD2	FT	R. A. Jackson	R42449	CURLEW
A'ERAD2	MM	R. F. Johnstone	R64409	TEAL
A'ERAD2	MM	R. W. Jones	R57878	CURLEW
ERA1	FT	D. K. Miller	R42032	WATERHEN
A'ERAD2	MM	S. Munton	R56843	HAWK
A'ERAD2	MM	T. F. McBride	R56529	TEAL
A'ERAD2	FT	P. H. Palmer	R59815	GULL
ERA2	FT	G. A. Williams	R42199	CERBERUS
MECH1		V. W. Rogers	R51797	MORESBY
MECH1		D. Weller	R57600	SYDNEY
POME		D. Smart	R41626	VAMPIRE
POME		H. C. Walker	R53060	SYDNEY
POME		J. W. Walsh	R33911	CERBERUS
LME		W. R. Phillips	R56980	CURLEW
A'LME		K. L. Schultz	R58274	MORESBY
A'LME		D. T. Scott	R55890	CERBERUS
A'LME		K. F. Batchelor	R57017	WATERHEN
A'LME		L. P. Lutton	R57577	VENDETTA
ME		L. W. Aisbett	R59358	MORESBY
ME		C. R. Anson	R57317	MORESBY
ME		K. J. Ayoub	R93617	CURLEW
ME		D. L. Berndt	R55905	MORESBY

APPENDIX A—*continued*

Rank	*Trade*	*Name*	*Official Number*	*Ship in Which Serving*
ME		J. J. Boyes	R54332	SYDNEY
ME		C. D. Clifton	R54756	IBIS
ME		S. J. Dannatt ..	R27471	MORESBY
ME		D. D. Ferguson ..	R55332	MORESBY
ME		T. A. Flegg	R55846	MORESBY
ME		A. A. Holloway ..	R55348	MORESBY
ME		L. E. Holmes ..	R55926	DUCHESS
ME		R. G. Jellis	R57563	MORESBY
ME		D. R. Jones ..	R59308	MORESBY
ME		M. R. Knight ..	R53895	CERBERUS
ME		L. J. Leggett ..	R93115	KUTTABUL FMP
ME		M. McGuinness ..	R41701	TERROR
ME		G. F. Mason ..	R55239	DUCHESS
ME		T. E. Mathers ..	R55716	MORESBY
ME		R. J. Poole	R57693	MELBOURNE
ME		K. R. Purnell ..	R59229	NIRIMBA

Appendix B

Present State of Training

The first MED course is due to start with 16 candidates on the 18th April, 1966, and the following sailors are undergoing the Direct Entry ERAD course which started on the 10th January, 1966—

A'ERAD2	MM	M. R. Stirling ..	R58467
A'ERAD2	MM	R. I. Munce ..	R64580
ERAD3	FT	T. J. Cashmore ..	R42477
ERAD3	FT	D. L. Rohde ..	R42566

(DMT 351/230/415)

(*Navy Orders 576 and 621 of 1965*)

UNCLASSIFIED

205—Married Quarters—Policy and Instructions for Administration

Navy Order 481 of 1965 is to be amended as follows—

Delete Paragraph 47 and *insert* the following in lieu—

47. **Vacation of Married Quarters**

Members who are required to vacate married quarters as a result of normal postings are expected to do so not later than the date of their new posting. Where a house would otherwise remain unoccupied, Administrative Authorities may grant extension of tenancy at their discretion having regard to the reason for the request. Details of all such approvals are to be reported to the Naval Board.

(DPS 1461/11/45)

(*Navy Order 481 of 1965*)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

206—Training—4.5-in. Mark 6 Series—Turret Drill

The withdrawal of Turret Drill Chutes from HMA ships has necessitated a change in the drill to be carried out to familiarise and work up guns crews in 4.5-in. turrets.

2. Drill as detailed below is to be carried out in future.

3. Drill books will be amended in due course.

4. **Equipment Required**

4.5-in. Mark 6* Mod. 1 Turret with the following points to be observed—

(*a*) General service pump running.

(*b*) Gun elevation 12 degrees. Elevation servo motor and pump switched "OFF".

(*c*) Rammer gagged.

(*d*) Breech open.

(*e*) Wire strop attached to rammer head.

(*f*) 12 drill cartridges and shell provided in gun bay.

5. **Personnel**

The following personnel are required in addition to the sailors carrying out the drill—

(*a*) Instructor.

(*b*) Sailor stationed above the rammer head to operate the strop attached to rammer head. He is not to take up this position until the elevation servo motor and pump are switched "OFF".

(*c*) Gunbay Crew.

Procedure

6. The instructor stations himself between Nos. 2 and 3 and controls the drill.

7. Hoists are loaded and kept supplied, Gunbay crew operating clear hoist levers for the last 4 rounds.

8. At the order "Broadsides" 2 and 3 load as normal, No. 2 strikes the rammer push (rammer gagged).

9. At the order "Gun Fire—Recoil" sailor at rammer head lifts the rammer head by means of the wire strop and the shell and cartridge slide out onto mats in rear of turret. After the 12 rounds have been used, shell and cartridge are re-supplied to the gunbay.

(DWE 736/259/52)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

207—Aircraft—Ejector Content No. 7—Failures at Proof

(*DCI (RN) 176/1966*)

Information .. .. .. (*a*) Recent proof results of 372015 Ejector Content No. 7 of Lot Nos. 11 and 13, have indicated an unacceptable percentage of failures on account of blinds and non-ignitions.

(*b*) It has therefore been decided that ejectors of these lots are to be restricted pending results of investigations being carried out by the design authority.

Action by HMA ships and air stations Total stocks of 372015 Ejector Content No. 7 of Lot Nos. 11 and 13 are to be returned to the nearest RAN armament depot at the first opportunity and replacements demanded in lieu.

Action by RAN armament depots Separate instructions have been issued by CL (Air).

(DAS 727/60/74)

UNCLASSIFIED

208—Ammunition—Cartridges Signal 1½-in.—Extension of Life

Item .. .. .. 36504013 Cartridge Signal 1½-in. Brown Smoke Puff Mark 3T or 4T.

Life Extension .. .. The storage life of these cartridges is extended from nine years to ten years. This extension is approved as a temporary measure only.

ACNB 038F of March, 1966, is hereby cancelled.

(DAS 711/51/126)

UNCLASSIFIED

209—Guided Weapons Surface Launched—Motors—Propellant Records

The instructions contained in Chapter II of BR 862 (NMER) are applicable to propellant motors for surface launched guided missiles (whether assembled to missiles or not) except as provided for in this order. The motors concerned are—

IKARA .. .. Murawa.
SEACAT .. .. Sealyham.

2. **Temperatures Exceeding 70° F (Murawa) and 80° F (Sealyham)**

These motors have a much longer life at 70° F and 80° F respectively than at 90° F and logistic problems are greatly eased if storage temperatures are kept below these figures and penalties assessed on temperatures above these figures. This navy order is to be noted in Chapter II of NMER pending formal amendment.

3. Reporting in accordance with Article 1115 is to be on Form AS 1147a, amended locally to the following format—

Report on Surface Launched GW Motors, Stored in Temperatures Exceeding 70° F (Murawa) or 80° F (Sealyham)

Magazine	*Type of Motor*	*Serial No.*	*No. of Motors*	*Date Recd. on Board*	*No. of Weeks in which Average Max. Daily Temp. Lay in the Range*							
					70.1–75° F (*a*)	*75.1–80° F* (*a*)	*80.1–85° F*	*85.1–90° F*	*90.1–95° F*	*95.1–100° F*	*100.1–105° F*	*105.1–110° F*

(*a*) To be completed in respect of Murawa Motors only.

4. Guided missile motors should not be shown on the same Form AS 1147a as other propellant.

5. **Abnormally High Temperatures**—When stowage temperatures exceeding 110° F are experienced, reports are to be rendered in accordance with Article 1116 (i.e., as required for temperatures exceeding 120° F for other propellant).

6. **Use of Serial Number Instead of Lot Numbers**—In this type of motor the "lot" has much less significance than with gun propellant, e.g., matching for ballistic purposes is not essential. Each motor is given a serial number and a record is kept on the log book part sheet of the history of each motor. For these reasons Murawa and Sealyham motors are not marked with a propellant lot number, nor is this number recorded on the part sheet. It is important therefore that propellant records should show the serial numbers of the motors concerned. This also applies to Forms AS 1147a which are to show motor serial numbers and not propellant lot numbers.

7. **Penalties**—On receipt of Forms AS 1147a, penalties will be calculated by Chief Inspector of Naval Ordnance in accordance with the following points tables which are not applicable to other than Murawa and Sealyham motors—

Murawa

Penalty for Week Stored in the Range

70.1–75° F	*75.1–80° F*	*80.1–85° F*	*85.1–90° F*	*90.1–95° F*	*95.1–100° F*	*100.1–105° F*	*105.1–110° F*	*110.1–115° F*	*115.1–120° F*	*120.1–125° F*
0.2 week	0.7 week	1.3 week	2.2 weeks	3.3 weeks	4.8 weeks	6.9 weeks	9.4 weeks	13 weeks	17.7 weeks	24.3 weeks

Sealyham

Penalty for Week Stored in the Range

80.1–85° F	*85.1–90° F*	*90.1–95° F*	*95.1–100° F*	*100.1–105° F*	*105.1–110° F*	*110.1–115° F*	*115.1–120° F*
0.5 week	1.0 week	1.8 week	3.0 weeks	4.5 weeks	6.5 weeks	10.0 weeks	15.0 weeks

8. Reductions in life allocated to motors as a result of penalties incurred will be notified to HMA ships or depots concerned by Director of Armament Supply. The withdrawal date of the motor as shown on the part sheet for motor in the Missile Log Book is to be amended accordingly quoting the authority.

9. **Withdrawal of Overage Motors**—Motors will be withdrawn from service by Navy Order in the normal manner for propellants. Commanding Officers of HMA ships and Officers-in-Charge of RAN armament depots are, however, to arrange periodical examination of Missile Log Books to ensure that missiles containing overage motors do not continue in service. Any missile due for withdrawal must not be fired and should be landed at the first opportunity at RAN armament depot, Sydney.

10. **Demanding and Returning Propellant**—The use of Forms S 1424 (0.130) is not applicable to transactions in guided missiles.

(DAS 740/52/169)

RESTRICTED

210—Gun Mountings—4.5-in. Mark 6 Series Mountings—Recovery Performance

Navy Order 138 of 1966 is to be amended as follows—

Paragraphs 8 and 12—*Delete* all reference to " ft. " and *insert* " min. "

(DWE 736/259/75)

(Navy Order 138 of 1966)

UNCLASSIFIED

211—Naval Stores (Accounting)—Anchor and Chain Cable Equipment

Anchor and chain cable equipment in HMA ships for anchoring, mooring and towing purposes is to be classified as Portable Fittings instead of as Sea Stores. The items concerned are to be transferred from the Naval Store Account to the Boatswain's List of Equipment, etc., in the manner detailed in ABR 4, Article 1812 (1) (*e*).

2. Items falling into the following categories will continue to be dealt with as Sea Stores—

(*a*) Anchors and associated equipment for boats.

(*b*) Shackles, stoppers, etc., carried as spares.

(DNAS 505/74/186)

UNCLASSIFIED

212—Naval Stores—Applications for Increases in Allowances of Naval Stores, Including Spare Gear—Forms AS 130

In order to accelerate the processing of requests for increases in allowances of stores, it has been decided that, in future, Section B of Forms AS 130 requiring Naval Board approval should be addressed as follows—

(i) Superintending Naval and Air Store Officer, Sydney.

(ii) Secretary, Department of Navy.

2. An exception to the above is that Forms AS 130 for items authorised to be purchased locally at certain establishments should be addressed direct to Navy Office. In these cases the estimated cost is to be inserted on the Form AS 130.

3. ABR 4 Chapter 3 will be amended.

(DNAS 400/51/211)

UNCLASSIFIED

213—Naval Stores (Electrical)—Changes of Accounting Classification

It has been decided to amend the accounting classifications as shown in the RAN Supplement to BR 810, of the following items of stores.

2. Ships and commissioned establishments should amend accounts in accordance with ABR 4, Article 1812. The RAN Supplement to BR 810 should also be amended.

Items Shown as Permanent to be Re-classified as Consumable

Group Class	*Catalogue No.*	*Description*
0555	L 13131	Bar selector
	L 13142	Plate holder
	L 13144	Plate holder
	L 13152	Box
	L 16946	Clutch assembly
	L 16984	Cord patching
	L 16985	Cord patching
	L 16986	Cord patching
	L 17006	Core
	L 23924	Clutch gear
	L 29380	Magnet
	L 31757	Spring, plate
	L 44172	Wiper assembly shaft
	L 44187	Spools
0557	L 10016	Bearing assembly rear
	L 11253	Cases
	L 15261	Cases
	L 15264	Cases
	L 15263	Cases
	L 15964	Counter veeder
	L 23311	Glasses
0611	L 10446	Tray assembly
	L 10464	Delay line assembly
	L 11125	Aerial whip
	L 11133	Arrestor
	L 13393	Buzzer
	L 15318	Card wiper assembly
	L 17442	Case carrying
	L 21946	Differential assembly
	L 21954	Dial
	L 21962	Damper
	L 22921	Filters
	L 22922	Filters
	L 24148	Goniometers
	L 24149	Goniometers
	L 24150	Goniometers
	L 24151	Goniometers
	L 24152	Goniometers
	L 24153	Goniometers
	L 24154	Goniometers
	L 24155	Goniometers

Group Class	Catalogue No.	Description
0611—*continued*	L 24156	Goniometers
	L 24157	Goniometers
	L 24158	Goniometers
	L 24159	Goniometers
	L 24160	Goniometers
	L 24161	Goniometers
	L 24162	Goniometers
	L 24163	Goniometers
	L 24164	Goniometers
	L 24165	Goniometers
	L 24930	Heater panel
	L 25164	Insulator
	L 28543	Lead
	L 29924	Coil
	L 31288	Plate
	L 31823	Probes
	L 31897	Panel
	L 31898	Panel
	L 31902	Pawl
	L 33743	Rectifier
	L 33740	Regulator
	L 42614	Conversion parts
	L 44561	Selector shaft
	L 45976	Insulator tray
	L 45977	Insulator tray
	L 46925	Track assembly
	L 46944	Terminal block
	L 47645	Heater unit
	L 48527	Panel
	L 48526	Panel
	L 48535	Vernier spring
0621	L 48578	Valve
	L 48786	Valve
	L 48835	Valve
	L 48859	Valve
0623	L 11025	Aerial loop
	L 11035	Crystal control
	L 11067	Mixer plate coil
	L 11069	Transformer
	L 11070	Crystal filter assembly
	L 11071	Transformer
	L 11072	Oscillator
	L 11074	Oscillator
	L 11086	Oscillator
	L 11087	Oscillator
	L 11088	Oscillator
	L 11089	Oscillator
	L 11090	Oscillator
	L 11091	Oscillator
	L 21934	Delay line

Group Class	Catalogue No.	Description
0623—*continued*	L 28486	Amplifier line delay
	L 29322	Motor Band change
	L 31693	Pulse Blanking
	L 43921	Shaft
	L 43922	Shaft
	L 43923	Shaft
	L 43924	Shaft
	L 43925	Shaft
	L 46646	Transformer
0627	L 15233	Coil
	L 15234	Coil
	L 15235	Coil
	L 47002	Transformer
	L 47004	Transformer
	L 47006	Transformer
	L 47007	Transformer
	L 47008	Transformer
	L 47009	Transformer
	L 47010	Transformer
	L 47043	Transformer
	L 47046	Transformer
	L 47047	Transformer
	L 47048	Transformer
	L 47049	Transformer
	L 47050	Transformer
	L 47051	Transformer
	L 47052	Transformer
	L 47058	Transformer
	L 47059	Transformer
	L 47060	Transformer
	L 47061	Transformer
	L 47063	Transformer
	L 47064	Transformer
	L 47065	Transformer
	L 47066	Transformer
	L 47067	Transformer
	L 47068	Transformer
	L 47070	Transformer
	L 47071	Transformer
	L 47072	Transformer
	L 47073	Transformer
	L 47074	Transformer
	L 47078	Transformer
	L 47080	Transformer
	L 47091	Transformer
0628	L 33186	Reflector
	L 42604	Aduator
0634	L 22956	Filter
	L 22957	Filter
	L 22958	Filter

Group Class	Catalogue No.	Description
0634—*continued*	L 22969	Filter
	L 22970	Filter
	L 22971	Filter
	L 22972	Filter
	L 22973	Filter
	L 22974	Filter
	L 22975	Filter
	L 22976	Filter
	L 22977	Filter
	L 22978	Filter
	L 22979	Filter
	L 22980	Filter
	L 22981	Filter
	L 22982	Filter
	L 22983	Filter
	L 22984	Filter
	L 22985	Filter
	L 22986	Filter
	L 22987	Filter
	L 22988	Filter
	L 22989	Filter
	L 22990	Filter
	L 22991	Filter
	L 23046	Filter
	L 23047	Filter
	L 23048	Filter
	L 23049	Filter
	L 23050	Filter
	L 23051	Filter
	L 23052	Filter
	L 23053	Filter
	L 23054	Filter
	L 23055	Filter
	L 23056	Filter
	L 23058	Filter
	L 23059	Filter
	L 23060	Filter
	L 23061	Filter
	L 38014	Relay
	L 38046	Relay
	L 38105	Relay
	L 38109	Relay
	L 38115	Relay
	L 38170	Relay
	L 38172	Relay
	L 38173	Relay
	L 38330	Relay
	L 38331	Relay
	L 38333	Relay
	L 38335	Relay
	L 38337	Relay
	L 38422	Relay
	L 38476	Relay

Group Class	Catalogue No.	Description
0634—*continued*	L 38485	Relay
	L 38507	Relay
	L 38521	Relay
	L 38523	Contactor
	L 38537	Contactor
0635	L 15867	Connector
	L 21808	Drawing
	L 22992	Board
	L 24667	Handle
	L 24670	Handwheel
	L 24671	Head erase
	L 24672	Head erase
	L 24674	Head play back
	L 24673	Head play back
	L 24675	Head recording
	L 24677	Head play back
	L 26898	Kit modification
	L 26899	Kit modification
	L 28328	Loading capacity
	L 28330	Loop pick-up
	L 47675	Resonant unit
	L 47676	Resonant unit
	L 47677	Resonant unit
	L 47678	Resonant unit
	L 47679	Resonant unit
	L 47680	Resonant unit
	L 47681	Resonant unit
	L 47682	Resonant unit
	L 47683	Resonant unit

Items Shown as Consumable to be Re-classified as Permanent

Group Class	Catalogue No.	Description
0555	L 10934	Tape reel assembly
0568	L 44958	Tooling, mould
0611	L 11132	Air warmer
0623	L 11052	Armature
	L 17120	Coil antenna
	L 17141	Motor
	L 17233	Cable, Interconnector
	L 17257	Cabinet
	L 17258	Cabinet
	L 17259	Cabinet
	L 23177	Filter
	L 26678	Joint
	L 29321	Mounting
	L 33592	Reactor
	L 33603	Relay
	L 46633	Transformer

Group Class	Catalogue No.	Description
0623—*continued*	L 46652	Transformer
	L 46654	Transformer
	L 46655	Trainer
	L 46658	Transformer
	L 46670	Transformer
	L 46671	Transformer
	L 46675	Transformer
	L 49749	Waveguide
0627	L 15804	Coil
	L 15805	Coil
	L 15806	Coil
	L 15807	Coil
	L 15808	Coil
	L 45909	Transformer
	L 45923	Transformer
	L 45924	Transformer
	L 46079	Transformer
	L 46152	Transformer
	L 46156	Transformer
	L 46161	Transformer
	L 46162	Transformer
	L 46164	Transformer
	L 46191	Transformer
	L 46192	Transformer
	L 46321	Transformer
	L 46366	Transformer
	L 46367	Transformer
	L 46373	Transformer
	L 46394	Transformer
	L 46457	Transformer
	L 46498	Transformer
	L 46502	Transformer
0631	L 19114	Capacitor
	L 19195	Capacitor
	L 19264	Capacitor
0632	L 34566	Resistor
	L 34567	Resistor
	L 34568	Resistor
0634	L 38117	Relay
0635	L 10585	Tuning drive line assembly
	L 12945	Block
	L 12962	Box
	L 13105	Box
	L 15421	Cable extension
	L 15428	Caps mast
	L 15434	Cases
	L 15435	Cases
	L 15946	Contactor

Group Class	Catalogue No.	Description
0635—*continued*	L 16042	Coil switch assembly
	L 29871	Oscillator, Crystal
	L 42720	Aerial
	L 42721	Aerial
	L 47671	Uniselector
	L 47684	Tuning unit
	L 47828	Control, Automatic

(DNAS 501/56/190)

UNCLASSIFIED

214—Naval Stores (Electrical)—Group Class 6530 Sterilizers for Medical and Dental Purposes

Following investigations it has been decided to introduce into service the DSL (Minor) pressure sterilizer Model MREC 6514 to replace existing sterilizers in use.

2. Allowances of the new equipment are detailed in the appendix hereto and the item is to be identified as follows—

Group Class	Catalogue No.	Description	Acctg. Classn.
6530	66-019-6403	Sterilizer, Surgical Equipment (200-250V A/C)	Permanent
6530	66-023-2957	Sterilizer, Surgical Equipment (200 250V A/C Dental)	Permanent
6530	66-023-2958	Sterilizer, Surgical Equipment (220V-D/C)	Permanent
6530	66-023-2956	Sterilizer, Surgical Equipment (220V-D/C Dental)	Permanent
6530	66-023-2959	Sterilizer, Surgical Equipment (115V A/C 60 C/S)	Permanent
6530	66-023-2955	Sterilizer, Surgical Equipment (115V A/C Dental)	Permanent

3. All sterilizers allowed for dental use will be fitted with an additional element for drying purposes after sterilization.

4. Issue will be effected by SNSO, Sydney, without demand when stocks become available.

5. If required 1 No. of the superseded sterilizer may be retained by each ship and establishment as a reserve unit. The balance should be returned to SNSO, Sydney.

Appendix

Allowances of New Equipment

Ship Establishment	*Medical*	*Dental*
MELBOURNE	1 No.	2 No.
SYDNEY	1 No.	1 No.
VAMPIRE	1 No.	—
VENDETTA	1 No.	—
DUCHESS	1 No.	—
PARRAMATTA	1 No.	—
YARRA	1 No.	—
SUPPLY	1 No.	—
DIAMANTINA	1 No.	—
QUEENBOROUGH	1 No.	—
STUART	1 No.	—
DERWENT	1 No.	—
MORESBY	1 No.	—
ANZAC	1 No.	—
PERTH	1 No.	—
HOBART	1 No.	—
BRISBANE	1 No.	—
CERBERUS	10 No.	4 No.
PENGUIN	10 No.	1 No.
TARANGAU	1 No.	1 No.
ALBATROSS	1 No.	1 No.
KUTTABUL	2 No.	2 No.
CRESWELL	1 No.	1 No.
LEEUWIN	1 No.	2 No.
NIRIMBA	1 No.	2 No.
WATSON	1 No.	1 No.
HARMAN	1 No.	1 No.
MELVILLE	1 No.	—
GMWD	1 No.	—
RUSHCUTTER	1 No.	—
LONSDALE	1 No.	1 No.
ENCOUNTER	1 No.	—
MORETON	1 No.	—
HUON	1 No.	—

(DNAS 519/78/43)

UNCLASSIFIED

215—Naval Stores—Lists of Equipment, Etc.—Reports of Survey

Reports of survey forwarded to support a recent proposal for disposal of a large range of machine tools were incomplete and even after lengthy investigation it was still not possible to ascertain certain information which was needed to enable proper assessment to be made and to furnish a complete submission to competent authority. The information not available included date of supply, value when new, and reason for survey including an indication as to whether the items were obsolete.

2. Attention of all concerned is to be drawn to the need for the completion of Forms AD 3004 in conformity with ABR 4, Article 1011.

3. It is appreciated that certain lists of equipment prepared in the past do not contain all required information and separate action has been taken to correct this situation in the future. Navy Order 158 of 1966 refers. In the meantime, however, it is important that Forms AD 3004 be completed in conformity with ABR 4, Article 1011 (3). Where the required details are not recorded in the list of equipment, estimates should be furnished with supporting remarks as necessary as to any assumptions or deductions made.

(DNAS 1100/58/54)

(Navy Order 158 of 1966)

UNCLASSIFIED

216—Portable Electrical Test Equipment

Records indicate that damage to portable electrical test equipment is unacceptably high. The attention of all personnel is to be drawn to this disturbing fact, and every effort is to be made to prevent such damage.

2. Test equipment currently provided is considerably more sophisticated, complex and expensive than previously, it is therefore of the utmost importance that maintenance personnel are fully familiar with the operation of their test equipment, and are made aware of precautions to be observed when transporting it, particularly on board ship.

3. Equipment supplied in carrying cases with attached shoulder straps are to be transported with the straps over the shoulder, and the instrument held, to prevent accidental impact with a fixed obstruction or object. A quarterly visual examination of leather straps and carrying cases is to be made, and personnel are to be instructed to inspect same on each occasion prior to using, particularly when the instrument is required to be transported around the ship, or taken aloft.

4. Technical officers concerned are to ensure that suitable instructions in the care, handling and use of test equipment are incorporated in departmental orders. Where appropriate, officers are to make specific recommendations for improvements to leather straps, carrying cases, etc.

(DWE 400/60/90)

UNCLASSIFIED

217—Sales of Stores—Charges

The authorised rates for the sale of stores are listed below—

(*a*) Departments in Defence Group (Defence, Army, Air and Supply)	Cost
(*b*) Other Commonwealth Departments	Cost plus 15%
(*c*) MOD (Navy) and New Zealand Navy	Cost plus 20%
(*d*) State Governments and other Administrations (including foreign Governments)	Cost plus 20%
(*e*) Commercial and private interests	Cost plus 25%

provided that in respect of (*d*) and (*e*) above the rates are not to be less than the ruling commercial rate.

2. For the above purposes "cost" means "into store" cost and is to be assessed as follows—

(a) Fixed issuing price list or special issuing price list where these have been adopted, e.g., victualling stores.

(b) Stores purchased locally—latest purchase price.

(c) Stores manufactured in naval establishments—manufactured cost including applicable overhead percentage.

(d) Stores purchased overseas—all charges up to delivery in Australia. In cases where BR 810 (The Rate Book for Naval Stores) or overseas invoices are used the approved percentage to cover freight, exchange, etc., is to be added to obtain the into store cost.

(e) Stores held at Manus or Darwin or in HMA ships in adjacent waters or outside the Australia Station—all additional charges covering freight and handling.

(f) If for any reason prices are not available at a particular office or establishment, application should be made to Flag Officer-in-Charge, East Australia Area to supply prices. Prices advised will be the "into store cost" and it will be the responsibility of the office or establishment concerned to calculate the on costs prescribed in Paragraph 1 and the extra charges set out in Paragraphs 4 and 7 of this order.

3. Authorised rates for sale of oil fuel (i.e., furnace and automotive diesel) at points of issue will be notified from time to time by the Naval Board.

4. Extra charges to be met by the purchaser are—

(a) Cost of special packages and containers;

(b) Freight, lighterage and handling charges specially incurred from store to delivery point;

(c) Any other extraneous expenditure specially incurred.

5. Except in the case of issues from HMA ships and commissioned shore establishments (in which case claims are raised at Navy Office) claims for stores sold are to be raised locally.

6. Attention is drawn to Navy Accounts Manual, Articles 21, 61, 62 and 159A regarding the approving authority before a sale can be made and requirements regarding prepayment or the lodging of a bank guarantee when a sale is made to commercial or private interests.

7. Treasury Directions 32/39–43 with regard to customs duty, sales tax, etc., are also applicable where stores are sold to organisations other than departments and authorities entitled to immunity from indirect taxation.

(DNA 201/58/5)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

218—Wrapping of Parcels—Procedure

Some of the official matter being sent through the post is inadequately wrapped, with the result that damage in transit is occurring. In some cases which have come to notice, the contents of the damaged articles have included classified matter.

2. In future all parcles intended for despatch through the post are to be wrapped in accordance with the following procedure—

(a) *Wrapping of Parcels Containing Unclassified Material—Procedure*

(i) The books, papers, pamphlets or other items are to be first stacked into a suitable single bundle, depending on the items.

(ii) The bundle is to be tied with medium string (Cat. No. 4020–660–11–9643), in order to retain the shape.

(iii) Corrugated cardboard (Cat. No. 0462/4648, supplied in rolls 42 inches wide) is then to be wrapped around the longest dimension of the bundle, the cardboard being cut to the required size. After wrapping, the cardboard should be held in place by 2-in. wide gummed paper tape (Cat. No. 0462/4630) Cellulose tape should not be used for this purpose. When a bundle of items is of sufficient depth, pieces of corrugated cardboard should be cut to cover the ends of the bundle and also held in place by gummed paper tape (Cat. No. 0462/4630).

(iv) On larger parcels, the corrugated cardboard should also be tied with medium string (Cat. No. 4020–660–11–9643).

(v) The parcel is then to be wrapped in at least two thicknesses of brown paper (Cat. No. 8135–66–014–0868 61-lb.) and the ends and joints sealed with 2-in. wide gummed paper tape (Cat. No. 0462/4630).

(vi) The parcel is then to be securely tied with heavy string (Cat. No. 4020–66–012–1538).

(vii) A typed address slip is then to be glued to the parcel.

(b) *Wrapping of Parcels Containing Classified Material—Procedure*

(i) Procedures (i) to (vi) above are to be observed including the attachment of an address slip. The ends and joins should not, however, be sealed with gummed tape.

(ii) The parcel is to be security sealed and the security classification endorsed thereon.

(iii) The parcel is then to be wrapped again in two thicknesses of brown paper (Cat. No. 8135–66–014–0868 61-lb.), the ends and joins being sealed with 2-in. wide gummed paper tape and securely tied with heavy string (Cat. No. 4020–66–012–1538).

(iv) Another typed address slip is to be glued to the outer wrapping. No indication of the security classification should be evident on examination of the completed parcel.

3. Where large envelopes are used as covers for matter to be sent through the post, care is to be taken to ensure that the size of the envelope selected is that which will allow the least amount of slack, because movement of the contents inside an envelope is one of the major causes of damage. Where items enclosed in envelopes are bulky or weigh more than about 8 ounces, double envelopes are to be used or the envelope is to be securely tied with string.

4. Navy Orders 810 of 1964 and 48 of 1965 are hereby cancelled.

(CEO (GS) 68/201/19)

(Navy Orders 810 of 1964 and 48 of 1965)

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

ANO 219/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
13th April, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

3613/66.

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

219—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc, During February, 1966

The magazines, pamphlets and amendments to publications, etc, and SC Series contained in the appendix to this order have been distributed to ships and services during February, 1966.

2. Article 2518 of ABR 4 is relevant.

3. Copies of "P" Series Amendments referred to in the appendix to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2518 (7) of ABR 4.

APPENDIX

AMENDMENTS TO BR's, ETC.

BR No.	*Amendment No.*
ABR 27, Vol. 2	Amendment No. 19
BR 70	Cumulative Supplement Corrected to 31.10.65
BR 122 (1)	Recap. Supplement No. 7
BR 125 (1)	Statistical Tables 1965-1966
ACP 127 (c)	Commonwealth Correction No. 1
BR 810, RAN Suppt. Numeric Group 0212	Reprint (Undated)
BR 810, RAN Suppt. Numeric Group 0257	Amendment No. 3
BR 810, RAN Suppt. Numeric Group 0272	Amendment No. 3
BR 810, RAN Suppt. Numeric Group 0274	Amendment No. 3
BR 810, RAN Suppt. Numeric Group 0276	Amendment No. 3
BR 810, RAN Suppt. Numeric Group 0277	Amendment No. 3
BR 810, RAN Suppt. Numeric Group 0473	Amendment No. 5
BR 810, RAN Suppt. Numeric Group 0551	Reprint dated 1.10.65
BR 810, RAN Suppt. Numeric Group 0584	Dated 30.6.65
BR 1334, Class 6505	Amendment No. 19
BR 1334, Class 6510	Amendment No. 20
Australian Handbook of Approved Certificates, Issue No. 2/1964, Vols. 1 and 2	Amendment No. 1 dated June, 1964

AMENDMENTS TO BR's, ETC.—*continued*

BR No.	*Amendment No.*
Australian Handbook of Approved Certificates, Issue No. 2/1964, Vols. 1 and 2	Certificate No. 1203, Issue No. 2
Australian Handbook of Approved Certificates, Issue No. 2/1964, Vols. 1 and 2	Amendment No. 2 dated July, 1964
Australian Handbook of Approved Certificates, Issue No. 2/1964, Vols. 1 and 2	Amendment No. 4 dated June, 1965
NAMAN Vol. 20, N2569-N2572 ..	Dated 30.11.65
NAMAN Vol. 21, N2578-N2581 ..	Dated 31.1.66

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date of Amendment No.*
Aeroplane and Commercial Aviation News	2.12.65
Aeroplane and Commercial Aviation News	9.12.65
Aeroplane and Commercial Aviation News	23.12.65
Aeroplane and Commercial Aviation News	30.12.65
Aeroplane and Commercial Aviation News	6.1.65
Aircraft, Vol. 45, No. 5	February, 1966
The Australian Quarterly, Vol. XXXVII, No. 4	December, 1965
The Communicator, Vol. 17, No. 6 ..	Winter, 1965
Department of Defence Pamphlets Information Bulletin, No. 146	6.12.65
Department of Defence Pamphlets Information Bulletin, No. 149	—
Flight	21.10.65
Flight	2.12.65
Flight	23.12.65
Flight	6.1.66
HMSO List of Government Publications	Issued during September, 1965
International Electronics, Vol. 10, No. 6	December, 1965
International Electronics, Vol. 11, No. 1	January, 1966
Joint Services Recognition Journal, Vol. 20, No. 8	August, 1965
The RN Navy List	Autumn, 1965
Signal, Vol. 20, No. 3	November, 1965
US Naval Communications Bulletin, No. 87, OPNAV 94-P2	December, 1965
US Naval Institute Proceedings, Vol. 91, No. 12	December, 1965
US Naval Institute Proceedings, Vol. 92, No. 1	January, 1966.

AFO "SC" SERIES

BR No.	*"SC" No.*
BR 99	"SC" 14/65 Correction No. 4

AMENDMENTS TO AIR PUBLICATIONS

AP No.	*AL or Leaflet*
116B-0201-1 (Formerly AP 4812A Vol. 1)	AL 2 and 4
1086 Book 3 Part 2 (2nd Edition) ..	AL 185
1086 Book 4 Part 1 (2nd Edition) ..	AL 170
1086 Book 9 (2nd Edition) ..	AL 224
1086 Book 11 (2nd Edition) ..	AL 209
1086 Book 12 Part 2 (2nd Edition) ..	AL 37
1086 Book 15 (2nd Edition) ..	AL 240 and 245
1181 Vol. 2	(AL 209)-B 163
1181D Vols. 1 and 6 Part 1 ..	AL 43
1182 (Naval) Vol. 2	(AL 212)-C 66
	(AL 206)-E 46
	(AL 207)-G 30 (Alt. 1)
	Errata to (AL 207)-G 30 (Alt. 1)
	(AL 207)-G 39 (Alt. 1)
	(AL 210)-G 41
	(AL 211)-G 42
1182 (N) Vol. 4 Part 6	AL 18
1182B Vol. 4 Part 6	AL 35
1275A Vol. 1 Section 16	AL 95
1275A Vol. 2	(AL 224)-Y 14
1275A Vol. 3 Part 1 (N) Book 1 ..	AL 11
1275A Vol. 3 Part 1 (Naval) Book 2 ..	AL 9
1275B Vol. 1 Section 11	AL 63
1275G Vol. 1 (2nd Edition) Part 2 ..	AIL 1/65
	AIL 3/65
	AIL 4/65
	AIL 5/65
	AL 27, 29 and 30
1275T Vol. 1 Section 6	AIL 1/65
	AL 13
1275T Vol. 2	(AL 38)-F 2
	(AL 40)-F 3
1355F Vol. 1 (2nd Edition) ..	AL 2, 3 and 4
1374B Vol. 2	(AL 78)-A 14
1464D Vol. 2	22-(AL 2 inc.)
1464G Vol. 2	109-(AL 1)
1469Q Vol. 2	(AL 62)-N 3 (Alt 1)
	(AL 60)-N 5
	(AL 61)-N 6
1641P Vol. 1 (2nd Edition) Parts 1 and 3	AL 22, 23 and 24
1641P Vol. 1 Part 2 and Vol. 5 ..	AL 64
1661 Vol. 2 Part 1	B 39
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1661E Vol. 1 (2nd Edition) ..	AL 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144 and 145
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1664A (2nd Edition) Vol. 1 Book 1 ..	AL 55
1664A Vol. 2	A 213
	B 18
	C 10
1664A (2nd Edition) Vol. 2 Part 3 Book 1	AL 80
1803 Vol. 2 Part 1	U 76
	V 71
	V 72
2234E Vol. 2	(AL 59)-D 4
2240A Vol. 2	No. 164
2276F Vol. 1	AL 4
2306M Vol. 2	(AL 14)-B 11
	(AL 16)-B 13
2487A and B Vol. 2	(AL 9)-B 8
	(AL 10)-B 9
	(AL 12)-B 11
2528P Vol. 2	(AL 182)-B 60 (Alt. 1 incorp.)
	(AL 180)-B 130 (Alt. 1)
	(AL 179)-B 132
	(AL 181)-B 133
2530M Vol. 2	(AL 24)-B 15 (Alt. 1 incorp.)
	(AL 23)-B 18
	(AL 25)-B 19
2530M Vol. 3 (2nd Edition) ..	AL 3
2531A and C Vol. 2	(AL 83)-B 68 (Alt. 1)
	(AL 82)-B 70
2531B Vol. 2	(AL 54)-B 46
2531J Vol. 1	AL 39
2531J Vol. 2	(AL 189)-A 4 (Alt. 2 incorp.)
	(AL 182)-B 54
	(AL 179)-B 118
	(AL 180)-B 119
	(AL 181)-B 120
	(AL 183)-B 121
	(AL 184)-B 122
	(AL 185)-B 123
	(AL 186)-B 124
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	(AL 193)-B 130
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2531S Vol. 2	(AL 25)-B 15

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2533K Vol. 2	(AL 16)-B 6 (Alt. 1 incorp.)
2534N Vol. 2	(AL 103)-B 29 (Alt. 3 incorp.)
	(AL 100)-B 61 (Alt. 1 incorp.)
	(AL 105)-B 66 (Alt. 1)
	(AL 101)-B 67 (Alt. 1)
	(AL 104)-B 68 (Alt. 1 incorp.)
	(AL 107)-B 70
2537F Vol. 2	(AL 4)-B 2
2802A (2nd Edition) Vol. 1 Parts 1 and 3	AL 76 and 77
2887N Vol. 2	(AL 104)-B 46 (Alt. 3)
	(AL 95)-B 54 (Alt. 1)
	(AL 99)-B 60
	(AL 101)-B 62
	(AL 103)-B 64
	(AL 105)-B 65
2887N Vol. 5 Part 6 (N) Issue 1 (Office Copies)	AL 5
2892F Vol. 2	(AL 130)-B 100 (Alt. 3 incorp.)
3042 Book 4	AL 22
3280A	AL 32
AVP 4089D	D 454 (Issue 5)
AVP 4089E	E 183 (Issue 2)
4099J Vol. 3 Part 2	AL 60 and 61
4117B Vols. 1 and 6 Book 1 ..	AL 25
4288 (N) Vol. 1 Parts 1 and 2 ..	AIL 3/65
	AL 113
4288 Vol. 2	(AL 943)-B 496
	(AL 945)-B 600 (Alt. 1)
4288A Vol. 1	AIL 1/65
	AIL 2/65
	AL 41
4288A Vol. 5	AL 18, 19 and 20
4288D Vol. 5	AL 16
4306A	AL 61
4340 Vol. 1 Book 1	AL 44
4340 Vol. 2	(AL 69)-B 28
	(AL 71)-B 29
	(AL 68)-B 13
4343 Vol. 1	AL 215
4343 Vol. 2	(AL 20)-B 1
4343A Vol. 1	AL 151 and 152
4343A Vol. 3 Part 1 (N)	AL 9
4343A Vol. 5 Part 6 (N) Issue 1 ..	AL 16

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4343B Vol. 1 Book 3	AL 91
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	(AL 274)-P 28 (Alt. 1. incorp.)
	(AL 278)-P 28 (Alt. 2 incorp.)
	(AL 275)-P 31 (Alt. 3 incorp.)
	(AL 279)-Q 16 (Alt. 1)
4343B Vol. 3 Part 1 (N)	AL 12 and 13
4343B Vol. 6	AL 50
4343C Vol. 1 Book 2	AL 166, 167, 168 and 169
4343C Vol. 2	(AL 120)-B 6
4343D Vol. 1 Book 2	AL 69 and 70
4343D Vol. 6 Book 2	AL 129 and Corrigenda
4343G Vol. 2	(AL 19)-G 1
4343K Vol. 1	AL 31
4343S Vol. 1 Book 4	AL 159
4343X Vol. 2	(AL 177)-E 14 (Alt. 2)
	(AL 176)-T 25
4343Z Vol. 1	AL 2
4360C-PN (2nd Edition)	AL (RAN) 6
4361G Vol. 1	AL 62
4361G Vol. 2	(AL 211)-D 11
	(AL 212)-G 33 (Alt. 1)
4411A Vol. 2	(AL 29)-B 24
	(AL 30)-B 25
4471A Vol. 1 Part 1	AL 144
4471A Vol. 1 Part 2 Book 1 ..	AL 180, 181, 182, 183 and 184
4487D, E and F Vol. 5 (N) Book 1 ..	AL 8 and 9
4487D, E and F Vol. 5 (N) Book 2 ..	AL 16
4511 Vols. 1 and 6 Book 3	AL 100
4515B Vol. 3 Part 1 Section 2 Chapter 25	AL 3
4578 Vol. 2	(AL 4)-B 2
4597B Vol. 2	(AL 69)-F 8
	(AL 70)-G 23
	(AL 71)-G 24
	(AL 72)-G 25
4685 Vol. 1 Parts 1 and 2 Sections 1 and 2	AIL 1/65
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4685 Vol. 1 Part 2 Section 3 ..	AL 91
4685 Vol. 1 Part 2 Section 4 ..	AL 78
4685 Vol. 1 Part 2 Section 5 ..	AL 81
4685 Vol. 3 Part 1 (Naval) ..	AL 8
4685T Vol. 1 Section 1	AL 75 and 76
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4723A Vol. 2	(AL 184)-B 4
	(AL 186)-B 5
	(AL 185)-J 35
4723A Vol. 4 Part 12 (N)	AL 4
4723A Vol. 5 Part 10 Issue 2 (Naval)	AL 6
4723A Vol. 5 (Naval) Issue 1 Book 1	AL 15

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4723A Vol. 5 (N) Issue 1 Book 2 ..	AL 12 and 13
4737A Vol. 2	(AL 7)-B 3
	(AL 6)-E 1
4758A and B Vol. 2	(AL 43)-G 7
	(AL 41)-K 3
	(AL 40)-M 1
4776	AL 16 and 20
4780A-GHN	AL 5
4792A Vols. 1 and 6	AL 28
4822B Vol. 1 Part 1	AL 10, 11 and 12
4822B Vol. 1 Part 2 Section 2 ..	AL 6
4883 Vol. 1	AL 6
AP (N) 1024 Vol. 4 Part 6 Issue 2 ..	AIL (RAN) 3
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	AIL (RAN) 18
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AP (RAN) 8 Vol. 1 Book 2 ..	AL 16
AP (RAN) 8 Vol. 1 Book 4 ..	AL 7
AP (RAN) 8 Vol. 1 Book 5 ..	AL 7 and 8
AP (RAN) 8 Vol. 1 Book 8 ..	AIL (RAN) 1
	AL 11
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	AIL (RAN) 53
	AL 1, 16 and 21
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AP (RAN) 8 Vol. 3 Part 2	AL 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28 and 29
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AP (RAN) 8 Vol. 5 F/S Book 3 ..	AL 7
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	AL 45
AP (RAN) 8 Vol. 6 Part 3	AIL (RAN) 13
	AIL (RAN) 14
	AIL (RAN) 15
	AIL (RAN) 16
	AIL (RAN) 17
	AIL (RAN) 19
	AIL (RAN) 20
	AIL (RAN) 21
	AIL (RAN) 22
	AIL (RAN) 23
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AP (RAN) 21 Vol. 1	AL 4
AP (RAN) 21 Vol. 5	AL 3
AP (RAN) 26 Vol. 5 F/S Book 1 ..	AL 4
AP (RAN) 26 Vol. 5 F/S Book 3 ..	AL 1
AP (RAN) 28 Vols. 1, 3 and 6 Book 1	AL 3
AP (RAN) 30 Book 1	AL 3 (Nov./65) with TM-55-6220-204-40
NAMO MISCELLANEOUS ..	Sea Prince/X 14
Air Clues	October (1965)
AMRA 15	No. I 1 (Issue 2) Revised Oct./65
	No. I 34 (Issue 3) Revised Oct./65
	No. I 36 (Issue 2) Revised Oct./65
	No. I 54 (Issue 4) Revised Oct./65
	No. I 56 (Issue 4) Revised Oct./65
	No. I 86 (Issue 4) Revised Oct./65
	No. I 87 (Issue 5) Revised Oct./65
	No. I 95 (Issue 2) Revised Oct./65
	No. I 144 (Issue 2) Revised Oct./65
	No. I 203 (Issue 2) Revised Oct./65
	No. I 204 (Issue 3) Revised Oct./65
	No. I 208 (Issue 2) Revised Oct./65
	No. I 213 (Issue 3) Revised Oct./65
	No. I 214 (Issue 3) Revised Oct./65
	No. I 215 (Issue 3) Revised Oct./65
	No. I 218 (Issue 3) Revised Oct./65
	No. I 219 (Issue 3) Revised Oct./65
	No. I 224 (Issue 4) Revised Oct./65
	No. I 231 (Issue 2) Revised Oct./65
	No. I 232 (Issue 2) Revised Oct./65
	No. I 233 (Issue 2) Revised Oct./65
	No. I 234 (Issue 2) Revised Oct./65
	No. I 235 (Issue 2) Revised Oct./65
	No. I 236 (Issue 2) Revised Oct./65
	No. I 238 (Issue 4) Revised Oct./65
	No. I 240 (Issue 2) Revised Oct./65
	No. I 241 (Issue 2) Revised Oct./65
	No. I 242 (Issue 2) Revised Oct./65
	No. I 244 (Issue 2) Revised Oct./65
	No. I 256 (Issue 2) Revised Oct./65
	No. I 257 (Issue 2) Revised Oct./65
	No. I 260 (Issue 2) Revised Oct./65
	No. I 261 (Issue 2) Revised Oct./65
	No. I 264 (Issue 3) Revised Oct./65
	No. I 265 (Issue 2) Revised Oct./65
	No. I 267 (Issue 2) Revised Oct./65

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
AMRA 15 Booklet "L" Section ..	AL 11
DCA Aeronautical Information Circular	35/1965 dated 1.12.65
DCA Airways Operation Instructions Vol. 2	AL 7
DCA Aeronautical Information Publication	AGA (AL 53)
	General (AL 56)
	General (AL 57)
DCA Air Navigation Orders Part 40 ..	AL 36
DCA JASAP	AL 15 and 16
ICAO Monthly Bulletins	Vol. XX—No. 8/1965 } Combined
	Vol. XX—No. 9/1965 } Combined
	Vol. XX—No. 10/1965
Sperry Field Service Bulletins ..	No. 547/28/64 (Sept./64)
	No. 547/29/64 (Oct./64)
	No. 547/30/64 (Oct./64)
	No. 547/31/64 (Oct./64)
	No. 547/33/64 (Oct./64)
	No. 547/34/64 (Nov./64)
	No. 547/35/64 (Nov./64)
	No. 547/36/64 (Nov./64)
	No. 547/43/65
	No. 547/44/65
	No. 909/4/63 (May/63)
	No. 909/5/63 (May/63)
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	No. 909/17/64 (Nov./64)
	No. 909/18/64 (Nov./64)
	No. 909/23/65
	Gen./6/65
	Gen./7/65
Standardization Design Memorandum ..	No. 15 (Sect. 4) (Issue 5) dated 10.11.65
	No. 378 (Issue 1) dated 19.10.65
AAP No. 2 GCC Table of Contents (15th Edition)	Sub AL 25 (AL 24342)
AAP No. 2 GCC 3825 (2nd Edition)	Sub AL 2 (AL 24189)
AAP No. 2 GCC 5810 (5th Edition)	Sub AL 2 (AL 24233)
AAP No. 2 GCC 5850 (5th Edition)	Sub AL 2 (AL 24223)
AAP No. 2 GCC 5990 (5th Edition)	Sub AL 4 (AL 24373)
AAP No. 2 GCC 7640 (3rd Edition)	Sub AL 2 (AL 24267)
AAP No. 2 GCC Group D Section 1A (9th Edition)	Sub AL 4 (AL 24260)
AAP No. 2 GCC Group G Section 6C (1st Edition)	Sub AL 3 (AL 23672)
RAAF Crash Critique	No. 79

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AP No.	*AL or Leaflet*
RAAF Notices to Airmen Series "A"	No. 16 (1.8.65 to 31.10.65)
RAAF Special Technical Instructions ..	Armament Misc./Final
	Armament Rocket Projectiles/7
	Atar/39
	Atar/41
	Avon/90
	Caribou/47
	Dakota/71
	Dakota/72
	Electrical/78
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	Iroquois/71
	Radio Airborne/83
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	Vampire/175
	Viper/26
RAAF Summary of Defects Reports ..	Airframes and Misc. Equipment/2/65
RAAF Support Command Publication Orders	No. 40/65 (19.10.65)
	No. 42/65 (2.11.65)
AIR DIAGRAMS	AD 7156/MIN. (Issue 3)
	AD 6318AH/MIN. (Issue 2)
	SR 1960/NB
	SR 2002/NB
	SR 2003/NB
	SR 2012/NB
	SR 2034/NB
	SR 2038/NB
	SR 2040/NB
	SR 2044/NB
	SR 2045/NB
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	SR 2141/NB

(DNAS 465/57/552)

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

ANO 220/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
13th April, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

3612/66.

Section 2
PERSONNEL

RESTRICTED

220—Medical Instructions for Naval Aircrew Personnel

The aim of this order is to detail the procedure and standards to be observed in medical matters relating to aircrew personnel. It is divided into the following sections—

I Medical Flying Categories.
II Medical Examination for Entry.
III Medical Examinations—Sickness—Air Medical Boards after Entry.
IV Medical Documents.
V Medical Standards for Members of Naval Aircrew.
VI Medical Standards for Glider Pilots and Parachutists.
VII General.
VIII Weight for Age and Height.

Section I—Medical Flying Categories

Medical Examinations

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 Defence Council Instructions 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.

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 — full flying duties
2 — limited flying duties, e.g.,
A1 — fit for full flying duties as a pilot
A2 — fit for limited flying duties as a pilot
B1 — fit for flying duties as aircrew other than a pilot
B2 — fit for limited flying duties as aircrew other than a pilot. *See* Paragraph 15.

7. The limitation in flying duties is always to be written in full after a restricted flying category as indicated in Paragraphs 15 and 16.

High Altitude Flying—New Entries

8. All aircrew, starting flying training, will undergo at the first opportunity a High Altitude Indoctrination Course at the RAN School of Air Medicine. This course is to include the following—

(*a*) Practical experience of hypoxic states.

(*b*) Indoctrination in pressure breathing by controlled ascent to 43,000-ft. in the decompression chamber.

(*c*) Ascent to, and sustained level at 30,000-ft. for sixty minutes in the chamber.

(*d*) A demonstration only of the effects of explosive decompression, using static objects in the chamber, is to be given. Under no circumstances is explosive decompression to be demonstrated on human subjects.

(*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.

The date of the course is to be indicated by figures for the relevant year and is to be incorporated in the flying medical category, placed after the numbers 1 or 2 as in Paragraph 6. Failure to pass the HAIC will be denoted by the capital letter F placed after the relevant year. Examples are—

A1/64 Fit for full flying duties as a pilot. Passed High Altitude Indoctrination Course 1964.

A1/64F Fit for full flying duties as a pilot in the low altitude role, i.e., below 30,000-ft. Failed High Altitude Indoctrination Course 1964.

B1/64 Fit for full flying duties other than a pilot. Passed High Altitude Indoctrination Course 1964.

A2/64 Fit for limited flying duties as a pilot (limitation to be qualified). Passed High Altitude Indoctrination Course 1964.

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 yet completed their HAIC they should be categorised A1/- or B1/-.

Prospective Pilots and Observers

10. Prospective pilots and observers will be classified as either having passed or failed for high altitude flying and there will only be these two categories in future. Those who pass will be eligible for any aircrew duties, whereas those who fail can only continue to learn to fly in the low altitude (i.e., less than 30,000-ft.) role.

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A1 — fit for full flying duties as a pilot
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B1 — fit for flying duties as aircrew other than a pilot
B2 — fit for limited flying duties as aircrew other than a pilot. *See* Paragraph 15.

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(*a*) Practical experience of hypoxic states.

(*b*) Indoctrination in pressure breathing by controlled ascent to 43,000-ft. in the decompression chamber. This should only be carried out when recompression chamber facilities are immediately available and is at the discretion of the Senior Medical Officer.

(*d*) A demonstration only of the effects of explosive decompression, using static objects in the chamber, is to be given. Under no circumstances is explosive decompression to be demonstrated on human subjects.

(*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.

The date of the course is to be indicated by figures for the relevant year and is to be incorporated in the flying medical category, placed after the numbers 1 or 2 as in Paragraph 6. Failure to pass the HAIC will be denoted by the capital letter F placed after the relevant year. Examples are—

A1/64 Fit for full flying duties as a pilot. Passed High Altitude Indoctrination Course 1964.

A1/64F Fit for full flying duties as a pilot in the low altitude role, i.e., below 30,000-ft. Failed High Altitude Indoctrination Course 1964.

B1/64 Fit for full flying duties other than a pilot. Passed High Altitude Indoctrination Course 1964.

A2/64 Fit for limited flying duties as a pilot (limitation to be qualified). Passed High Altitude Indoctrination Course 1964.

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 yet completed their HAIC they should be categorised A1/- or B1/-.

Prospective Pilots and Observers

10. Prospective pilots and observers will be classified as either having passed or failed for high altitude flying and there will only be these two categories in future. Those who pass will be eligible for any aircrew duties, whereas those who fail can only continue to learn to fly in the low altitude (i.e., less than 30,000-ft.) role.

Experienced Aircrew

11. There will be no subsequent High Altitude Indoctrination Course, and consequently no more pilots or observers who have been trained and employed in the high altitude role will need to be transferred to low flying aircraft or helicopters for medical decompression sickness reasons.

Age Limitation on High Altitude Flying

12. No pilot or observer over the age of 40 will be permitted to fly at more than 30,000-ft. except as a passenger in transport types. This limitation will become automatically effective. When it is executively desirable for senior aircrew to continue flying at high altitude, such officers are to be referred to an Air Medical Board for consideration and possible special dispensation.

Review Procedure

13. Experienced aircrew who have undergone a High Altitude Indoctrination Course within the last two years and who have been medically downgraded as a result, may appeal to the Medical Director-General through their Commanding Officer to have their case reviewed, subject to the following provisions—

(*a*) That there is an executive need for them to fly at high altitudes.

(*b*) That they are under the age of 35.

(*c*) That they are not more than 20 per cent. over their correct weight.

Low Altitude Aircrew

14. Low altitude aircrew who are not normally subjected to High Altitude Indoctrination Course on entry to aviation are to subscribe to the rules in Paragraph 30 and to undergo a full High Altitude Indoctrination Course should they be subsequently required to fly in a changed role.

Degree of Unfitness or Limitations to Fitness

15. 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/64 .. A pilot who passed HAIC in 1964, now temporarily grounded.

Bp/64 .. An observer who passed HAIC in 1964, now permanently grounded.

A2h/64 .. A pilot who passed HAIC in 1964, limited to home duties only.

At/- .. A pilot who has not completed HAIC and is temporarily grounded.

Other Limitations—Temporary Only

16. 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 flight 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*) Daylight flying only.

17. Pilots should not fly helicopters while limited to flying duties involving little mental or physical strain.

18. 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.—" A1/62 (with corrected spectacles) ".

Section II—Medical Examination for Entry

19. Candidates for aircrew who are found to be suitable on psychological grounds are to undergo a medical examination by a Naval Medical Officer nominated by the Medical Director-General. The result of this examination, which is to include an audiometric assessment, is to be recorded on Form AF Med. 1. The medical history is to be recorded on Form AF Med. 1A.

20. If the candidate is recommended for aircrew by the Selection Board, arrangements are to be made for the candidate to be referred to the Eye and ENT Specialists. The result of the Eye Specialists's examination, which is to include a refraction test, is to be recorded on Form AF Med. 1B. The result of the ENT Specialists's examination is to be recorded on Form AF Med. 1C, and where an audiometric assessment is considered desirable the result is to be recorded on Form AM 5. Each specialist is to state whether the candidate is fit or unfit for aircrew.

21. The completed Forms AF Med. 1 and 1A, 1B and 1C, which are to include a recommendation as to the medical fitness for aircrew and proposed flying medical category of the candidate, are then to be forwarded to the Medical Director-General.

22. Forms AF Med. 1 and 1A of unsuccessful candidates are also to be forwarded to the Medical Director-General.

Sailor Aircrew

23. Candidates for all branches are to conform with the normal standards of entry for observers. A naval psychologists's report is to be obtained and the flying medical category B1/- is to be given to candidates considered fit for these duties.

Glider Pilots and Glider Pilot Instructors

24. A medical examination is to be carried out by a Naval Medical Officer on Form AF Med. 1 in accordance with Section VI. No flying medical category, however, will be necessary but candidates are to be categorised " Fit/Unfit for glider pilot and glider pilot instructor ".

Section III—Medical Examinations—Sickness—Air Medical Boards After Entry

25. Medical Officers are responsible for ensuring that aircrew are at all times medically fit within the category allocated to them and will arrange examinations when considered advisable.

Electrocardiograph Examination

26. An electrocardiograph examination (ECG) is to be made of each aircrew member on first posting to the initial training establishment.

27. The ECG is to be cut and mounted and forwarded to the Medical Director-General with both card and flimsy of a numbered AF Med. 7. The ECG will be photographed and the original returned with the flimsy AF Med. 7.

Annual Medical Examinations (Form AF Med. 1)

28. Routine annual medical examinations of all aircrew personnel is to be carried out in the fourth quarter of each year and at intervals of not more than twelve months. This is to include an X-ray examination of the chest and an audiometric examination on each occasion.

29. If, for some other purpose, an examination has been made and recorded on Form AF Med. 1 during the third quarter of the year then the medical examination will not be required.

30. Medical Officers conducting annual medical examinations are to take special note of the weight record, and relate this to the average weight at each height and age printed in Section VIII. Whenever the weight of an officer or sailor exceeds the given figure by 20 per cent., advice on diet or exercise is to be given. No officer or sailor will be accepted for flying duties whose weight exceeds this figure. Those who become overweight will be given six months in which to reduce under supervision. If after six months the 20 per cent. figure is still exceeded, but the individual remains medically fit in all other respects he is to be referred to an Air Medical Board for a final decision.

31. Personnel who are considered by the Medical Officer to be no longer physically fit for aircrew duties, 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* Paragraph 43).

32. If any officer or sailor 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 referred to the Medical Director-General. This refers to all systems and not visual standards in particular.

33. These standards may be modified in special circumstances at the discretion of the Naval Board.

34. 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.

Report of Annual Medical Examinations

35. In January, a report by the Captain is to be made indicating that all personnel have been examined, or, if this is not so, the names of officers and sailors not examined and the reasons for this.

Other Medical Examinations (Form AF Med. 1)

36. Medical re-examination of aircrew members is required on the following occasions—

(*a*) Before an officer or sailor 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 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 accident.

(*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 25. If more than three years have elapsed, a full medical examination is required as for entry.

(*d*) When an officer or sailor selected for training as a pilot has not commenced his flying training at an elementary flying 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 reason. (Report on Form AF Med. 7 or AF Med. 10 required.)

(*f*) Prior to proceeding overseas for exchange service or flying courses.

37. 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

38. When members of aircrew have been placed on the sick list, or in hospital, Forms AF Med. 9, 10, etc., are to be raised.

39. 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.

40. On discharge of a 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.

41. If, following sickness or injury, the Medical Officer responsible for aircrew considers that no revision of medical category is required, he is to note on Form AF Med. 14 under the heading of "Final Disposal, etc."—"Flying medical category unchanged".

42. 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

43. 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.

44. If, at the expiration of at least twelve months from the date of allocation of an Ap or Bp category, an officer or sailor considers 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 with his covering remarks through the Administrative Authority to the Naval Board.

45. In the event of Naval Board approval being given, instructions regarding medical re-board will then be issued.

46. A flying medical category of Ap or Bp is not to be given to Royal Navy personnel while 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 at At or Bt (unfit for flying whilst serving in the RAN). MOD (Navy) will be informed and his disposal determined by the Naval Board.

Air Medical Boards

47. 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 three 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.

48. 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. At least one member is to be experienced in Air Medicine.

49. 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.

50. Form AF Med. 4, which is to include a Form AF Med. 23 and Form AF Med. 7 completed 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

51. 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 fourteen days" may be given, but the finding is always to be qualified to show that the category in the interval, e.g., "A1/- in fourteen days, until then At/-".

52. When sick leave is recommended in the interim, the category is to read, e.g., "A1/- in fourteen days, until then At/-".

53. The whole category as described is to be stated fully on Forms AF Med. 23 and AM 255z.

54. 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

55. The following forms are to be used on the occasions specified ~~and all copies are to be serially numbered~~—

Form No.	*Occasions for Use*	*Method of Compilation*	*Disposal of Forms*
F Med. 154 (Medical Officer's report of Aircraft Accident or Incident) and Enclosures A, B, C, D, E and F	After an aircraft accident or incident	In quadruplicate completed and signed by the Medical Officer	One copy to ACNB One copy to the relevant Administrative Authority One copy to the Air Medical School, RANAS Nowra One copy to be retained by the ship
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 in AF Med. 4
AF Med. 7	(*a*) When an Air Medical Board is held other than entry for detailed clinical notes	Card and flimsy to be completed and signed by the Medical Officer presenting the case	Both copies to be forwarded to the Medical Director-General who will place flimsy in AF Med. 4
	(*b*) When required as in Paragraphs 36 (*e*), 42, 69 and 74	Card and flimsy to be completed and signed by the Medical Officer	Flimsy in AF Med. 4 Card to Medical Director-General

Form No.	*Occasions for Use*	*Method of Compilation*	*Disposal of Forms*
AM 255z ..	When an Air Medical Board is held other than on entry	In ~~quadruplicate~~ DUPLICATE completed and signed by the Medical Officer	ORIGINAL TO - ADMINISTRATIVE AUTHORITY. DUPLICATE TO SECRETARY, DEPARTMENT OF THE NAVY, (FOR NCA/DMT) ~~trative Authority for President of the Interviewing Board One copy to Commanding Officer~~ N.O. 3/9/62
AF Med. 1B	For Ophthalmic Specialists examination of aircrew on entry (1 copy)	Completed by Ophthalmic Specialist	To Medical Director-General
AF Med. 1C	For ENT Specialists examination of aircrew on entry (1 copy)	Completed by the ENT Specialist	To Medical Director-General
AM 5 ..	For ENT Specialists audiogram and report (if required) of aircrew on entry	Completed by ENT Specialist	To Medical Director-General

56. On all forms under the heading "Branch or Trade" the nature of duties is to be indicated, e.g., pilot, observer, etc. If the officer or sailor is under instruction, this should be added.

57. When members of aircrew join a ship or establishment and Forms AF Med. 4 are not received from previous posting, immediate steps should be taken to obtain their flying medical categories, by signal if necessary, before they are allowed to fly.

58. If medical documents are not received within a reasonable 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.

59. All aircrew on change of posting are to present their flying log books to the Medical Officer of their new ship or establishment. The Medical Officer is to check the flying category shown in the flying log book with that individual's AF Med. 4 and make such a notation in the flying log book of this inspection. The Medical Officer is to satisfy himself that the aircrew member is fit for flying duties as categorised.

60. Form F Med. 154 and enclosures A, B, C, D, E and F will be issued without demand. Until these forms are received, Form M 171 is to be used.

Section V—Medical Standards for Members of Naval Aircrew

Flying Medical Categories

61. 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 a pilot.

(*b*) As observer, winch operator, seaman UC (Air)—B1/-, i.e., fit for full flying duties as observer, winch operator or seaman UC (air).

62. The medical examination of aircrew personnel is to be carried out in accordance with the procedure laid down in Air Publication 3299, and such amendments thereto as may be issued from time to time with the exception of visual standards which are to be in accordance with those laid down in Paragraph 66. The physical and ENT assessments for fitness for flying are laid down in AP 3299 and will be the same for all aircrew personnel.

63. The height, weight and leg lengths required for candidates for naval aircrew will be as follows—

Height (pilots and observers only)	64-in. minimum. 78-in. maximum.
Leg length (pilots only)	39-in. minimum.
Thigh length (pilots and observers)	26-in. maximum.
Weight	200-lb. maximum.

In no circumstances can a candidate for pilot's duties be accepted whose leg length or thigh length is even fractionally outside the above limits. Borderline cases should be rejected.

These measurements will be revised as new types of aircraft come into service for operational and training use.

64. Thigh length is to be measured as follows—

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 degrees and the thighs horizontal. A measurement is then made from the back of the chair to a point level with the farthest projecting point of the patella.

65. 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.

Form No.	*Occasions for Use*	*Method of Compilation*	*Disposal of Forms*
AM 255z ..	When an Air Medical Board is held other than on entry	In ~~quadruplicate~~ DUPLICATE completed and signed by the Medical Officer	~~One copy to the Medical Director-General~~ ~~One copy to Secretary (for DOA)~~ ~~One copy to Administrative Authority for President of the Interviewing Board~~ ~~One copy to Commanding Officer~~
AF Med. 1B	For Ophthalmic Specialists examination of aircrew on entry (1 copy)	Completed by Ophthalmic Specialist	To Medical Director-General
AF Med. 1C	For ENT Specialists examination of aircrew on entry (1 copy)	Completed by the ENT Specialist	To Medical Director-General
AM 5 ..	For ENT Specialists audiogram and report (if required) of aircrew on entry	Completed by ENT Specialist	To Medical Director-General

N.O. 313/62 No. 313/66

56. On all forms under the heading "Branch or Trade" the nature of duties is to be indicated, e.g., pilot, observer, etc. If the officer or sailor is under instruction, this should be added.

57. When members of aircrew join a ship or establishment and Forms AF Med. 4 are not received from previous posting, immediate steps should be taken to obtain their flying medical categories, by signal if necessary, before they are allowed to fly.

58. If medical documents are not received within a reasonable 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.

59. All aircrew on change of posting are to present their flying log books to the Medical Officer of their new ship or establishment. The Medical Officer is to check the flying category shown in the flying log book with that individual's AF Med. 4 and make such a notation in the flying log book of this inspection. The Medical Officer is to satisfy himself that the aircrew member is fit for flying duties as categorised.

60. Form F Med. 154 and enclosures A, B, C, D, E and F will be issued without demand. Until these forms are received, Form M 171 is to be used.

Section V—Medical Standards for Members of Naval Aircrew

Flying Medical Categories

61. 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 a pilot.

(*b*) As observer, winch operator, seaman UC (Air)—B1/-, i.e., fit for full flying duties as observer, winch operator or seaman UC (air).

62. The medical examination of aircrew personnel is to be carried out in accordance with the procedure laid down in Air Publication 3299, and such amendments thereto as may be issued from time to time with the exception of visual standards which are to be in accordance with those laid down in Paragraph 66. The physical and ENT assessments for fitness for flying are laid down in AP 3299 and will be the same for all aircrew personnel.

63. The height, weight and leg lengths required for candidates for naval aircrew will be as follows—

Height (pilots and observers only)	64-in. minimum. 78-in. maximum.
Leg length (pilots only)	39-in. minimum.
Thigh length (pilots and observers)	26-in. maximum.
Weight	200-lb. maximum.

In no circumstances can a candidate for pilot's duties be accepted whose leg length or thigh length is even fractionally outside the above limits. Borderline cases should be rejected.

These measurements will be revised as new types of aircraft come into service for operational and training use.

64. Thigh length is to be measured as follows—

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 degrees and the thighs horizontal. A measurement is then made from the back of the chair to a point level with the farthest projecting point of the patella.

65. 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.

66. The visual standards for aircrew in the RAN are shown in the following tables—

(*a*) Visual standards on entry. Refraction without midriatic is to be carried out in all cases.

Flying Duties	*Flying Medical Category*	*Minimum Distant Vision*	*Near Vision*	*Naval Colour Perception Standard*	*Remarks*
Pilot Observer and Sailor Aircrewman	A1 B1	6/9, 6/9 The vision in each eye should be correctable to 6/6	N. 5EE	1	Squint is unacceptable. 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 dioptre. Simple hypermetropic astigmatism 0.75D. Compound hypermetropic astigmatism the error in the more hypermetropic meridian must not exceed 1.5D of which not more than 0.75D must be due to astigmatism. *In the worse eye—* Hypermetropia of 2.5 dioptre. Simple hypermetropic astigmatism 0.75D. Compound hypermetropic astigmatism the error in the hypermetropic meridian not to exceed 2.5D of which not more than 1.0D must be due to astigmatism.

(*b*) Ocular muscle balance, applicable to pilots only.

Maddox Rod Test	Exophoria 0–6 Prism D Esophoria 0–6 Prism D Hyperphoria 0–1 Prism D	Convergence (C) 0–10 cms. Subjective convergence (SC) is used as an aid in assessing (C). The point of binocular breakdown in SC is usually higher up the scale than in C, e.g., C = 5 cms. SC = 13 cms. Where the readings approximate, the ability of the candidate to maintain binocular vision under effort is strong; although the convergence itself may be borderline.
		Accommodation Age — Centimetres 17–20 — 10–11 21–25 — 11–12 26–30 — 12.5–13.5 31–35 — 14–16 36–40 — 16–18.5 40–45 — 18.5–27
	Cover Test—Recovery must be rapid	

Optically Corrected Spectacles—Supply of

67. Correcting spectacles Mark 12 and 12A with plastic lenses, or such other design as may be approved by the Medical Director-General from time to time, may be supplied to pilots, observers and sailor aircrew 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.

68. In the case of observers and sailor aircrew 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 decision by the Naval Board.

69. When a pilot, observer or sailor aircrew is found on examination to have 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. 7 and specialists'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 of such duties, the report is to contain details of his flying experience.

70. 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 is approved, the Commanding Officer is then to arrange for the

member concerned to proceed to the official contractors for spectacles, taking with him an official order which is prepared by the supply officer, the prescription of the ophthalmic specialist, his flying helmet both inner and outer, and oxygen mask.

71. Three pairs of flying spectacles will be allowed on personal loan with optically correct 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.

72. The spectacles are to be taken on charge by the supply officer and issued in accordance with the accounting procedure for flying clothing.

73. A record is to be made on the current flying clothing card of the supply of optically corrected spectacles issued to the member.

74. 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".

75. A periodic check of the optically corrected plastic spectacles is to be made by the ophthalmic specialist at intervals of not more than twelve months in order that any deterioration may be detected.

76. Upon relinquishing flying duties a member is to retain the spectacles.

Section VI—Medical Standards for Glider Pilots and Parachutists

Glider Pilots

77. 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 the 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 corrected with glasses to at least 6/6 in each eye;

(*d*) must have Naval Colour Perception Standard 3;

(*e*) must attain at least Naval Hearing Standard 2. The middle ear must be healthy and the vestibular mechanism intact;

(*f*) must have patent eustachian tubes.

78. 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 officer and forwarded to the Medical Director-General. The duplicate copy of Form AF Med. 1 is to be placed with the member's Form AF Med. 4.

79. The assessment of the results of the examination will be "Fit/Unfit" glider pilot and in addition to a record of the assessment being made on Form AF Med. 1.

Parachutists

80.—

(*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 3.

(*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. There must be no previous history of any spinal injury or disease.

(*f*) It is to be remembered as a general guide that the nearer a candidate is to the athletic type the less likely he is to suffer injury.

Section VII—General

81. All officers and sailors, other than aircrew, who fly in non-passenger service jet type aircraft are to be given a special medical examination by a competent Medical Officer of an Air Station or carrier. Those who are likely to fly at altitudes above 30,000-ft. or equivalent in a pressurised cabin are to attend the school of Air Medicine for a full flying medical examination and a modified High Altitude Indoctrination Course.

82. No casual flying will be permitted above 30,000-ft. actual altitude for any person who has not undergone a High Altitude Indoctrination Course. Commanding Officers of Air Stations and Carriers are to ensure that this new and far-reaching decision is rigidly enforced. Casual flying up to 30,000-ft in high speed aircraft will necessitate full briefing in emergency escape procedures and

oxygen equipment and medical clearance that the passenger is Category A or BY, has had a negative chest X-ray within six months and has had no significant history of lung or heart conditions.

83. In compiling the Medical Officer's journal, aircrew are to be considered as part of the ship's company. Under a special heading "Aircrew", welfare of aircrew should be discussed. A description of the flying carried out during the quarter, and remarks on reactions of flying personnel to varying climatic conditions, should be included, with special reference to flying clothing and safety equipment generally.

Fluorograph Examination

84. The date and result is to be recorded on Form AF Med. 4.

Flying Log Book—Notation of Flying Medical Category

85. Medical Officers are to ensure that the current flying medical category of an officer or sailor member of aircrew is recorded in his flying log book. Such records are to be checked by the Medical Officer at the annual aircrew medical examination and on change of posting.

Paybook

86. The following medical notations are to be made in the paybook of RN personnel serving in the RAN—

(*a*) Flying medical category.

(*b*) Vaccinations and immunisations.

(*c*) Blood group.

(*d*) Issue of personal first aid outfit.

(*e*) Fluorography result.

(*f*) Date of annual medical examination.

Medical Lectures to Aircrew

87. Lectures are to be given to all aircrew on the following subjects—

(*a*) Oxygen and anoxia.

(*b*) Hygiene in flying.

(*c*) First aid in flying.

(*d*) Decompression sickness.

(*e*) Instrument flying.

(*f*) Effects of high altitude.

(*g*) Effects of high speed.

(*h*) High altitude and high speed escape.

(*i*) Combat survival.

Section VIII—Weight for Age and Height

88. In ordinary clothing and wearing shoes with 1-in. heels.

Age Period	*17–19*	*20–24*	*25–29*	*30–34*	*35–39*	*40–44*	*45–49*	*50–54*
Height	*lb.*	*lb.*	*lb.*	*lb.*	*lb.*	*lb.*	*lb.*	*lb.*
5-ft. 2-in. ..	119	123	128	132	134	138	140	142
5-ft. 3-in. ..	122	126	132	134	138	140	142	145
5-ft. 4-in. ..	126	130	135	138	140	143	145	148
5-ft. 5-in. ..	130	134	138	140	144	146	148	151
5-ft. 6-in. ..	134	138	142	144	148	150	152	154
5-ft. 7-in. ..	138	142	146	149	151	154	156	158
5-ft. 8-in. ..	142	146	150	153	156	158	161	162
5-ft. 9-in. ..	145	150	154	158	160	164	166	167
5-ft. 10-in. ..	150	154	158	162	165	168	170	172
5-ft. 11-in. ..	154	159	164	168	170	172	175	177
6-ft. 0-in. ..	158	164	168	173	176	178	180	182
6-ft. 1-in. ..	163	168	174	178	182	184	186	188
6-ft. 2-in. ..	168	173	180	184	186	190	192	194

(MDG 327/251/6)

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Registrar.

ANO 221/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
19th April, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

3614/66.

Section 3
OPERATIONAL AND TRAINING

RESTRICTED

221—Short Courses for RAN and Reserve Officers

Appendix A to this order gives the general courses, excluding the pre-commissioning training courses available for RAN and Reserve Officers and for certain civilian personnel and Appendix B gives the programme of routine courses.

2. Courses for RAN and Reserve Officers—

(a) 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.

(b) Applications for each course are to give Course Authorities as much notice as possible. If insufficient nominations are received within 2 weeks of commencement of a routine course, Course Authorities may submit through Administrative Authorities for Naval Board approval to cancel the course. (*See* notes at end of Appendix A)

3. Details of Officers' Pre-Commissioning Training Courses are promulgated in a separate Confidential Order.

4. Navy Order 377 of 1965 is hereby cancelled.

APPENDIX A

COURSES AVAILABLE TO RAN AND RESERVE OFFICERS

No.	*Course*	*Place*	*Duration*	*Officers for Whom Course is Applicable*	*NS/NB RA (See Note)*	*Remarks*
NBCD						
25000	Preliminary NBCD	CERBERUS ..	1 week	(a) Direct Entry Officers after Indoctrination Course (b) Midshipmen S/L (Aircrew)	R NB	Routine Course. Nomination by Naval Board.
25010	Officers Advanced NBCD	PENGUIN ..	2 weeks	Officers posted as XO of small ships DCEOs and NBCDOs	R NS	Includes advanced firefighting. Additional courses can be arranged on application (nomination by ship or establishment).
25020	Combined Services Medical Officers	PENGUIN ..	2 weeks	Officers nominated by MDG and Officers of Defence Standards Laboratories	R NB	Deals with medical aspects of NBC warfare.
25030	Passive Defence Officers Course	PENGUIN ..	2 weeks	Naval and Civilian Officers designated as PDOs of RAN establishments	R NS	
25040	Advanced Firefighting	PENGUIN ..	2 days	All officers	A NS	Course provided on application.
25050	Advanced Stability	PENGUIN ..	3 days	EOs and Shipwright Officers	A	
25060	Monitoring ..	PENGUIN ..	7 days	Officers posted as Monitoring Officers	A	Includes Officers Advanced NBCD.
25070	NBCD Refresher	PENGUIN ..	1 week	All officers and Reserve Officers who have completed Advanced Course	A	This course is also suitable to Senior Lieutenants and above of all branches prior to sea posting.

APPENDIX A—*continued*

No.	*Course*	*Place*	*Duration*	*Officers for Whom Course is Applicable*	*NS/NB RA (See Note)*	*Remarks*
Communications						
25100	Small Ship Signal Officers Course	CERBERUS or STC Sydney	3 days	General List Officers carrying out these duties in a small ship	A	
25110	Cryptography ..	CERBERUS or STC Sydney	3 days	Officers Emergency Crypto teams	A	
25120	Crypto Refresher Course	CERBERUS or STC Sydney	2 days	All officers	A	
25130	Basic Communications Course	CERBERUS ..	1 week	Officers of the General Lists, SL and SD Lists and Reserve Officers on full time service of the rank of Lieutenant and below.	A NS	
Divisional						
25200	Officers Indoctrination	CERBERUS ..	3 weeks	RAN Officers newly promoted or entered in Australia	R NB	
25210	Reserve Officers Indoctrination	CERBERUS ..	2 weeks	Newly appointed RANR and RANVR Officers	R NB	
25220	RAN Divisional ..	CERBERUS ..	2 weeks	(*a*) GL Sub-Lieutenants on return from UK training (*b*) SD Officers promoted in UK on return to Australia	R NB	Should be followed by Short Sports Course. The Divisional Course is designed to (*a*) familiarise officers with current RAN regulations pertaining to divisional matters (*b*) provide instruction in management.
25230	Short Sports Course	CERBERUS ..	5 days	(*a*) Officers on completion of 25200 and 25220 (*b*) Officers on application ..	R NB NS	This course is designed to fit officers for the efficient discharge of the duties of Sports Officer.
Engineering Subjects						
25300	Engineering Cross Training ENWEL to ENWE	CERBERUS ..	Length of Course determined by previous training and experience	Lieutenant-Commanders and below of the ENWEL Branch	NB	
25310	Engineering Cross Training ENWER to ENWE	CERBERUS ..	Length of Course determined by previous training and experience	Lieutenant-Commanders and below of WEM Category	NB	
Gunnery						
25400	Basic Gunnery ..	CERBERUS ..	1 week	Short Service Commission Officers and Junior RANR Officers	R NB	
25410	DGO	CERBERUS ..	4 weeks	RAN General List Officers ..	A NS	Examination will be held on completion.
25420	Gunnery Refresher	CERBERUS ..	1 week	General List Officers ..	A	
25430	TS Officers ..	CERBERUS ..	3 weeks	General List Officers posted for TS Duties in Type 12 destroyer escorts	NB	

APPENDIX A—*continued*

No.	*Course*	*Place*	*Duration*	*Officers for Whom Course is Applicable*	*NS/NB RA (See Note)*	*Remarks*
Joint Anti-Submarine Subjects						
25500	Senior Officers Study Period	AJASS Nowra	1 week	General List Captains and above	R NB	
25510	Short Maritime Headquarters (MHQI)	AJASS Nowra	1 week	Officers actively engaged in ASW or who have recently completed an AJASS Course and who may be required to man MHQ	R NS	
25520	Maritime Headquarters (MHQ2)	AJASS Nowra	2 weeks	Officers out of touch with ASW who may be required to man MHQ	A	
25530	Joint Unit Course (JUC)	AJASS Nowra	(*a*) 3 weeks (*b*) 4 weeks	(*a*) Ships Command Team (including appropriate sailors) (*b*) A/S Aircraft crews	R NS	
25540	Introduction to Joint Anti-submarine Warfare	AJASS Nowra	1 week	Officers with no appreciable or recent ASW experience (includes Instructor Officers)	R NB	
25550	Joint Tactical Course	AJASS Nowra	2 weeks	Officers of the Seaman Branch of the rank of Commander or Lieutenant-Commander having previous operational ASW experience	A	
TAS Subjects						
25600	Basic TAS Course	WATSON ..	1 week	RAN or RANR Junior Officers	R NB	
25610	Refresher Course..	WATSON ..	2 weeks	RAN General List Officers and RANR Officers who have completed 25600	R NS	
25620	TASCO Course ..	WATSON ..	3 weeks	Officers performing duties of TASCO in destroyers, destroyer escorts and frigates	A NS	
25630	Sonar Control Course	WATSON ..	2 weeks	Officers performing duties of Sonar Control Officers in destroyers, destroyer escorts and frigates	A NS	
25640	Tactical Course ..	WATSON ..	5 days	(*a*) Seaman Specialists posted to HMA Fleet before taking up postings or as soon after as possible (*b*) Seaman Specialists as convenient (*c*) Technical Officers posted to destroyers, destroyer escorts and frigates as in (*a*)	A or NB	
N/D Subjects						
25700	First Navigation Test for promotion to Lt. (X) RANR	Reserve Training Estab.	—	Acting Sub-Lieutenants (X) RANR	R	ABR 5054 Art. 0524 Examination.
25710	Basic Aircrew Training Course	WATSON ..	2 weeks	Midshipmen SL (Aircrew) ..	R NB	
25720	Second Navigation Test for promotion to Lt. (X) RANR	WATSON ..	2 weeks	Sub-Lieutenants (X) RANR	R NB	ABR 5054 Art. 0525.

APPENDIX A—*continued*

No.	Course	Place	Duration	Officers for Whom Course is Applicable	NS/NB RA (See Note)	Remarks
N/D Subjects—*continued*						
25730	Supplementary List Seaman Basic Navigation Course	WATSON ..	4 weeks	Midshipmen of the SL of Seaman Officers	R NB	
25740	Small Ships ND Officers Course	WATSON ..	3 weeks	Refresher Course in Navigation and AIO for RAN General List Seaman Officers	A or NB	
25750	Instructor Officers ND Course	WATSON ..	8 weeks	All Instructor Officers during initial training	NB	
25760	Little (*d*) Course	WATSON ..	12 weeks	Selected RAN General List Seaman Branch Lieutenants or Sub-Lieutenants (with BWCs)	R NB	
25770	Helicopter Control	WATSON ..	2 weeks	D, d, TAS, N and SD (PR) Officers who have not previously qualified	R NS	5 days at WATSON—2 days lecture and 3 days practical in ASTT or AITC. 1 week practical at sea.
25780	RANR AIO and Fleet Work Course	WATSON ..	2 weeks	Lieutenants (X) RANR seeking QO Status	NB	ABR 5054 Art. 0527.
25790	Helicopter Control	WATSON ..	3 weeks	Seaman Officers or other Officers specially recommended	R NS	Five days instruction and practical AIO as a background to the Helicopter Control Course. Join with 25770 for second and third weeks.
Meteorological and Photographic Course						
25900	Instructor Officers Introductory Course	NAS Nowra ..	4 weeks	Instructor Officers selected to specialise in meteorology	A	Short courses can be arranged as required for other officers.
25910	Photography ..	NAS Nowra ..	as req.	(*a*) Aircrew Category .. (*b*) Hydrographic Category .. (*c*) Gunnery Category ..	A	Arranged as required.
Supply and Secretariat Subjects						
26000	Supply Charge and Advanced Secretarial Course	CERBERUS ..	14 weeks	General List Officers of the S Branch of 4 years or more seniority as Lieutenant	R NB	
26010	Special Duties List (W) Education and Acquaintance	CERBERUS ..	8 weeks	SD List Officers of the Supply and Secretariat (W) Category	R NB	
26020	Special Duties List (S) Education and Acquaintance	CERBERUS ..	6 weeks	SD List Officers of the Supply and Secretariat (S) Category	R NB	
26030	Supply and Secretariat Acquaintance	CERBERUS ..	2 weeks	Seaman or Engineer Officers nominated for Supply duties in small ships	A NS	
26040	Supply and Secretariat Refresher Course	CERBERUS ..	2 weeks	General List and Supply and Secretariat SD List Officers of Commanders rank and below	A NS	
26050	Basic Supply and Secretariat Course	CERBERUS ..	6 months	General List Sub-Lieutenants (S) on return from UK	R NB	

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APPENDIX A—*continued*

No.	*Course*	*Place*	*Duration*	*Officers for Whom Course is Applicable*	*NS/NB RA (See Note)*	*Remarks*
Miscellaneous Subjects						
26100	Air Support ..	RAAF Williamtown	3 weeks	General List and Instructor Officers of Senior Lieutenant and Lieutenant-Commander rank	R	
26110	Armament Maintenance	CERBERUS or WATSON	3½–5½ weeks	RAN Engineering Officers posted as EO or WRO of destroyers, destroyer escorts and frigates	A NB	
26120	Instructional Technique	CERBERUS or WATSON	1 week	Officers nominated for instructional duties	A	
26130	Duties of OOW ..	CERBERUS ..	1 week	Officers of General, SL and SD Lists of Lieutenants rank and below	A NS	
26140	Seamanship ..	CERBERUS ..	1 week	Officers of General, SL and SD Lists of Lieutenants rank and below	A NS	
26150	Combat Survival..	JTC Canungra	17 days	(*a*) Aircrew .. .. (*b*) Selected officers ..	R NB	
26160	Officers Safety Equip. and Survival Course	Nowra ..	6 weeks	Aircrew Officers and SD (AV) Officers	A	
26170	Engineer Officers WE Refresher	CERBERUS ..	as arranged	WE Officers prior to taking up postings	A	
26190	Public Relations ..	Navy Office Canberra	1 week	Officers nominated for public relations and press liaison duties	A	Course is conducted by DPR and is to be undertaken as soon as possible after selection for these duties. RI Art. 5902 refers
26200	Counter Subversion	Military Intelligence Centre Mosman	5 days	Officers of the rank of Commander or Lieutenant-Commander	R	To train instructors in counter subversion. RAN allocation is 2 officers per course.
26210	Code of Conduct..	Military Intelligence Centre Mosman	6 days	Officers of the rank of Sub-Lieutenant to Commander	R NB	To emphasise the need for a code of conduct. RAN allocation is 2 officers per course.
26220	Strategic Intelligence	Military Intelligence Centre Mosman	40 days	Officers of the rank of Commander or Lieutenant-Commander	R NB	To instruct officers in Strategic Intelligence. RAN allocation is 1 officer per course.
26230	Interrogation ..	Military Intelligence Centre Mosman	26 days	All ranks	R NB	To instruct linguists and other potential members of Joint Service Interrogation Organisations in interrogation. RAN allocation is 1 member per course.
CO (Designate) Courses						
26300	NBCD	PENGUIN ..	2 days	—	A NB	Also suitable for officers posted as Executive Officer in large ships.
26310	Communications..	CERBERUS ..	3 days	—	A NB	For small ships CO
26320	Gunnery ..	CERBERUS ..	as arranged	—	A NB	

APPENDIX A—*continued*

No.	*Course*	*Place*	*Duration*	*Officers for Whom Course is Applicable*	*NS/NB RA (See Note)*	*Remarks*
CO (Designate) Courses—*continued*						
26330	ND	WATSON ..	as arranged	—	A NB	
26340	TAS	WATSON ..	as arranged	—	A NB	
26350	Minesweeping ..	WATSON ..	2 weeks	—	A NB	For Captains and 1st Lieutenants of Minesweepers
26360	Commanding Officers Supply & Secretarial Course	CERBERUS	1 WEEK	Officers posted in command of HMA Ships.	A 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 being held, giving as much notice as possible, the Administrative Authority and the Naval Board being informed as information addressees.

**See* Paragraph 2 (*b*) of this order.

APPENDIX A—*continued*

No.	Course	Place	Duration	Officers for Whom Course is Applicable	NS/NB RA (See Note)	Remarks
CO (Designate) Courses—*continued*						
26330	ND	WATSON	as arranged	—	A NB	
26340	TAS	WATSON	as arranged	—	A NB	
26350	Minesweeping	WATSON	2 weeks	—	A NB	For Captains and 1st Lieutenants of Minesweepers
26360	Commanding Officer Naval Residence Course	CERBERUS	1 WEEK	Officers posted in command of HMA Ships	A 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 being held, giving as much notice as possible, the Administrative Authority and the Naval Board being informed as information addressees.

*See Paragraph 2 (*b*) of this order.

RESTRICTED

APPENDIX B

OFFICERS' COURSE PROGRAMME

JULY-DECEMBER, 1966

Title of Course	*Course Number*	*July*				*August*					*September*				*October*					*November*				*December*			
Week Commencing		*4*	*11*	*18*	*25*	*1*	*8*	*15*	*22*	*29*	*5*	*12*	*19*	*26*	*3*	*10*	*17*	*24*	*31*	*7*	*14*	*21*	*28*	*5*	*12*	*19*	*26*
Advanced NBCD	25010								●	●																	
Combined Services MO's	25020																			●							
Passive Defence Officers	25030																										
Reserve Officers Indoctrination	25210					●	●										●	●									
RAN Divisional	25220											●	●														
Short Sports	25230													●													
Basic Gunnery	25400																				●						
Senior Officers Study Period	25500																							●			
Joint Unit	25530				●			●	●	●			●				●	●	●								
Combat Survival	26150									●	●	●						●	●	●							
Counter Subversion	26200																			●							
Strategic Intelligence	26220			●	●	●	●	●	●																		
Reserve Officers Navigation	25720									●	●																
Basic Navigation	25730		●	●	●	●																					
(*d*) Course	25760											●	●	●	●	●	●	●	●	●	●	●	●				
Helicopter Control	25770		●	●									●	●							●	●					
Helicopter Control	25790											●															
Supply Charge and Advan. Sec.	26000								●	●	●	●	●	●	●	●	●	●	●	●	●	●					
"W" ED. and Acquaint. Cse.	26010								●	●	●	●	●	●	●	●											
"S" ED. and Acquaint. Cse.	26020														●	●	●	●	●	●	●	●					
Basic Supply and Secretariat	26050	●	●	●	●	●	●	●	●	●	●	●	●	●	●												
Basic TAS												●															
Tactical Course						●						●								●				●			

(DOA 312/203/81)

(*Navy Order 377 of 1965*)

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

ANO's 222-228/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
26th April, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

3940/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

222—Badges—Ships, Submarines, Commissioned Establishments, FAA Squadrons and Boats Badges and Mottoes

Part I

General

(*a*) The Ships Badges, Nomenclature and Honours Committee which was established 17th April, 1947, is composed of the following members—

Deputy Chief of Naval Personnel—Chairman
Director of Personal Services—Secretary
Registrar (Naval Archives Branch)
Commander F. R. James, RAN (Retd.)

(*b*) The functions of the Committee are—

(i) to determine the design and blazon of badges for HMA ships, submarines, commissioned establishments and FAA squadrons.

(ii) to deal with the naming and battle honours of HMA ships, submarines, commissioned establishments and FAA squadrons.

(iii) to determine the availability of historical items for the proposed Naval Museum.

(*c*) The detailed drawing of badges to the approved blazons is carried out for the Committee by the Principal Naval Architect, Navy Office, Canberra, where the Sealed Pattern of the approved design is retained. A certified duplicate copy of the Sealed Pattern is held by the Registrar (Naval Archives Branch) at Victoria Barracks, Melbourne, Victoria.

(*d*) Any reproduction of any of these RAN badges by any means shall, before issue to the public, have stamped thereon the words "Crown Copyright Reserved" in compliance with Section 18 of the Schedule to the Copyright Act 1912–1950.

2. Principal Naval Architect will obtain an estimate of cost of manufacture of badges for each vessel, establishment or squadron in accordance with Part III. of this order and will initiate procurement action. Upon completion of manufacture, the full size coloured drawing will be retained by the manufacturer for future use, if and when required.

3. Correspondence for the Ships Badges, Nomenclature and Honours Committee should be addressed, through the normal service channels, to the Secretary, Department of the Navy, Navy Office, Canberra, ACT.

Eligibility to Wear a Badge

4. It has been approved by the Naval Board that badges may be granted to all named RAN vessels whose Commanding Officers are appointed by the Naval Board. Badges will not, however, be granted to unnamed RAN vessels nor to Auxiliary Vessels whose Commanding Officers are appointed by FOICEA or any NOIC, even though Command money may be intermittently paid.

Size and Shape of Badges

FAA squadrons, commissioned establishments and Ships Badges for vessels over 120-ft. long.

5. New construction and all vessels, FAA squadrons or establishments which do not already display a badge, but for which a badge has been approved, will wear the badge set out in the Standard RAN Surround as depicted in Navy Office Drawing No. 0/3415, Sheets 1 and 2 (Navy Order Diagram No. 2/66) which shows the naval crown, name scroll and rope circle all contiguous. The name and motto scrolls are black with raised edges and lettering in gold. The diameter inside the rope circle is 11½-in. and the overall height of the moulded surround is 2-ft. 5⅜-in.

Ships Badges for Vessels up to 120-ft. Long

6. These will be identical in size and shape to those prescribed for HMA submarines.

7. Where a vessel, establishment or squadron already displays a badge set in the former RAN surround with plain blue scrolls these will continue to be worn until fair wear and tear makes replacement necessary.

8. In new construction the ships badges are to be secured to the structure in accordance with the building specification.

Submarine Badges

9. The same general principles apply to Submarine Badges as to Ships Badges. However, to enable them to pass with facility through the forward hatch their overall size will be in accordance with Navy Office Drawing No. 0/3474 (Navy Order Diagram No. 2/66).

Boats Badges

10. In new construction or for vessels which have had a new badge approved, these will be in accordance with either the Type 1 boats badge depicted on Navy Office Drawing No. 0/3415, Sheet 1 (Navy Order Diagram No. 2/66) or the Type 2 badge on Navy Office Drawing No. 0/3494 (Navy Order Diagram No. 2/66), where the Naval Crowns, name scroll and rope circle are contiguous. The diameters of the badges to the outside of the rope circles are 5-in. and 8-in. respectively and the size of badge to be fitted will be dependant upon the siting of the badges and the size and configuration of the particular boat.

11. Where vessels already wear an earlier design of boat badge which consisted only of the device enclosed within the rope circle, these will continue to be worn until fair wear and tear makes replacement necessary.

Presentation Badges

12. The supply of Presentation Badges at present requires Naval Board approval. All requests for such badges must be forwarded to the Naval Board together with a list of the personages to whom it is intended to make the presentations and the reasons therefore. Consideration, however, is being given to the supply of a female mould to each vessel to enable ships staff to manufacture boats badge replacements and Presentation Badges as and when required.

Issue of Coloured Facsimiles and Badges to Ships

13. There is provision in the Captains' Ships Book for the insertion of a facsimile of the Sealed Pattern of the approved badge, with its description and motto and, where necessary, reasons for its adoption. Where Ships Books do not contain the coloured facsimiles these may be obtained by application to the Naval Board.

14. No departure from the official ships' badges, as approved by the Committee and shown in the Captain's Ships Books, is to be made without prior Naval Board approval.

15. Badges in HMA ships, FAA squadrons and commissioned establishments are to be accounted for as follows—

Ships Badges—In the Shipwright's or Barrackmaster's List of Equipment.

FAA Squadron Badges—As Squadron Mobile Equipment in accordance with ABR 4, Chapter 19.

Boats Badges—In the Naval Store Account on Permanent Loan.

Mottoes

16. When a new badge is in the design stage a Commanding Officer may, if he so desires, submit proposals together with reasons therefore, to the Committee. Such proposals should be submitted through the normal service channels.

17. A motto which has been officially approved will not be changed during the period of the ships service.

18. Neither ships, establishments, FAA squadrons, boats nor gun tampion badges are to be made available for sale to private individuals. When ships pass out of service or squadrons are disbanded all such badges are to be returned to the Chief Superintendent of Supply, Sydney. They are to be taken on charge at a professional valuation for possible use in other ships of the same name or in case a particular squadron should be reformed at a later date. As, however, there is no certainty that further use will necessarily be found for the badges, the professional valuation at which they are to be taken on charge should be the value they might be expected to realise, if sold.

Transfers of Ships Badges

19. Transfers for use on ceremonial lifebuoys, vehicles, etc., are available in accordance with Navy Order 360 of 1964. These transfers are to be an exact replica of the duplicate copy of the Sealed Pattern as supplied by Navy Office for the purpose of manufacture of the transfers.

The Ships Badge in Battle Honour Scrolls

20. The Battle Honour Scrolls, of which the ships badge forms an integral part, are to be manufactured from the materials and to the appropriate dimensions as laid down in current navy orders and for ships—Navy Office Drawing No. 0/3460 (Navy Order Diagram No. 2/66), and for submarines—Navy Office Drawing No. 0/3475 (Navy Order Diagram No. 2/66). The badge is to occupy the central position with the ships name (or FAA squadron number) depicted on the uppermost scroll. The scrolls bearing the ship's battle honours are to be displayed on either side of, and if necessary, underneath the ship's badge in such a manner as to provide a pleasing, balanced design. Allowance is to be made in the design of the Battle Honour Scroll for the inclusion of possible additional honours.

21. All Battle Honour Scrolls are designed by the Principal Naval Architect, Navy Office, Canberra.

22. The ship's badge, as depicted in the scroll, is to be an exact replica of the Sealed Pattern.

23. In new construction the Battle Honour Scrolls are to be secured in accordance with the building specification.

Disposal of Battle Honour Scrolls

24. As laid down for badges in Paragraph 18.

Gun Tampions

25. The badges displayed on Gun Tampions are to be in accordance with the Sealed Pattern and are to be secured in position as shown in Navy Office Drawing No. 0/3461 (Navy Order Diagram No. 2/66). The badge is to be similar to the boats badge, with the name scroll and crown deleted.

Part II (Small Ships)

The Naming of Small Ships

26. Any vessel may be given a name, but the Committee shall decide each case on its merits, having regard to the size of the vessel and the nature of its employment.

Badges

27. The entitlement to badges for small ships will be governed by Paragraph 4 of Part I of this order, but in some instances the Ships Badges Committee may design a "type" badge for small ships whose functions are similar. This will become the appropriate badge for all ships of the type with the name of each individual ship incorporated in the name scroll.

28. These "type" badges will carry a "community" motto which will be common to all ships of the type.

Part III

29. **Allowances of Badges for Each Class of Ship and for Commissioned Establishments and FAA Squadrons**

(*a*) *Ships, Establishments and Squadron Badges*

Squadron, Ship or Class	*No. Off*	*Position*
Aircraft Carriers	4	1—Quarterdeck, 1—Island, 2—Brow
Frigates, Destroyers and Destroyer Escorts	4	2—Bridge, 2—Brow
HMAS SUPPLY	2	2—Bridge
HMAS MORESBY ..	4	2—Bridge, 2—Brow
HMAS STALWART ..	4	2—Bridge, 2—Brow
Submarines	1	1—Fin
Ton Class Minesweepers and Patrol Vessels	2	2—Superstructure (P & S)
HMAS BASS	2	2—Superstructure (P & S)
HMAS BANKS	2	2—Superstructure (P & S)
HMAS PALUMA.. ..	2	2—Superstructure (P & S)
Other Vessels	As Decided	

Squadron, Ship or Class	*No. Off*	*Position*
Shore Establishments ..	4	2—Entrance gateway, 1—Wardroom, 1—Outside Quarter-Master's Office
Air Squadrons (i) Front Line	2	1—To accompany Squadron for display at Squadron Office, if ashore 1—To be retained aboard ship
(ii) Shore Based	1	To be displayed at Squadron Office

(*b*) *Boats Badges*

For each boat on board, or in a shore establishment which is entitled to display a badge, a first outfit of 2 in No. badges will be supplied to be worn on the boats badge chocks.

(*c*) *Badges on Gun Tampions*

One in No. 5-in. diameter badge for each 4-in. or larger, gun carried.

(*d*) An additional boats badge of each vessel or establishment will be manufactured for addition to the official RAN Badge Collection held by DPS at Navy Office, Canberra, for inclusion in a future envisaged RAN Museum.

30. Navy Order 203 of 1965 is hereby cancelled.

(Secretary 37/1/35)

(*Navy Orders 360 of 1964 and 203 of 1965*)

UNCLASSIFIED

223—Sailors Posted for Diving Courses

Diving is a strenuous activity requiring a high degree of physical fitness, particularly in the case of trainees without previous experience. The fact that a sailor has passed a medical examination for fitness for diving does not ensure that he will be at his physical best at the start of the course.

2. Commanding Officers should select and notify personnel for diving courses as early as possible before the start of the proposed course. In the interim period, the ship's Diving Officer is to encourage and supervise the selected sailors in a programme of a planned physical activity and he is to impress upon them the importance of maintaining a high physical standard in preparation for their courses.

(MDG 333/8/225)

Section 2

PERSONNEL

UNCLASSIFIED

224—Rail Travel in Queensland

The Queensland Government has approved the issue of first-class station to station rail passes available for the period of final leave, to all Queensland personnel who have served overseas with Australian Units in or seen service in operational waters during World War II, the Korean and Malayan campaigns or the Vietnam emergency.

2. This approval remains valid until the termination of the member's Naval Service and may be availed of by the member on his final leave.

3. Queensland personnel for this purpose are defined as—

(*a*) members who enlisted from Queensland;

(*b*) members who are or intend to become permanently domiciled in Queensland including—

(i) those whose final travel warrant is to Queensland;

(ii) those whose final removal is to Queensland;

(iii) those whose Home Port is Brisbane.

4. Applications, which are to be accompanied by sufficient details to determine eligibility, are to be forwarded to Navy Office. Once eligibility has been determined the Naval Officer-in-Charge, Queensland, will be authorised to approach the Queensland Government for issue of rail passes.

(HPB 187/1/189)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

225—Sailors Course Programme—July, 1965-June, 1966

Amendment No. 19

The appendix to Navy Order 313 of 1965 is to be amended as follows—

(*a*) **Page 3**—

POQMG Course. *Insert* new course 16.5.66.

(*b*) **Page 4**—

ABQMG Course. *Delete* 9.5.66 (2) and *insert* " as required ".

(*c*) **Page 7**—

ABWM Course. *Cancel* 9.5.66.

(*d*) **Page 9**—

B and L Course. *Cancel* 9.5.66.

(*e*) **Page 10**—

LOY Course. *Cancel* 28.3.66.

(DMT 311/201/166)

(*Navy Order 313 of 1965*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

226—Corrosion—White Metal Corrosion in Turbine Bearings

A case has recently occurred in an HM ship of a routine examination revealing a form of white metal corrosion in turbine bearings which has not been encountered previously in RN service. Similar cases have been identified, however, in several merchant ships in the past five years.

2. Beneath any oil deposits on the bearings, which can be removed by solvents, the corrosion often takes the form of a mottled dark grey/black discolouration and invariably a hardening of the surface of the white metal. The corrosion usually starts from the horns of the bearings and spreads towards the crown. It is always necessary to confirm the presence of corrosion by scraping the discoloured area with a scalpel or pen-knife as a test for hardness. A corroded surface is very hard and brittle, and the scrapings are powdery, especially in advanced cases, this being characteristic of the tin oxides which are formed. The corroded layer may be anything from 0.002-in. to 0.020-in. thick and the white metal beneath this can be scraped normally. It is, however, only possible to assess the depth of corrosion by microscopic examination carried out in a laboratory, preferably on a sample taken from the horn of the bearing. Catastrophic failure of the bearings has resulted in certain cases where the corrosion has been of the order of 0.015-in. and above. Such corrosion has hitherto been found to confine itself to turbine lubricating systems.

3. The mechanism and exact cause of this type of corrosion has not yet been established with certainty. The presence of dirt, salt and water in even small quantities is thought to be an essential pre-requisite to this corrosion. It has been known to occur after an operating period of two years, and the thickness of corroded layer is thought gradually to increase, normally over a period of two to six years, although this rate has not been finally established. However, it is clear that these possibilities emphasise once more the great need to preserve very high standards of cleanliness in the lubrication systems of main and auxiliary machinery.

4. Ships are to report incidences of corrosion and/or the reason for the remetalling of the bearings, (normal wear excepted) to their Administrative Authority (copy to the Naval Board). It need not be considered dangerous in its early stages, but the progress of any identified corrosion must be carefully watched. As a guiding rule, bearings should be remetalled when the average depth of attack exceeds 0.010-in. It is stressed, however, that accurate assessment of the depth of corrosion which has already taken place can only be made by microscopic examination.

(DMED 1211/51/358)

UNCLASSIFIED

227—Diving and ABCD Equipment—Cylinders for Gas Analysis

Special cylinders for containing gas/air samples from compressors and filtration systems used to supply breathing gases/air for diving and damage control purposes, will be issued as follows—

FOCAF for HMA ships	30 in No.
HMAS MORESBY	1 in No.
HMAS LEEUWIN	2 in No.
HMAS TARANGAU	2 in No.
SNSO Sydney..	3 in No.

2. These cylinders will be clearly marked "For Gas Test Sample Only" and must not be used for any other purpose than the containing of gas or air samples for laboratory analysis, and the following procedure is to be adopted.

(*a*) The testing authority on completion of the test will clearly mark the shoulder of the cylinder with yellow paint "Contaminated" before returning the cylinder/s to SNSO, Sydney.

(*b*) The return note accompanying the cylinder/s is also to be notated—"Used for gas analysis, to be cleaned before further use".

(*c*) SNSO, Sydney will ensure that all returned cylinders marked "Contaminated", will be devalved, inspected, cleaned and repainted before re-issue.

3. Cylinders for gas/air sampling will be issued with a holding pressure of approximately 5 PSI of dry breathing air, and must firstly be purged by charging to full pressure with the gas/air to be sampled and then discharged to approximately 5 PSI, before final charging.

4. Navy Order 357 of 1964 is hereby cancelled.

(DWE 400/2/161)

(*Navy Order 357 of 1964*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

228—Books—Ships Libraries—Organisation

A special category of Ship's Library, designated S, has been introduced to cater for a complement in excess of 2,000.

2. The table of Paragraph 8 of Navy Order 201 of 1965 is to be amended, across the 5 columns, by inserting in order—

"over 2,000 S 1,000 60 60"
amend "over 1,000" *to read* "1,000–1,999".

(DNES 451/51/15)

(*Navy Order 201 of 1965*)

With reference to Navy Order 794 of 1965 Navy Orders 268–293 of 1964 are now over two years old and may be disposed of.

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

REGISTRAAR.

ANO 229/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
28th April, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

3939/66.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

229—RN Submarines Operating in Australasian Waters—Accounting

The terms of agreement between the MOD (Navy), the Australian Commonwealth Naval Board and the New Zealand Naval Board relating to the financial provisions for operation of Royal Navy submarines of the Fourth Submarine Division are set out in the Agreement which has been in operation since 1st March, 1964.

2. The financial provisions are set out in detail in Annex H of the Agreement and a copy of Annex H and Appendix C thereto is included in this order as Appendix 1. Annex G to the Agreement setting out base facilities to be provided by the RAN is also included as Appendix 2. The financial and store accounting procedures are detailed in the following appendixes—

Appendix 3 .. Financial Accounting Procedure;
Appendix 4 .. Naval Store Accounting Procedure;
Appendix 5 .. Armament Store Accounting Procedure;
Appendix 6 .. Victualling Store Accounting Procedure;
Appendix 7 .. Medical and Dental Store Accounting Procedure;
Appendix 8 .. Refitting Procedure.

3. Claims, statements of cost, and copies of stores vouchers and cash vouchers, as necessary, will be prepared in accordance with the procedure set out in Appendix 3.

4. In order to provide a complete financial record of the cost of operating submarines under the Agreement, a separate cost record will be kept at establishments and at Navy Office of the progress cost for each type of expenditure under the headings that are indicated in Appendix 3.

5. The purpose of the Agreement is to effect financial adjustment between the respective Governments in accordance with determined liabilities and in no way is the Agreement to be interpreted as an amendment to the conditions of service and pay entitlements of RN or RAN personnel for which pay accounting will continue in the normal manner under the appropriate Regulations (*see* Appendix 3, Section L).

6. Financial adjustments between the Australian and New Zealand Governments under the Agreement will be determined on an annual cost basis by the respective Naval Boards and the payment brought to account at Navy Office.

7. The financial provisions under the agreement relate to HM submarines TACITURN, TABARD and TRUMP comprising the Fourth Submarine Division. Any expenditure incurred in respect of any other RN submarine should be claimed in the normal manner as a charge to Division 687 Other Administrations—Recoverable Expenditure. (Departmental dissection 1-01/4.)

8. The accounting arrangements in relation to the scrapping of any submarines which are the subject of Annex J of the Agreement will be promulgated when the occasion arises.

APPENDIX 1

Financial Provisions—(ANNEX H)

The MOD (Navy) will provide free of loan charges the submarines referred to in Annex B and will also bear the cost of—

(*a*) Passage costs of RN personnel and their families where personnel are prematurely recalled because of MOD (Navy) requirements including cases of premature return on compassionate or medical grounds.

(*b*) Alterations and additions (including the cost of installation and of any MOD (Navy) supply items associated therewith) required by the MOD (Navy) except those stated by the MOD (Navy) to be necessary for the safety of the submarines and/or the personnel.

(*c*) Providing and maintaining at the appropriate level the balance of the Division's war stores.

(*d*) RAN personnel filling complement billets in RN submarines in other Squadrons or Divisions, within the numbers and according to the phasing envisaged in ANRUK's letter 156/11/1 of 28th June, 1963, except for the cost of passages of the personnel and their families to and from Australia and the cost of the Australian Government contribution towards non-effective benefits (*see* Appendix C).

2. In the event of—

(*a*) the number of submarines in the Division falling below two before the end of the period covered by this Agreement; or

(*b*) the MOD (Navy) being unable for any reason during the period covered by this Agreement to allot complement billets to RAN personnel to the extent envisaged in ANRUK's letter 156/11/1 of 28th June, 1963,

Paragraph 1 (*d*) of this annex will be reviewed by the MOD (Navy) and the ACNB in order to arrive at an equitable settlement.

3. The MOD (Navy) will bear initially the cost, including packaging and transport charges, of providing such supplies of spare gear and stores other than armament stores, as may be agreed to be appropriate to be procured by the MOD (Navy) including MOD (Navy) Supply Items required for safety A's and A's, subject to repayment as in Paragraph 5 below.

4. The ACNB will bear the cost of—

(*a*) RN personnel except as specified in Paragraph 1 (*a*) above (*see* Appendix C).

(*b*) Fuel, Stores, Armament Stores and Spare Gear (except as specified in Paragraph 1 (*c*) above), such items as are procured by the MOD (Navy) being paid for by the ACNB on being issued for service (*see* Paragraph 5 below).

(*c*) Receiving storing (including repair in store) issuing and accounting for the supplies referred to in Paragraph 3 above and all supplies procured by the ACNB.

APPENDIX 1—*continued*

(*d*) Consigning to such destination as the MOD (Navy) may decide any supplies made under Paragraph 3 above which are ultimately surplus to the requirements of the Division.

(*e*) Maintenance and operation of the Base facilities referred to in Annex G.

(*f*) Refits, dockings and any other repairs or work done on the submarines except as provided in Paragraph 1 (*b*).

(*g*) Passage and subsistence expenses of any MOD (Navy) representatives who may by agreement visit Australia to advise on the operation or any aspect of the maintenance and refit of the Division.

(*h*) Any other expenses not specified in Paragraphs 1, 2 or 3 above.

5. Vouchers for supplies procured by the MOD (Navy) under Paragraph 3 will be raised by ACNB when items are issued for service and forwarded in monthly batches to MOD (Navy) for valuation and claim purposes.

6. Claims for the cost of MOD (Navy) supplies of Armament Stores (other than War Stores provided under 1 (*c*) above) will be made by MOD (Navy) when the stores are reported to ANRUK for shipment.

7. Provisions as to scrapping are contained in Annex J.

Personnel Costs (Appendix C)

(See ANNEX H, Paragraphs 1 (d) and 4 (a)).

1. Those elements of the cost of RN personnel falling on the MOD (Navy) in the first instance will be assessed and claimed from the ACNB as follows—

(*a*) The MOD (Navy) to determine five capitation rates, for the broad categories of officers, CPO's, PO's, Leading, and Able Sailors.

(*b*) The capitation rates to include elements for Pay, Special Service Pay, Hard Lying Money, Marriage Allowance, Ration Allowance, Lodging Allowance, Local Overseas Allowance, Education Allowance, Kit Upkeep Allowance, Pilotage, Freight on Newspapers, Entertaining Allowance, Non-Effective benefits and National Insurance.

(*c*) The element for Ration Allowance to be reduced to take account of rations being provided in kind.

(*d*) HMS TERROR to report to MOD (Navy) the number borne on the 15th of each month.

(*e*) MOD (Navy) to apply to the capitation rates on a monthly basis to the numbers borne and to claim quarterly from ACNB.

(*f*) MOD (Navy) to claim actual cost incurred in the quarter for travel (except that of personnel referred to in Paragraph 1 (*a*) of Annex H), subsistence, storage allowance, disturbance allowance and removal expenses, and any other miscellaneous personnel expenses.

APPENDIX 1—*continued*

2. The costs of travel in or from Australia (except as provided in Paragraph 1 (*a*) of Annex H), victualling, accommodation and medical attention which fall on the ACNB in the first instance will be met by them.

3. Those elements of the cost of RAN personnel referred to in Paragraph 1 (*d*) of Annex H falling on the ACNB in the first instance will be assessed, and credited by the MOD (Navy) as follows—

(*a*) the MOD (Navy) in consultation with ANRUK to determine five capitation rates, one for each of the categories, Officers, Chief Petty Officers, Petty Officers, Leading, and Able Sailors.

(*b*) The capitation rates to include Pay, GC Badge Money, Marriage Allowance and SA/PA, Uniform Allowance, Hard Lying Money, Submarine Pay, Living-out Allowance, Child Allowance and Entertaining Allowance.

(*c*) The element for SA/PA to be reduced to take account of rations being provided in kind.

(*d*) FOS/M to report the numbers borne on 15th of each month to MOD (Navy).

(*e*) MOD (Navy) to apply the capitation rates on a monthly basis to the numbers borne and to credit the resulting amounts to ACNB in submitting quarterly claims under Paragraph 1 (*e*) and (*f*) above.

4. FOS/M will arrange for the issue of travel warrants, and payment of subsistence allowance and removal expenses in respect of moves made during service in UK submarines of RAN personnel referred to in Paragraph 1 (*d*) of Annex H in accordance with the MOD (Navy) regulations applicable to RN personnel of equivalent rank or rating.

5. No charge will be made against the ACNB for medical and dental treatment provided from service sources to RAN personnel referred to in Paragraph 1 (*d*) of Annex H.

APPENDIX 2

Base Facilities—(ANNEX G)

The ACNB will provide the following base facilities for the Division—

(*a*) spare gear lay apart stores;

(*b*) submarine battery shop facilities;

(*c*) periscope workshop;

(*d*) office space for division administration;

(*e*) motor transport in accordance with RAN scale;

(*f*) facilities for the storage, maintenance and preparation of submarine outfits of naval armament stores including torpedoes, warheads and ancillary components and the balance of Division war stores;

(*g*) workshop facilities at HMAS PENGUIN for minor engineering, electrical and electronic work.

APPENDIX 3

Financial Accounting Arrangements

A. Naval Stores Transactions. (Including Fuel). (Appendix 1—Paragraphs 3, 4 (*b*), 4 (*c*) and 5).

In accordance with Naval Store Accounting procedure (Appendix 4) all issue vouchers are to be endorsed as to whether issue was made from RN or RAN stocks and the purpose of issue, viz.—

(*a*) Operation and Running;

(*b*) Refit;

(*c*) Intermediate Dockings and Repairs associated therewith;

(*d*) Occasional Defects;

(*e*) Alterations and Additions including the Item No.

2. **Issues ex RAN Stocks**

(*a*) *Action at Establishments*—

(i) Rate and value of one copy of voucher for all issues (including fuel) at into store cost;

(ii) Record costs progressively;

(iii) Forward separate monthly statements of costs for Naval Stores, Machinery Spares and Fuel to Director of Navy Accounts with one copy of the supporting rated and valued voucher (other than voucher for items costed for Garden Island Dockyard) for each of the five categories of issue as detailed in Paragraph 1.

(*b*) *Action at Navy Office*—

(i) The Director of Navy Accounts will record progressively the cost of store issues under the various categories in special cost accounts;

(ii) A separate cost record of issues for Alterations and Additions (except those stated by the MOD (Navy) to be necessary for the safety of the submarines and/or personnel) will be maintained to support as necessary claim on MOD (Navy) for recovery of costs.

3. **Issues ex RN Stocks**

(*a*) *Action at Establishments*—Prepare monthly statements in triplicate listing all stores transactions under the separate headings for the purpose of issue and forward to the Director of Navy Accounts with two copies of the supporting stores vouchers.

(*b*) *Action at Navy Office*—

(i) The Director of Navy Accounts will forward two copies of covering statements and one copy of each supporting stores voucher to the MOD (Navy) at monthly intervals with a request that the vouchers be rated, valued and rendered as a claim supported by one copy of the covering statement other than for issues of Alteration and Addition Items which are accepted as MOD (Navy) liability.

APPENDIX 3—*continued*

(ii) After receipt, examination and certification of the claims for payment to the MOD (Navy), costs will be recorded by the Director of Navy Accounts in special cost accounts for the various categories of issue for maintenance of progressive costs and for departmental vote adjustments between General Naval Stores and Machinery Spares.

B. Armament Stores Transactions. (Includes Naval Armament, Gunnery and Underwater Weapon Equipment Stores). (Appendix 1—Paragraphs 1 (*c*), 3, 4 (*b*), 4 (*c*), 5, and 6).

In accordance with Armament Store Accounting procedures (Appendix 5) all issue vouchers are to be endorsed as to whether issue was made from RN or RAN stocks and the purpose of the issue, viz.—

(*a*) Operation and Running;

(*b*) Refit;

(*c*) Intermediate Docking and Repairs associated therewith;

(*d*) Occasional Defects;

(*e*) Alterations and Additions including the Item No.;

(*f*) Maintenance of War Stores.

2. **Issues ex RAN Stocks**

(*a*) *Action at Establishments*—The Armament Supply Officer of the establishment concerned will forward two copies of stores vouchers for Armament Stores transactions to the Director of Armament Supply endorsed in accordance with Paragraph 1 above.

(*b*) *Action at Navy Office*—

(i) The Director of Armament Supply will rate and value one copy of the store vouchers recording Armament Stores transactions at into store cost and advise the Director of Navy Accounts monthly of the total value of such issues for the preceding month under the headings of purpose of issue in accordance with Paragraph 1 above.

The statements in respect of issues of Armament Stores for Alteration and Addition Items computed as MOD (Navy) liability and for maintenance of War Stores are to be accompanied by two copies of relevant vouchers to support claims on MOD (Navy).

(ii) The Director of Navy Accounts will record progressively the cost of stores issues under the various categories in special cost accounts and raise claims on MOD (Navy) for the Armament Stores transactions.

APPENDIX 3—*continued*

3. **Issues ex RN Stocks**

(*a*) *Action at Establishments*—The Armament Supply Officer of the establishment concerned will forward two copies of the store vouchers for Armament Stores transactions to the Director of Armament Supply endorsed in accordance with Paragraph (1) above.

Note: Payment of MOD (Navy) supplies for Armament Stores (other than War Stores provided under Paragraph 1 (*c*) of Annex H) will be made on shipment and taken on charge in RAN stocks.

(*b*) *Action at Navy Office*—

(i) The Director of Armament Supply will forward the two copies of vouchers received from the Armament Supply Officer together with three copies of supporting statements to the Director of Navy Accounts at monthly intervals.

(ii) The Director of Navy Accounts will forward one copy of each voucher and two copies of supporting statements to MOD (Navy) at monthly intervals with a request that the vouchers be rated and valued and rendered as a claim supported by one copy of the covering statement.

Vouchers for installation of A's and A's which are MOD (Navy) liability and maintenance of War Stores will be forwarded to MOD (Navy) in separate bundles with suitable endorsement that such issues are MOD (Navy) liability in accordance with Paragraphs 1 (*b*) and (*c*) of Annex H to the Agreement and should not be included in claims rendered by MOD (Navy).

(iii) After receipt, examination and certification of claims for payment to MOD (Navy) the Director of Navy Accounts will record such costs, including freight and like charges in special cost accounts maintained for the purpose.

C. Return of Stores from HM Submarines

(*a*) *Action at Establishments*—

(i) Items of stores and spare gear (including equipment) which are returned to store from HM submarines and replaced by items either from RN or RAN stocks are to be surveyed and taken on charge in RAN account.

(ii) Items of equipment which are removed from HM submarines and not replaced are to be surveyed and taken on charge on MOD (Navy) account except items surveyed as arisings which are to be taken on RAN sale charge.

APPENDIX 3—*continued*

(iii) A copy of the voucher for items of stores returned and taken on charge in RAN accounts is to be valued under the approved procedures, viz.—

Serviceable items ..	Rate Book value.
Repairable items ..	6/10ths of Rate Book value other than for the exceptional items.
Sale items ..	Professional valuation.

(iv) Progressive costs of the valued return vouchers are to be maintained under the same categories as for issue vouchers and separate monthly statements forwarded to the Director of Navy Accounts with one copy of the supporting valued voucher.

(*b*) *Action at Navy Office*—The Director of Navy Accounts will record progressively the valuations of stores returned under the various categories in special cost accounts.

D. Repairs to Submarines Stores. (Other than maintenance of Divisions of War Stores). (Appendix 1—Paragraph 4 (*c*)).

(*a*) *Action at Establishments*—

(i) The costs associated with repairs of submarine stores held in RN or RAN stocks is chargeable to RAN votes but expenditure should not be incurred unless items are required to be retained in RAN stocks or bring RN stocks to the authorised level.

(ii) Statements of cost are to be forwarded monthly for the items of submarine stores repaired in RN stock and repairs for ships (Form AD 520D procedure) to Director of Navy Accounts to record progressive costs.

(iii) Repairable items peculiar to submarines which are not required for RAN or RN stocks are to be disposed of in accordance with normal procedures.

E. Stock Transfers from RAN Stocks to RN Stocks

(*a*) *Action at Establishments*—When items of stores are transferred from RAN stocks to bring RN stocks to authorised level a statement in triplicate is to be furnished to Director of Navy Accounts accompanied by two copies of the relevant vouchers.

(*b*) *Action at Navy Office*—

(i) Director of Navy Accounts will forward to the MOD (Navy) one copy of each stores voucher with the covering statement and request that the vouchers be rated and valued and returned for claiming purposes.

(ii) On receipt by the Director of Navy Accounts of the valued stores vouchers and after checking to ensure that all have been received and valuation is fair and reasonable, the expenditure involved will be included in the monthly

claim on the MOD (Navy) the MOD (Navy) vote being debited in the process and the amount involved credited to the appropriate RAN vote.

(iii) Credits to RAN votes will be recorded in special cost accounts kept for the purpose.

F. Credits for Sales of Arisings and Sales of Specific Stores

(*a*) *Action at Establishments and Navy Office*—

(i) Proceeds from the sales or arisings of items of stores and spare gear (including equipment) which are taken on RAN charge in accordance with Section C above are to be credited to RAN votes in the normal manner.

(ii) Items of equipment removed from HM submarines but not replaced are taken on MOD (Navy) account if not surveyed as arisings. If surveyed for sale, proceeds are to be paid direct to the British High Commissioner to whom details of sale are to be furnished and a copy referred to the Director of Navy Accounts who will record details in special cost account.

G. Refitting Costs, Intermediate Dockings and Occasional Defects

(*a*) *Action at Establishments*—

(i) Record separately the cost of main refits, Intermediate Dockings and repairs associated therewith, and of making good occasional defects.

(ii) Forward to the Director of Navy Accounts on the completion of main refit and intermediate docking periods full details and final cost of work undertaken at Garden Island and Cockatoo Island Dockyards on each submarine. Similar statement of costs for occasional defects is to be forwarded annually as at 30th June.

(*b*) *Action at Navy Office*—The Director of Navy Accounts will record the costs for main refits, Intermediate Dockings and occasional defects in special cost accounts maintained for the purpose together with costs included on claims by MOD (Navy) for issues of refitting stores ex RN stocks.

H. Alterations and Additions. MOD (Navy) Supply Items and Installation Costs (including Materials).

(Appendix 1—Paragraph 1 (*b*)).

(*a*) *Action at Establishments*—

(i) The accounting authority will record installation costs (including materials issued for installation and MOD (Navy) Supply Items issued ex RAN stocks) for each Alteration and Addition Item put in hand.

(ii) For MOD (Navy) Supply Items and Installation Materials issued ex RN stocks or stores other than Naval Stores not subject to normal cost accounting procedure, e.g., Armament Stores, vouchers endorsed with the relevant Alteration and Addition Item will be forwarded to Director of Navy Accounts in accordance with procedures set out in Sections A and B of this appendix.

(iii) Progressive installation costs for each Alteration and Addition Item are to be maintained and a statement is to be forwarded to the Director of Navy Accounts at 31st May and 30th November each year showing the progressive cost for each A and A Item in each refit and indicating the items which are MOD (Navy) liability.

(iv) On the completion of each refit a similar detailed statement is to be forwarded indicating the final cost of each Alteration and Addition Item.

(*b*) *Action at Navy Office*—

(i) Assistant Chief of Naval Technical Services (Maintenance) will obtain prior to commencement of each refit from the MOD (Navy) the details of the Alteration and Addition Items for which costs will be accepted as MOD (Navy) liability and advise all accounting authorities.

(ii) The Director of Navy Accounts will operate a separate cost account for A and A Items in which will be recorded installation costs. Posting media for these accounts will be—

(A) Statements of costs received from establishments;

(B) Monthly statements of materials not subject to normal costing procedure at the establishments;

(C) Payments to MOD (Navy) for stores issues for A and A items ex RN stocks.

(iii) For MOD (Navy) liability A and A Items, Director of Navy Accounts will raise a claim and process relevant transfer accounts as a debit to Division 687—Other Administrations—Recoverable Expenditure.

I. Maintenance of Division War Stores

(Appendix 1—Paragraph 1 (*c*)).

(*a*) *Action at Establishments*—

(i) Record separately the costs of each maintenance job for the Divisions War Stores provided in Australia by MOD (Navy).

(ii) Prepare and process transfer accounts at intervals of not more than one month transferring expenditure from RAN votes to Division 687—Other Administrations—Recoverable Expenditure.

APPENDIX 3—*continued*

(iii) Include the transferred expenditure in the monthly MOD (Navy) claim rendered to Director of Navy Accounts for Other Administrations—Recoverable Expenditure.

(*b*) *Action at Navy Office*—The Director of Navy Accounts will record the progress costs from the monthly claim furnished by establishments together with the value of Armament Stores issues (not subject to normal cost accounting procedures) for this purpose.

K. Base Facilities

(Appendix 1—Paragraph 4 (*e*) and Appendix 2).

(*a*) *Action at Establishments*—

(i) Assess the portion of annual costs of maintaining those facilities listed in Appendix B which can reasonably be attributed to the operations of the Submarine Division and the annual costs for personnel, motor transport and storage (on cubic capacity basis).

(ii) Review the costs annually or when necessitated by revised cost assessments and forward a statement of the costs and results of reviews to the Director of Navy Accounts.

L. Personnel Costs

(Appendix 1—Paragraphs 1 (*d*) and 4).

(*a*) *Action at Establishments*—

(i) Advances of cash for payments to RN submarine personnel and allotments paid on their behalf will be made as a charge to Division 687 (Other Administrations—Recoverable Expenditure). Details are to be included at the end of each month in expenditure statements rendered to Director of Navy Accounts.

(ii) Capitation rates of RN and RAN personnel for the assessment of quarterly claims by MOD (Navy) are to be referred by Australian Naval Representative, United Kingdom, to Naval Board for acceptance as the basis of claims.

(iii) Claims will be rendered by MOD (Navy) to Australian Naval Representative, United Kingdom, for certification prior to payment by Official Secretary, London, as a direct charge to Division 664/1/01 (Australian Naval Forces Pay and Allowances).

(*b*) *Action at Navy Office*—

(i) The Director of Navy Accounts will include the amounts for the advances of cash and allotment payments in monthly claims rendered on the MOD (Navy) based on statements of expenditure from establishments and Navy Office.

(ii) The Director of Navy Accounts will debit the appropriate departmental dissection in the Appropriation Ledger the amounts paid by Official Secretary and record such amounts on a special London Order card.

APPENDIX 3—*continued*

M. Passage Costs and Miscellaneous Personnel Expenses and Allowances

(Appendix 1—Paragraphs 1 (*a*), 1 (*d*), and 4 (*g*)).

(*a*) *Action at Establishments*—

(i) Travel warrants for RN submarine personnel and their families and cash vouchers are to be prepared and endorsed in sufficient detail to definitely indicate the nature of each journey and to identify the personnel concerned and whether the journey is authorised because of premature recall to meet MOD (Navy) requirements including cases of premature return on compassionate or medical grounds.

(ii) Paying authorities are to arrange for the payment of passage costs for RN submarine personnel and their families based on the information furnished in accordance with (i) above as follows—

For passage costs in respect of submarine personnel and their families prematurely recalled—Division 687 (Other Administrations—Recoverable Expenditure). Expenditure will be included in the normal monthly claim forwarded to Director of Navy Accounts supported with certified copies of cash vouchers and warrants.

For passage costs of MOD (Navy) representatives who by agreement visit Australia to advise on the operation or any aspect of the maintenance and refit of the Division and of submarine personnel and their families other than premature recall—Division 668—Travelling and Subsistence.

(iii) Claims by MOD (Navy) for passage costs, subsistence, storage allowances, disturbance allowance, removal expenses and any other miscellaneous personnel expenses will be rendered quarterly to Australian Naval Representative United Kingdom, for certification and payment by Official Secretary London as an initial charge to Division 668—Travelling and Subsistence.

(*b*) *Action at Navy Office*—

(i) The Director of Navy Accounts will render claims on MOD (Navy) for the expenditure charged to Division 687 (Other Administrations—Recoverable Expenditure) based on details forwarded in monthly claims from establishments and Navy Office.

(ii) On receipt of payment vouchers from Official Secretary, Director of Navy Accounts will record expenditure against London Orders raised for this purpose and bring to account in Appropriation Ledger against special departmental dissections under RAN votes.

(iii) The Director of Navy Accounts will record in special cost accounts the expenditure charged to the departmental dissections of RAN votes and claimed from MOD (Navy).

APPENDIX 3—*continued*

N. Accommodation and Victualling Stores

Under Annex D to the Agreement, ACNB is responsible for providing submarine personnel under their operational control with—

(*a*) Shore accommodation;

(*b*) Victuals and Victualling Stores.

(*a*) *Action at Establishments*—

Provisions—

(i) Cost of purchases of provisions should be charged to RAN votes except rum which will be charged to MOD (Navy) vote. Issue of provisions from stock by the REV Yard, HMA ships and commissioned establishments will be made without financial adjustment.

Clothing and Mess Gear—

(ii) The (S) Victualling Store Officer will forward at least monthly to Director of Victualling a copy of priced and valued stores vouchers covered by a statement of the transactions.

(iii) HMA ships and commissioned establishments will forward copies of vouchers to the Director of Victualling in accordance with ABR 93.

(*b*) *Action at Navy Office*—

(i) The Director of Victualling will forward quarterly to the Director of Navy Accounts the following statements of cost based on victualling stores accounts forwarded to the former in accordance with ABR 93—and by Victualling Store Officers—

(A) statement of submarine personnel victualled in HMA ships;

(B) statement of personnel victualled in submarines;

(C) statement of rated copies of vouchers and statements of clothing and mess gear issued by HMA ships and commissioned establishments and from HMA Victualling Yard.

(ii) The Director of Victualling will calculate the amounts in respect of these statements as follows—

(A) at the rate prescribed for recoveries from other Administrations;

(B) at a per capita rate based on actual cost;

(C) at into store cost plus applicable on costs.

(iii) The Director of Navy Accounts will record in special cost accounts the costs furnished by the Director of Victualling.

(iv) The Director of Navy Accounts will calculate accommodation costs from statements furnished by the Director of Victualling in respect of victualling of submarine personnel and record in special cost accounts.

APPENDIX 3—*continued*

O. Medical and Dental—Stores and Expenses

Under the Agreement the ACNB is responsible to supply to the Division Medical and Dental Stores and bear the cost thereof. Medical and dental treatment of RN submarine personnel is also the responsibility of ACNB who will also provide families of accompanied personnel with medical services to the standard of the United Kingdom National Health Scheme.

(*a*) *Action at Establishments*—

(i) Certified accounts for hospitalisation and medical and dental treatment of RN submarine personnel, other than from Naval sources, will be paid as a charge to Division 668/0/07—Payments to Repatriation Department and others for medical and dental Services.

(ii) Claims for medical and dental services for the families of RN submariners will continue to be processed in accordance with the procedures as promulgated in Navy Orders 458 of 1965 and 5 of 1966 and payments arranged by the Commander Fourth Submarine Division.

(*b*) *Action at Navy Office*—

(i) The Medical Director-General will supply quarterly to the Director of Navy Accounts—

The cost of supplies of Medical and Dental Stores to HM submarines;

The periods of treatment in RAN Hospitals of RN submarine personnel;

The Director of Navy Accounts will maintain records of the progressive costs.

(ii) The Director of Navy Accounts will record in special cost accounts the expenditure for medical and dental expenses debited to departmental dissections of RAN votes for submarine personnel.

P. Miscellaneous Expenses (including expenditure incurred at ports on the Australia Station).

(Appendix 1—Paragraph 4 (*h*)).

(*a*) *Action at Establishments*—Expenditure incurred in respect of such services as port dues, tug hire, removal of refuse, occasional defects, will be processed as a charge to RAN votes. Statements setting out the details of such expenditure are to be forwarded to Director of Navy Accounts at monthly intervals.

(*b*) *Action at Navy Office*—The Director of Navy Accounts will record such items of expense in special cost records.

Q. Rendition of Claims on New Zealand Government

Financial adjustment for the operation and maintenance of the Fourth Submarine Division will be negotiated between ACNB and NZNB based on the total cost recorded by the Director of Navy Accounts.

2. Claims on New Zealand Government will be raised by the Director of Navy Accounts as a debit to Division 687 (Other Administrations—Recoverable Expenditure) and RAN votes will be credited on a pro-rata basis in relation to expenditure incurred therefrom.

APPENDIX 4

NAVAL STORE ACCOUNTING PROCEDURE

(Naval Stores, Fuel, Machinery and Spares)

The following instructions are applicable—

A. Refit

Issues—

Vouchering Procedure—

(i) *Issues to Codock by SNSO*—Forms 134S/W are to be prepared, the ship's copy being retained by Codock. Issues will be made on Forms AS 134P, five copies of which will be prepared. A standard distribution of Forms AS 134P for issues both from MOD (Navy) account and RAN account will be necessary as follows—

Copy No. 1—Depot Accounting
2—Codock Accounting
3—Receipt
4—Costing (Superintending Accountant).
Extra Copy—Superintending Accountant.

(ii) *Issues to Garden Island Dockyard by SNSO*—Forms AD 184 (Single line) or AD 184S (21 line) are to be prepared. Where Forms AD 184 are used one extra copy is to be prepared. Where Forms AD 184S are used, the duplicate copy is to be retained by the originator and the master passed to SNSO for preparation of Forms AD 184P. Copies of Form AD 184/P will be distributed as follows—

Copy No. 1—Depot Accounting
2—Costing
3—Originator
4—Book Copy (Form AD 184 only).
Extra Copy—Superintending Accountant.

Returns—

Vouchering Procedure—

All items (including electrical spare gear) are to be returned by Codock and Garden Island Dockyard to SNSO, Sydney, as follows—

(i) *By Codock*—Forms AS 331 S/W are to be prepared, the ship's copy being retained by Codock. Forms AS 331P will be prepared by SNSO. A standard distribution of Forms AS 331P will be necessary as follows—

Copy No. 1—Depot Accounting
2—Receipt
3—Return Store.
1st Extra—Superintending Accountant*
2nd Extra—Superintending Accountant.*

* *Note.*—Result of survey required to be shown on these copies.

APPENDIX 4—*continued*

(ii) *By Garden Island Dockyard*—Forms AD 83 are to be used. A standard distribution of Forms AD 83 will be necessary, as follows—

Copy No. 1—Depot Accounting
2—Costing*
3—Originator
4—Book copy.
Extra Copy—Superintending Accountant.*

B. Intermediate Docking and Repairs and Occasional Defects

Vouchering Procedure—

Vouchers to be used and their distribution are the same as in A.

C. MOD (Navy) Supply Items for A's and A's

Vouchering Procedure—

Vouchers to be used and their distribution are the same as in A.

D. Operation and Running of Submarines

Issues—

Vouchering Procedure—

(i) *Issues by SNSO to Submarines or SM4—*

(*a*) *Naval Stores (excluding Fuel) Machinery and Spares*—Forms AS 134S/W are to be prepared, the ship's copy being retained by the submarine or SM4. Issues will be made on Form AS 134P, six copies of which will be prepared and distributed as follows—

Copy No. 1—Depot Accounting
2—Submarine for SM4 Accounting
3—Receipt
4—Costing (Superintending Accountant).
1st Extra—MOD (Navy) (to be forwarded to DNAS periodically).
2nd Extra—Superintending Accountant.

(*b*) *Fuel*—Forms AD 785/AS 134Y are to be used, copies being distributed as follows—

Copy No. 1—Depot Accounting
2—Submarine Accounting
3—Navy Office
4—Installation.
1st Extra—MOD (Navy) (to be fowarded to DNAS with Copy No. 3).
2nd Extra—Superintending Accountant}
3rd Extra—Superintending Accountant}

* *Note.*—Result of survey required to be shown on these copies.

APPENDIX 4—*continued*

(ii) *Issues of Naval Stores by HMA Ships and Establishments to Submarines. Form AS 549 to be used, copies being distributed as follows—*

Copy No. 1—Submarine Accounting

2—Receipt Note (Supplying Ship's Accounting)

Copy Nos. 3, 4, 5 and 6—To Navy Office for distribution as follows—

3—MOD (Navy)

4 and 5—Superintending Accountant

6—Navy Office.

Returns—

Vouchering Procedure—

Returns by submarines or SM4.—Forms AS 331S/W are to be prepared, the ship's copy being retained by the submarine or SM4 as appropriate. Forms AS 331P will be prepared by SNSO and copies distributed as follows—

Copy No. 1—Depot Accounting

2—Receipt

3—Return Store.

1st Extra—MOD (Navy) (to be forwarded to DNAS periodically)

2nd Extra—Superintending Accountant*

3rd Extra—Superintending Accountant.*

2. Detailed stores accounting procedures applicable to the various authorities concerned are as indicated hereunder—

Action by Codock—

(i) Items required—Stores and all Spare Gear (including Electrical Spare Gear) required in connection with repair and refit are to be demanded from SNSO on Form AS 134S/W, through the appropriate overseer. The master copy is to be forwarded to SNSO and the ship's copy retained by the Demanding Officer. Forms AS 134P will be prepared by SNSO and Copies 2 and 3 delivered to Codock for Company action. Copy No. 3 is to be receipted and returned to SNSO.

(ii) Returns—All items are to be returned through the apppropriate overseer to SNSO on Form AS 331S/W. The master copy is to be forwarded to SNSO and ship's copy retained by the Returning Officer. Forms AS 331P will be prepared by SNSO and after survey of the stores copy No. 2 will be receipted and forwarded to Codock as final receipt for Company records.

* *Note.*—Result of survey to be shown on these copies.

APPENDIX 4—*continued*

(iii) Voucher Endorsement—In addition to other necessary information such as Job No., etc., all Forms AS 134S/W and AS 331S/W are to be endorsed, in the "Reason for Demand/Return" panel by the officer who prepares them under one of the following headings—

(*a*) Refit.

(*b*) Intermediate Docking and Repairs associated therewith.

(*c*) Occasional Defects.

(*d*) Alterations and Additions including Item No.

Vouchers for the return of permanent stores are also to indicate whether or not replacement has been (or will be) effected.

Action by Garden Island Dockyard—

(*i*) Stores and all Spare Gear (including Electrical Spare Gear) are to be demanded from and returned to SNSO. Normal arrangements for the demanding and returning of stores to apply except that an extra copy of Forms AD 184/P and AD 83 are to be prepared.

(ii) Voucher Endorsement—In addition to other necessary information such as Job No., etc., all Forms AD 184/P and AD 83 are to be endorsed by the officer who prepares them under one of the following headings—

(*a*) Refit.

(*b*) Intermediate Docking and Repairs associated therewith.

(*c*) Occasional Defects.

(*d*) Alterations and Additions including Item No.

Vouchers for the return of permanent stores are also to indicate whether or not replacement has been (or will be) effected.

Action by SM4—

(i) Naval Stores and Spare Gear (including Electrical Spare Gear)—All requirements for submarines or the base (SM4) are to be demanded from SNSO on Forms AS 134S/W and returns are to be arranged on Forms AS 331S/W. Normal arrangements in accordance with BR 4 or other MOD (Navy) instructions will apply in regard to voucher procedure and accounting for the stores in the submarines or at the base.

(ii) Voucher Endorsement—In addition to other necessary information, all Forms AS 134S/W and AS 331S/W are to be endorsed in the Reason for Demand/Return block by the officer who prepares them under one of the following headings—

(*a*) Refit.

(*b*) Intermediate Docking and Repairs associated therewith.

(*c*) Alterations and Additions including the Item No.

(*d*) Operation and Running.

(*e*) Occasional Defects.

Vouchers for return of permanent stores are also to indicate whether or not replacement has been (or will be) effected.

APPENDIX 4—*continued*

Action by SNSO—

(i) All issues for submarines, including Electrical Spare Gear are dealt with by SNSO. All items, including Electrical Spare Gear are to be returned to SNSO who is to consult, as necessary, with SM 4 in regard to the disposal of serviceable and repairable Electrical Spare Gear. Vouchers are to be processed and copies distributed as indicated above. Two copies of all vouchers for transactions in stores are required to be forwarded to the Superintending Accountant. Particular attention should be paid to ensuring that these copies are amended as necessary, to agree with the items actually received or issued, and in the case of returns, the Survey Category.

(ii) Voucher Endorsement—SNSO is to verify that vouchers have been endorsed by the officer originating them under one of the following headings—

(*a*) Refit.

(*b*) Intermediate Docking and Repairs associated therewith.

(*c*) Alterations and Additions including Item No.

(*d*) Operation and Running.

(*e*) Occasional Defects,

and that vouchers for the return of permanent stores indicate whether or not replacement has been (or will be) effected. SNSO is to endorse all issue vouchers either ex RAN account or MOD (Navy) account. Similarly in respect of returns he is to endorse the vouchers to indicate whether the items are to be taken on charge in RAN or MOD (Navy) account.

(iii) All vouchers covering transactions at the Machinery and Spares Depot involving submarines, except those for MOD (Navy) Supply Items for A's and A's are to be clearly endorsed " SPARE GEAR " in addition to the appropriate heading shown above.

APPENDIX 5

ARMAMENT STORE ACCOUNTING PROCEDURE

(A) ARMAMENT STORES INCLUDING TORPEDOES

(B) WEAPON EQUIPMENT STORES

A. Operation and Running

(1) *Issues*—

(*a*) Forms AS 134 covering issues from RAN stocks to submarines and SM4 are to be distributed as follows—

Copy No. 1—Depot Accounting
2—Ships Accounting
3—To be returned receipted to Depot
4— } Navy Office. (DAS)
5— }

APPENDIX 5—*continued*

(*b*) Issues ex RN stocks. Vouchers to be used and their distribution are as for (*a*) above.

(*c*) Issues of stores by SM4 to submarines—No copies of vouchers are required by Navy Office.

(2) *Returns*—

Returns by submarines and SM4 to Armament, Torpedo and Weapon Equipment Depots on Forms AS 331 are to be distributed as follows—

Copy No. 1—Depot Accounting
2—Receipt (preliminary)
3—Receipt (final)
4—Navy Office. (DAS)

B. Refit

(1) *Issues*—

(*a*) Issues to Codock by WESO ex RAN stocks. Five copies of Form AS 134 to be prepared by WESO.

Voucher distribution—

Copy No. 1—Depot Accounting
2—Codock Accounting
3—Receipt
4—Costing copy for transmission to Navy Office
5—Navy Office. (DAS)

(*b*) Issues to Garden Island Dockyard by WESO ex RAN stock. Five copies of Form O 160 to be prepared by WESO.

Voucher distribution—

Copy No. 1—Depot Accounting
2—Navy Office Copy
3—Yard Check
4—Depot Requisition
5—Navy Office. (DAS)

(*c*) Issues ex RN stocks. Vouchers to be used and their distribution are as for (*a*) or (*b*) above as appropriate.

(*d*) Issues to Codock or Garden Island Dockyard by SM4. Five copies of Form AS 134 to be prepared by SM4.

Voucher distribution—

Copy No. 1—SM4 Accounting
2—Codock or Garden Island Accounting
3—Receipt
4—Costing copy for transmission to Navy Office
5—Navy Office. (DAS)

Note.—Issues from Division Spares to refitting authorities by SM4 are only to be made in exceptional circumstances, and vouchers are to indicate the original source of supply (e.g., WESO, Sydney).

APPENDIX 5—*continued*

(2) *Returns*—

(*a*) Return of Weapon Equipment Stores by Codock to WESO, Sydney, are to be made on Forms AS 331.

Voucher distribution—

Copy No. 1—Depot Accounting
2—Receipt (preliminary)
3—Receipt (final)
4—Navy Office. (DAS)

(*b*) Return of Weapon Equipment Stores by Garden Island Dockyard to WESO, Sydney, are to be made on Forms O 161.

Voucher distribution—

Copy No. 1—Depot Accounting
2—Navy Office Copy
3—Yard Check
4—Requisition Copy
5—Navy Office. (DAS)

C. Intermediate Docking and Repairs associated therewith

Vouchers to be used and their distribution are as shown in B.

D. Occasional Defects

Vouchers to be used and their distribution are as shown in B.

E. Alterations and Additions. MOD (Navy) Supply Items

Vouchers to be used and their distribution are as shown in B.

F. Maintenance of War Stores

(1) *Issues*—

(*a*) Issues from RAN stocks by Armament, Torpedo and Weapon Equipment Depots of Stores for use within the Depot for maintenance of War Stores are to be made on Forms O 160.

Voucher distribution—

Copy No. 1—Depot Accounting
2—Navy Office Copy
3—Yard Check
4—Requisition Copy
5—Navy Office. (DAS)

(*b*) Issues from RN stocks. Vouchers to be used and their distribution are as for (*a*) above.

(2) *Returns*—

Returns within Armament, Torpedo and Weapon Equipment Depots from jobs involving the maintenance of War Stores are to be made on Forms O 161.

Voucher distribution—

Copy No. 1—Depot Accounting
2—Navy Office Copy
3—Yard Check
4—Requisition Copy
5—Navy Office. (DAS)

APPENDIX 5—*continued*

G. Accounting Procedure

(1) *Action by Codock*—

(i) Items of Weapon Equipment required in connection with refit are to be demanded from WESO, Sydney, on Forms AS 134, through the appropriate overseer.

(ii) Returns—Items of Weapon Equipment are to be returned through the appropriate overseer on Forms AS 331.

(iii) Voucher Endorsement—In addition to other necessary information such as Job No., etc., all issue and return vouchers are to be endorsed by the officer who prepares them under one of the following headings—

(*a*) Refit.

(*b*) Intermediate Docking and Repairs associated therewith.

(*c*) Occasional Defects.

(*d*) Alterations and Additions.

(2) *Action by Garden Island Dockyard*—

(i) Normal arrangements for the demanding and returning of Weapon Equipment Stores apply except that one extra copy of store issue and return notes is to be prepared and lodged with WESO.

(ii) Voucher endorsement is at G (1)(iii) above.

(3) *Action by SM4*—

(i) All requirements for submarines or SM4 are to be demanded from WESO, RANTE or SASO on Forms AS 134 and returns arranged on Forms AS 331. Normal arrangements in regard to voucher procedure and accounting for the stores in the submarine or base will apply.

(ii) Voucher Endorsement—In addition to other necessary information all issue and return vouchers are to be endorsed by the officer who prepares them under one of the following headings—

(*a*) Operation and Running.

(*b*) Refit.

(*c*) Intermediate Docking and Repairs associated therewith.

(*d*) Occasional Defects.

(*e*) Alterations and Additions including the Item No.

Note.—Particular attention is to be given that Forms AS 331 are endorsed in appropriate block with AS 134 serial number on which stores have have been demanded as replacements.

APPENDIX 5—*continued*

(4) *Action by WESO*—

All issues and returns of Weapon Equipment for submarines are to be dealt with by WESO. Vouchers are to be processed and distributed as indicated above. Two copies of all vouchers, except in respect of Forms AS 331 for returns by submarines or SM4, are to be forwarded to Navy Office (DAS) on monthly schedule. Vouchers bearing similar endorsements are to be grouped and schedules are to be divided into sections bearing headings as in Section B of Appendix 3.

2. All items of Weapon Equipment for submarines are to be held on RN account. As new items are issued to replace defective items, those returned are to be taken on charge in RAN account. If the item is to be repaired this is to be effected as an RAN liability and on completion of repair the item is to be transferred "On repayment" to RN account, two copies of the transfer voucher are required to be forwarded to Navy Office (DAS) under cover of Form AO 87.

3. Vouchers for stores, issued in connection with the maintenance of War Stores are to be forwarded to Navy Office (DAS) under cover of Form AO 87.

(5) *Action by SASO*—

All issues for submarines, and returns are to be dealt with in accordance with normal procedure. Vouchers are to be processed and distributed as above. Two copies of issue vouchers and one copy of return vouchers are to be forwarded to Navy Office on monthly schedules.

2. Two copies of vouchers for stores issued and costs incurred in connection with the maintenance of war stores are to be included on Forms AO 87 and forwarded to Navy Office (DAS).

(6) *Action by RANTE*—

All issues to submarines, and returns are to be dealt with in the normal manner as an RAN liability. Vouchers are to be processed and distributed as above. Two copies of issue vouchers and one copy of return vouchers are to be forwarded to Navy Office on monthly schedule.

2. Two copies of vouchers for stores issued in connection with maintenance of torpedoes which have been received from submarines for return to store or on torpedoes which have been issued from store and after maintenance returned to store are to be included on Forms AO 87 bearing all relevant details.

3. Two copies of vouchers for stores issued in connection with preparation of torpedoes prior to their issue to submarines are to be forwarded to Navy Office under normal monthly schedules. The same procedure will apply to issues in connection with work carried out on torpedoes received from submarines which are to be re-issued without being taken into store.

APPENDIX 5—*continued*

(7) *Voucher Endorsement*—

Stores authorities are to verify that vouchers have been endorsed by the officer originating them under one of the following headings—

(*a*) Operation and Running.
(*b*) Refit.
(*c*) Intermediate Docking and Repairs associated therewith.
(*d*) Occasional Defects.
(*e*) Alterations and Additions, including the Item No.
(*f*) Maintenance of War Stores,

and are to endorse all issue vouchers either "ex RAN account" or "ex RN account" as applicable. Similarly, in respect of returns, they are to endorse the vouchers to indicate whether the items are to be taken on charge in RAN or MOD (Navy) account.

APPENDIX 6

VICTUALLING STORE ACCOUNTING PROCEDURE

1. **Provisions**

(*a*) All items of provisions including reserve stocks but excluding rum held on charge in the submarines provision account shall be transferred to HMAS PENGUIN on Form AS 549.

(*b*) The submarines shall operate, in relation to provisions, as an attached vessel to HMAS PENGUIN but all transactions shall be recorded on Form S 99—Account of Victualling Stores—in accordance with the instructions shown on the form regarding provisions. The completed form shall be forwarded by HMAS PENGUIN to the Director of Victualling as soon as possible after the close of each month.

(*c*) Reserve stocks are to be maintained and turned over as necessary by exchange with general mess supplies.

(*d*) All provisions for submarines shall be purchased as a charge against the RAN vote. Issues by Royal Edward Victualling Yard or transfers from other ships shall be made in the manner prescribed for issues to HMA ships.

(*e*) Stocks of rum will be maintained at Royal Edward Victualling Yard on MOD (Navy) account for issue to submarines.

(*f*) Details of submarine personnel victualled in HMAS PENGUIN or other HMA ships shall be recorded on separate Forms AS 81—Mess Sheet.

(*g*) The procedures prescribed in ABR 93—Manual of Victualling Stores—shall be observed for all transactions except as varied above.

2. **Clothing and Mess Gear.** A priced and valued copy of vouchers covering issues of clothing and mess gear to submarines by Royal Edward Victualling Yard is to be forwarded to the Director of Victualling at the end of each month with a statement of the transactions. Issues by HMA ships and establishments either direct to the submarines or to submarine personnel shall be made in accordance with ABR 93—Manual of Victualling Stores—and a copy of the relevant voucher forwarded to the Director of Victualling.

APPENDIX 7

MEDICAL AND DENTAL STORE ACCOUNTING PROCEDURE

Issues by the Medical and Dental Store Officer. The MDSO is to forward quarterly to the Medical Director-General a rated copy of each voucher concerning issues to HM submarines.

Issues by HMA Ships and Commissioned Establishments. One copy of the transfer voucher (Form AS 549) is to be forwarded to the Medical Director-General on completion of the action.

APPENDIX 8

REFITTING PROCEDURE

1. **Defects.** Defects will be submitted to the Refitting Authority in the normal manner. An extra copy of the defect list is to be obtained for Navy Office.

2. **Alterations and Additions**

   (*a*) Refitting Authority will obtain a list of approved Alteration and Addition Items for the submarines dissected under the headings of operational and safety.

   (*b*) Action will be taken at Navy Office to obtain from MOD (Navy) requisite information and equipments necessary to undertake the Alteration and Addition Items.

   (*c*) "Takon" and "Addon" signals will be submitted by the Refitting authority and the Captain of the submarine respectively.

3. **Estimates**

   (*a*) The Refitting Authority will make provision in annual estimates proposals for submarines showing separately the estimated cost of main refits, including defects and alterations and additions, intermediate dockings and urgent defects. Penalty portion of overtime will be included in the estimated cost for the submarine in lieu of being charged to a separate allocation as in the case of HMA ships.

   (*b*) The Refitting Authority will submit to Navy Office detailed estimates of cost of defects and approved Alteration and Addition Items in sufficient time to enable an order to be placed prior to taking the submarine in hand.

   (*c*) Allocation for intermediate dockings and urgent defects will be included in the overall refitting programme issued to the Refitting Authority. However, an order for the main refit will be placed by Navy Office after consideration of detailed estimates and allocations will be issued separately.

(DNA 501/252/40)

(Navy Orders 458 of 1965 and 5 of 1966)

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

REGISTRAR
gm 4/5

RESTRICTED

ANO's 230-250/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
2nd May, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

4269/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

230—Strategic Reserve—Analysis of Surface Weapon Practices

The policy of analysis of surface weapons practices for RAN ships serving on the Strategic Reserve has been reviewed. The following procedures are to be adopted for the rendering of analysis from the date of receipt of this order.

2. Seacat and Type A—AA Firings—

(*a*) To be rendered in accordance with Australian Addendums No. 2 and No. 3 to BR 1043 (3) with a copy of the covering letter to the Flag Officer Second-in-Command, Far East Fleet.

(*b*) A copy of the RAN FAU analysis be forwarded to the Commander, Far East Fleet.

3. NGS, SU, GDX and Type B—AA Firings—To be rendered to the Commander, Far East Fleet, in accordance with FXTI Part 4.

(DWE 1624/202/185)

UNCLASSIFIED

231—Visit of Schoolboys to the Fleet and Establishments

Limited financial provision is available under Division 668/0/15 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 day's return journey by rail or bus and is limited to—

(*a*) Reimbursement where necessary of the return rail fares for each member of the party or where rail travel is not practical 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 156 and entered on Form AS 71—Ledger Sheet, as " other issues ".

(HPB 42/1/2)

Section 2

PERSONNEL

UNCLASSIFIED

232—Allotments Vic. Truman Pty. Ltd., Truman & Gorham Pty. Ltd.

Advice has been received from Vic. Truman Pty. Ltd., that the retail section of the business is now being conducted under the registered trading name of VEE TEE Clothing Co.

2. Payment of allotments to Truman & Gorham Pty. Ltd., and Vic. Truman Pty. Ltd., will be made in future under the new registered trading name.

(DNA 145/51/69)

UNCLASSIFIED

233—Diving Pay

With effect from 2nd February, 1966, Diving Pay will no longer be credited to members of the RAN and Citizen Naval Forces on a depth and time basis but will be credited as a daily allowance at the following rates—

Rank	*Rate per Diem*
Clearance Diving Officer	$1.20
CPOCD, POCD	$1.20
LSCD, ABCD	$1.00
ORDCD	$0.50
Supervisory Diving Officer	$0.50
Diver	$0.50

Members of the PNG Division of the RAN will continue, for the time being, to be credited with Diving Pay on the depth and time basis.

2. The rates quoted in Paragraph 1 above cannot be implemented, however, until the relevant regulations have been amended. Signalled advice will be furnished as soon as statutory approval for payment on the daily basis is obtained.

3. Subject to the conditions detailed in the following paragraphs Diving Pay at the new rates will remain in issue continuously to qualified members during periods of leave, time on passage, courses or between postings and irrespective of the nature of the duties on which the member is actually engaged at any particular time.

4. To remain qualified and eligible for credit of Diving Pay on a daily basis, a Diver must carry out a minimum of 90 minutes diving exercise per month.

5. **Cessation or Suspension of Diving Pay**—Diving Pay will cease or be suspended, as the case may be, under the following conditions—

(*a*) *Personnel Who Become Medically Unfit to Carry Out the Duties for Which the Allowance is Being Paid*—

(i) *For reasons beyond their own control*—as from 91 days from the date on which they were first checked sick or until such time as certified as permanently unfit for further diving, whichever is the earlier.

(ii) *For reasons within their own control*—as from the date on which they were first checked sick. In any cases of doubt, payment should be suspended and the case referred to Navy Office for decision.

(*b*) *Personnel Who Fail to Keep in Regular Diving Practice*—

(i) A Diver will cease to be qualified and eligible for the allowance if, for Service reasons, he has not fulfilled the requirement to exercise for 90 minutes per month for a period of 6 months. (A member would be required to again re-qualify before the allowance would be payable—*see* Sub-paragraph (iii) below.).

(ii) Where, for reasons other than Service exigencies or as otherwise provided, a Diver fails to carry out diving practice in respect of any month, or for any other reason—including disciplinary reasons—his qualifications lapse—the allowance will cease to be payable.

(iii) Following discontinuance of the allowance under (i) or (ii) above and where permitted to seek re-qualification, a member may be required to undertake and graduate from a course of diving training appropriate to the diving qualification sought.

(*c*) *Personnel Who Fail to Maintain a Proper Standard of Efficiency*—as from the date of such failure (for officers, at the discretion of a Flag Officer; for sailors, at the discretion of an officer of Captain's rank).

6. In regard to the payment of Diving Pay to qualified Reserve personnel in respect of drills, the amount payable is to be calculated by multiplying the appropriate rate by the total number of days' active pay credited for the period concerned provided the member remains qualified in accordance with Paragraph 4 above.

7. NPI 117 will be amended in due course.

(HPB 252/201/20)

UNCLASSIFIED

234—RANR Training—GPV's and Other Local Craft—Instructions and Procedures Regarding Their Use

Local naval authorities are authorized to sail craft allocated for RANR training in accordance with RANOP's, Chapter 1, Article 132. They are to ensure that the officer placed in command is competent and qualified for the task in accordance with Paragraphs 5 and 6 and that minimum complements in accordance with Paragraphs 10 and 11 are carried.

Procedure Before Sailing

2. Before craft allowed for RANR training are sailed for short periods of training in bays, estuaries or sheltered waters, local naval authorities are to—

(*a*) post, in writing, the officer selected to command the craft; and

(*b*) send a signal to the Naval Board (info the appropriate Area Commander) one week before the exercise stating "RANOP 132 (K) Intend to sail.....(name/number of craft) under the command of.....(name of officer) for RANR training cruise, from.....(time and date) to..... (time and date in area).....(brief description of area)."

3. Should ocean passages as defined in RANOP's 132 (*e*) be planned, a programme is to be submitted to the Naval Board and prior approval obtained. Officers recommended for such cruises will be duly posted by the Naval Board if the cruise is more than two days; if the cruise is two days or less posting action is to be in accordance with Paragraph 2 (*a*).

Sailing Intention Signal, PIM and Arrival Signal

4. Movements are to be reported and are to be in accordance with RANOP's Chapter 1, Articles 126, 127 and 108 (*d*) (II).

Minimum Qualifications to Command Local Craft in Bays, Estuaries or Sheltered Waters

5. (*a*) Small Ships Command Certificate.

(*b*) Experience in local training craft, not necessarily in command during the previous twelve months.

Minimum Qualifications to Command Local Craft on Ocean Passage

6. (*a*) Small Ships Command Certificate.

(*b*) RANR Full Bridge Watchkeeping Certificate (which includes Ocean Navigation Certificate).

(*c*) Experience in local training craft not necessarily in command during the previous twelve months.

Wearing of Flags

7. Craft or vessels under way by day *see* Paragraph 2 are to wear the white ensign but are not to wear a masthead pendant.

8. Craft or vessels manned *see* Paragraph 3 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

9. (*a*) Meals 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 20, Paragraphs 4 and 9, and Chapter 22, Paragraph 5.

Minimum Complements for RANR Craft or Vessels

10. HMA GPV's, SDB's and MWL's, whilst on Reserve Training in bays, estuaries and sheltered waters—

Rank	*Officers*	*Chief Petty Officers or Petty Officers*	*Junior Sailors*	*Remarks*
Lieutenant ..	1	..	..	*See* Paragraphs 2 and 5
PO or LS ..	..	1	..	
AB	..	..	2	
ERA	..	1	..	With diesel experience
ME	..	..	1	With diesel experience
RO	..	..	1	With diesel experience
Total ..	1	2	4	= 7

11. HMA GPV's, SDB's and MWL's whilst on Reserve Training on ocean passages—

Rank	*Officers*	*Chief Petty Officers or Petty Officers*	*Junior Sailors*	*Remarks*
Lieutenant ..	1	..	..	*See* Paragraphs 3 and 6
Lieutenant ..	1	..	..	13 days ACT at sea in the last 2 years
Sub-Lieutenant ..	1	..	..	Qualified Seamanship and Nav. 1
PO	..	1	..	
LS	..	..	1	
AB	..	..	3	
ERA	..	1	..	With diesel experience
LME	..	..	1	With diesel experience
ME	..	..	2	With diesel experience
RO	..	..	1	
CK	..	..	1	
Total ..	3	2	9	= 14

(D of R 311/52/26)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

235—Alteration and Addition Item—HMAS SYDNEY

The following Alteration and Addition Item is approved to be carried out in HMAS SYDNEY—

Class List Item No. 333 (Ex. TDL " S ")

(*a*) *Item:* To fit portable plates in the flight deck over the outboard passageways to allow ammunition to be struck down into magazines on 2 deck.

Positions—

Port—Frames 50, 100, 158.

Std.—Frames 50, 155.

The holes in the deck are to be approximately 33 inches square.

Carlings are to be fitted between deck framing which is not to be cut.

Plates are to be weather-proof.

(*b*) Weight compensation is not required.

(*c*) *Reference:* HMAS SYDNEY's Form AS 1182 of 7th September, 1965 forwarded under cover of FOCAF Memorandum AF 1903/24 dated 15th October, 1965.

(CNTS 1213/253/33)

UNCLASSIFIED

236—Electrically Heated Bake Ovens

Experience has shown that the practice of injecting water into ovens whilst baking is in progress is not favoured. Therefore, in ships where ovens are fitted with water injection units, ship's officers are to raise a defect item to cover removal of these units when convenient.

(ACDC 400/2/601)

UNCLASSIFIED

237—Fire Fighting—2-gall. Gas Water Extinguisher, Pattern 7272—Operation

Fire survey inspections have shown a need for a clear appreciation of the correct procedure when discharging a Gas Water Extinguisher of " Nu-Swift " type.

2. The knob or plunger should be struck and the hand removed immediately. There should be no attempt to keep the plunger depressed, as by so doing the CO_2 is able to escape and render the extinguisher ineffective.

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

(DNW 1446/3/16)

UNCLASSIFIED

238—Gun Mountings (Other Than Aircraft)—Auto Controlled Weapon Equipment—Hand Effort Tests

The tolerances for hand-effort tests, conducted when preparing equipment for " pre " and " post " refit trials, are laid down in BR 292 Chapter 11 (eleven), Paragraph 65, HAT (G) & (TAS) trials sheets, shop trial forms and Forms AX 100 Series.

2. Whilst the object of carrying out hand-effort tests is to discover overtight seals, badly meshed gears, physical fouls, mal-aligned bearings and couplings, etc., it is accepted that where good auto performance is obtained, and no obvious defects can be found to account for the stiffness, then it is not necessary to strip and refit to bring efforts back within tolerance.

3. The following rule is to be applied—

> When the hand efforts or, in the case of 4.5-in. Mark 6 Series Mountings, pressure differences, required to move an equipment are not more than 50 per cent. over tolerance, and no obvious defects can be found, then they can be accepted as satisfactory, provided the RPC performance is satisfactory and up to the standards laid down. In each case a report is to be forwarded to Navy Office tabling the hand-efforts and enclosing a copy of the autographic records for the dynamic trials of the motion concerned.

4. BR 292 and other appropriate handbooks, manuals and forms will be amended in due course.

(DWE 737/51/19)

UNCLASSIFIED

239—Naval Stores—Accounting—British Air Radio

(DCI (RN) 1470/1965)

The annexes to this order detail main units and sub-assemblies of British air radio dealt with at present under various naval store classes and groups, but which are in future to be dealt with under NS Group Class 0624. Some of the items may in practice already be so dealt with but have been included to ensure uniformity. Transfer of stock and amendments to records are to be arranged forthwith. There are no changes in description or reference number involved.

2. Annex A lists the items in order of the present naval store group class; Annex B lists them in NATO reference order.

3. Naval store accounts in HMA ships and commissioned establishments for items detailed in Annex A are to be adjusted in the manner detailed in ABR 4 (Naval Storekeeping Manual) Article 1812.

ANNEX A

Main Units and Sub-assemblies to be Transferred to NS Group Class 0624

Present NS Group Class	*NATO Reference Number*	*Description*	*Applicability*
0559	5975-99-913-2151	Rack	ARI 18197
	5975-99-913-2152	Rack	
	5999-99-970-9022	Chassis	ARI 23113
	5999-99-999-9192	Visor	ARI 18165
0564	6110-99-951-4623	Distribution box	ARI 23099
	6110-99-951-4624	Distribution box	
	6110-99-951-4651	Distribution box	
	6130-99-914-6237	Power supply	ARI 23061
0567	5930-99-913-2239	Switch assembly	ARI 18179
0568	5935-99-945-2675	Jack box	ARI 23099
	5935-99-948-3324	Jack box	
~~0576~~	~~5995-99-948-6242~~	~~Cable assembly~~	~~ARI 23090~~
	5995-99-950-5379	Cable assembly	ARI 23113
	5995-99-970-9023	Cable assembly	ARI 23061/23113
	5995-99-999-8552	Connector radio frequency	ARI 18179
0625	5895-99-944-5373	Computer target intercept	ARI 5950
	5895-99-944-5377	Demodulator filter	
	5895-99-944-5378	Limiter modulator	
	5895-99-944-5379	Amplifier assembly	
	5895-99-944-5380	Comparator amplifier	
	5895-99-944-5381	Comparator modulator	
	5895-99-944-5382	Amplifier assembly	
	5895-99-944-5383	Comparator amplifier	
	5895-99-944-5384	Comparator amplifier	
	5895-99-944-5385	Relay assembly	
	5895-99-944-5386	Stabiliser voltage	
	5895-99-944-5387	Servo mechanism navigational	
	5895-99-944-5389	Servo mechanism slaving	
	5895-99-951-2152	Dummy Computer	
	5895-99-970-4802	Controller	ARI 23117

ANNEX A—*continued*

Present NS Group Class	*NATO Reference Number*	*Description*	*Applicability*
0627	5950-99-999-8558	Tuner radio frequency	ARI 18179
0628	5985-99-911-8266	Aerial	ARI 18124/18197
	5985-99-932-6362	Aerial	ARI 18124
	5985-99-944-4413	Switch radio frequency	ARI 23113
	5985-99-944-4527	Coupler Antennae	ARI 23117/23118
0628	5985-99-999-8546	Rack	ARI 18179
	5985-99-999-8554	Amplifier electronic control	
	5985-99-999-8555	Selector Control assembly	
	5985-99-999-8557	Selector unit	
0632	5905-99-944-5388	Resistor variable, motor driven	ARI 5950
0634	5915-99-913-2247	Filter band pass	ARI 18179
	5915-99-913-3772	Filter assembly	
	5915-99-913-3773	Filter assembly	
	5915-99-999-8556	Network matching impedance	

ANNEX B

New Group Class	*NATO Reference Number*	*Description*	*Applicability*
0624	5895-99-944-5373	Computer target intercept	ARI 5950
	5895-99-944-5377	Demodulator filter	
	5895-99-944-5378	Limiter modulator	
	5895-99-944-5379	Amplifier assembly	
	5895-99-944-5380	Comparator amplifier	
	5895-99-944-5381	Comparator modulator	
	5895-99-944-5382	Amplifier assembly	
	5895-99-944-5383	Comparator amplifier	
	5895-99-944-5384	Comparator amplifier	
	5895-99-944-5385	Relay assembly	
	5895-99-944-5386	Stabiliser voltage	
	5895-99-944-5387	Servo mechanism navigational	
	5895-99-944-5389	Servo mechanism slaving	
	5895-99-951-2152	Dummy Computer	
	5895-99-970-4802	Controller	ARI 23117
	5905-99-944-5388	Resistor, variable, motor driven	ARI 5950
	5915-99-913-2247	Filter band pass	ARI 18179
	5915-99-913-3772	Filter assembly	
	5915-99-913-3773	Filter assembly	
	5915-99-999-8556	Network matching impedance	
	5930-99-913-2239	Switch assembly	ARI 23099
	5935-99-945-2675	Jack box	
	5935-99-948-3324	Jack box	
	5950-99-999-8558	Tuner radio frequency	ARI 18179
	5975-99-913-2151	Rack	ARI 18197
	5975-99-913-2152	Rack	

ANNEX B—*continued*

New Group Class	*NATO Reference Number*	*Description*	*Applicability*
0624	5985-99-911-8266	Aerial	ARI 18124/18197
—*contd.*	5985-99-932-6362	Aerial	ARI 18124
	5985-99-944-4413	Switch radio frequency	ARI 23113
	5985-99-944-4527	Coupler antennae	ARI 23117/23118
	5985-99-999-8546	Rack	ARI 18179
	5985-99-999-8554	Amplifier electronic control	
	5985-99-999-8555	Selector control assembly	
	5985-99-999-8557	Selector unit	
	5995-99-948-6242	Cable assembly	ARI 23090
	5995-99-950-5379	Cable assembly	ARI 23113
	5995-99-970-9023	Cable assembly	
	5995-99-999-8552	Connector radio frequency	ARI 18179
	5999-99-970-9022	Chassis	ARI 23113
	5999-99-999-9192	Visor	ARI 18165
	6110-99-951-4623	Distribution box	ARI 23099
	6110-99-951-4624	Distribution box	
	6110-99-951-4651	Distribution box	
	6130-99-914-6237	Power supply	ARI 23061

(DNAS 519/59/807)

UNCLASSIFIED

240—Naval Stores—Identification and Re-classification—General Electrical—Group Class 0624—Microphone Assemblies

(*DCI (RN) 1507/1965*)

Microphone assemblies, Pattern 0624/10AH/18 have in the past been supplied to three different specifications which can be distinguished as follows—

(*a*) Comprises Microphone, Type 59 Pattern 10A/19043. Connector Type 3858, 12½-in. long, Pattern 10HA/12141. Cable Clamp, Type 418, Pattern 10AR/2582. Switch Type 1273, Pattern 10F/1766.

(*b*) Similar to (*a*) but fitted with connector, Type 3800, 9½-in. long, Pattern 10HA/12022 instead of Connector Type 3858.

(*c*) Similar to either (*a*) or (*b*) but fitted with bolted wire circlip.

2. To avoid confusion, Pattern 0624/10AH/18 has been suppressed and, from the date of this order, microphone assemblies conforming to descriptions (*a*) and (*b*) above, are to be known as Patterns 0558/952-8997 and 0558/954-2589 respectively, and accounted for accordingly. The former is suitable for use in oxygen mask, Type P, and the latter in Type H.

3. There is no Service requirement for microphone assemblies described at Paragraph 1 (*e*) above, since the addition of the circlip makes it impossible to fit the microphone correctly to the oxygen mask. Any stocks held are to be returned to the Superintending Naval and Air Store Officer, Sydney, who is to arrange for them to be brought to arisings, serviceable Pattern 10A/19043 microphones Pattern 10F/1766 switches, and Pattern 0568/944–8102 (formerly 10H/14207) sockets, being taken into stock.

(DNAS 519/59/806)

UNCLASSIFIED

241—Naval Stores—Identification and Re-classification—Group Class 0568 to Group Class 0559

(DCI (RN) 248/1966)

The following patterns of Switch Sockets have been re-classified—

Old Identification			*New Identification*			
Group Class	*NATO Supply Classn.*	*Pattern*	*Group Class*	*NATO Supply Classn.*	*Pattern*	*Acctg. Status*
0568	5935	18162	0559	5999	18162	C
0568	5935	200201	0559	5999	200201	C
0568	5935	200203	0559	5999	200203	C
0568	5935	200205	0559	5999	200205	C
0568	5935	200207	0559	5999	200207	C
0568	5935	207695	0559	5999	207695	C

2. Stocks and records are to be adjusted accordingly.

(DNAS 519/81/86)

UNCLASSIFIED

242—Naval Stores—Identification and Re-classification—Group Class 0624

(DCI (RN) 103/1966)

Annex A to this order lists items which have been superseded by items of different specifications. The superseded items should continue in use until stocks are expended. Annex B lists items which have been re-referenced, involving change of pattern numbers but no change in specifications.

2. The items in Annexes A and B are arranged in order of existing pattern numbers and those in Annex C in order of the new pattern numbers.

3. Records are to be amended and items listed in Annex B demanded and accounted for under the new identification.

ANNEX A

Existing Item		*Superseding Item*			
Pattern	*Description*	*Description If Different*	*Pattern*	*NATO Classn*	*Acctg. Status*
0624/10AC/3729	Bolt	Screw Special	0624/10AC/6259	—	C
0624/10AC/4233	Ring Retaining		0264/120–1216	5340	C
0624/10AD/1	Cap Valve	Cap Valve Connector	0624/10H/22006	—	C
0624/10AG/780	Spanner, Socket		0624/10AG/1920	—	C
0624/10AR/4982	Element Filter	Element Filter Fluid Pressure	0245/100–5445	1440	C
0624/10AS/2825	Retainer Cover	Spring Retaining	0624/10AS/4100	—	C
0624/10D/21245	Rectifier Metal	Valve Electronic	0621/037–2043	5960	C

ANNEX B

Old Identification		New Identification			
Pattern	*Description*	*Description if changed*	*Pattern*	*NATO Classn.*	*Acctg. Status*
0624/10A/10495	Cap Lamp	Lens Indicator Light	0581/943–5655	6210	C
0624/10AC/NIV1168	Screw Cap Socket Head		0266/122–0798	5305	C
0624/10AG/VN1010	Box	Tool Box Portable	0264/954–3500	5140	C
0624/10C/24358	Inductor		0627/913–4296	5950	C
0624/10F/20348	Relay Magnetic	Chopper, Electronic	0634/943–8975	5945	C
0624/10F/20846	Relay Magnetic	Relay, Armature	0634/913–8151	5945	C
0624/10F/20847	Relay Magnetic	Relay, Armature	0634/913–8152	5945	C
0624/10H/18836	Cover Assy	Shell Electrical Plug Socket	0568/946–4003	5935	C
0624/10H/18890	Cover Assy	Cover Electrical Plug Socket	0568/914–5547	5935	C
0624/10H/20297	Plug		0568/949–3009	5935	C
0624/10H/20770	Plug, Electrical		0568/972–8285	5935	C
0624/10H/21477	Holder Valve		0568/912–9691	5935	C
0624/10H/21801	Plug, Electrical		0568/943–4836	5935	C
0624/10H/23862	Fuse		0559/952–2478	5920	C
0624/10W/23414	Resistor		0632/933–2830	5905	C
0624/5841/215235	Wiring Harness		0576/215235	5995	C

ANNEX C

New Identification		Old Identification	
Pattern	*NATO Supply Classn.*	*Pattern*	*Acctg. Status*
0624/10AC/6259	—	0624/10AC/3729	C
0624/10AG/1920	—	0624/10AG/780	C
0624/10AS/4100	—	0624/10AS/2825	C
0624/10H/22006	—	0624/10AD/1	C
0576/215235	5995	0624/5841/215235	C
0621/037–2043	5960	0624/10D/21245	C
0245/100–5445	1440	0624/10AR/4982	C
0264/120–1216	5340	0624/10AC/4233	C
0266/122–0798	5305	0624/10AC/NIV1168	C
0568/912–9691	5935	0624/10H/21477	C
0627/913–4296	5950	0624/10C/24358	C
0634/913–8151	5945	0624/10F/20846	C
0634/913–8152	5945	0624/10F/20847	C
0568/914–5547	5935	0624/10H/18890	C
0632/933–2830	5905	0624/10W/23414	C
0568/943–4836	5935	0624/10H/21801	C
0581/943–5655	6210	0624/10A/10495	C
0634/943–8975	5945	0624/10F/20348	C
0568/946–4003	5935	0624/10H/18836	C
0568/949–3009	5935	0624/10H/20297	C
0559/952–2478	5920	0624/10H/23862	C
0264/954–3500	5140	0624/10AG/VN1010	C
0568/972–8285	5935	0624/10H/20770	C

(DNAS 519/59/805)

UNCLASSIFIED

243—Naval Stores—Identification and Re-classification—Transfer of Certain Section 5CZ Items to Naval Stores (General Electric)—Group Class 0632

(DCI (RN) 106/1966)

The following items which are breakdown spares for Audio Warning Units Ref. 5CZ/5651, Part Number A1205 and Ref. 5CZ/6469 Part Number A1205 Issue 3, have been transferred from Naval Stores (Air) to Naval Stores (General Electric) and have been re-identified as follows—

Vocab. Sect/Ref. No.	*Part No.*	*Description*	*NATO Supply Classn.*	*Pattern No.*	*Description*	*Denom.*	*Accig. Status*
5CZ/7152	Morganite BS (LIN)	Resistor variable 1K OHMS	5905	0632/932–1637	Resistor, variable	Number	C
5CZ/7153	Morganite BS (LIN)	Resistor variable 20K OHMS	5905	0632/900–4572	Resistor, variable	Number	C
5CZ/7154	Morganite BS (LIN)	Resistor variable 50K OHMS	5905	0632/011–9467	Resistor, variable	Number	C

2. Records are to be amended and items demanded and accounted for under the new identification.

(DNAS 603/55/1213)

RESTRICTED

244—Naval Stores—Miscellaneous—(Air)—Amendments to Vocabulary Section Reference Numbers

(DCI (RN) 258/1966)

The following information concerning alterations to reference numbers is promulgated as advance information pending amendment to AP 1086 or schedules of spare parts, as appropriate—

Old Ref No.	*New Joint Service No.*
5CW/7813	5CW/1680–99–103–7325
5CW/7238	5CW/1680–99–103–7649

Old Ref No.	*New Ref No.*	*Old Ref No.*	*New Ref. No.*
27KB/14	26FC/5707	27KB/293	26BU/13753
27KB/15	26FC/2137	27KB/299	26BU/13754
27KB/16	26FC/2138	27KB/300	26BU/13755
27KB/17	26TV/2204	27KB/301	26BU/13756
27KB/22	26TV/1176	27KB/303	26BU/13757
27KB/23	26PP/3374	27KB/306	26BU/13758
27KB/24	26FP/15402	27KB/308	26BU/13759
27KB/27	26EH/2924	27KB/309	26BU/13760
27KB/35	26FP/15407	27KB/315	26FY/20522
27KB/37	26PP/3355	27KB/338	26FY/20190
27KB/73	26FN/5908	27KB/339	26FY/20191
27KB/76	26PP/4340	27KB/340	26FY/20192
27KB/85	26EH/17229	27KB/341	26FY/20193
27KB/93	26FC/13592	27KB/342	26FY/20194
27KB/107	26FC/1811	27KB/344	26FY/20196
27KB/120	26FC/1807	27KB/345	26FY/20197
27KB/131	26DF/9526	27KB/346	26FY/20198
27KB/132	26DF/9599	27KB/347	26FY/20199
27KB/136	26AQ/1596	27KB/350	26BU/13761
27KB/143	26FY/20484	27KB/351	26FY/20200
27KB/157	26FY/20521	27KB/352	26FY/20201
27KB/159	26PP/8903	27KB/353	26FY/20202
27KB/183	26DF/9723	27KB/366	26FK/10469
27KB/187	26FC/13593	27KB/369	26FY/20203
27KB/208	26FC/13613	27KB/370	26FY/20204
27KB/209	26FC/13614	27KB/372	26FY/20205
27KB/210	26FC/13615	27KB/373	26FY/20206
27KB/211	26FC/13594	27KB/374	26FY/20207
27KB/231	26BU/13743		
27KB/232	26BU/13744	27QA/849	27Q/1042265
27KB/233	26BU/13745	27QA/1451	27Q/29133
27KB/234	26BU/13746		
27KB/235	26BU/13747	28D/11243	28D/1214041
27KB/236	26BU/13748	28D/16522	28D/1214827
27KB/237	26BU/13749	28D/9513907	28D/1213088
27KB/238	26BU/13750		
27KB/239	26BU/13751	28E/14080	28E/1052069
27KB/256	26BU/13752	28E/14209	28E/1052525
27KB/274	26AQ/5936	28E/14211	28E/1052526
27KB/275	26AQ/5937	28E/14212	28E/1053257

Old Ref No.	*New Ref No.*	*Old Ref No.*	*New Ref No.*
28E/14240	28E/1052524	28P/5414	28P/1208367
28E/15766	28E/1052728	28P/16592	28P/1038918
28E/16526	28E/1034676		
28E/18881	28E/9488274	28Q/9997	28Q/1220652
		28Q/16197	28Q/9547148
28F/15579	28F/1038348	28Q/17957	28Q/9517264
28F/17486	28F/1038345	28Q/18314	28Q/9536515
28F/17498	28F/1038356		
28F/17574	28F/1038343	28R/3772	28R/9536730
28F/18077	28F/1038344	28R/13514	28R/1052624
		28R/9504917	28R/9487996
28FP/2	28FP/1048015	28S/6810	28S/7100783
28FP/3	28FP/9546709	28S/19478	28S/1220682
28FP/63	28FP/1048016	28S/20362	28S/9146065
28FP/316	28FP/9504534	28S/1200201	28S/9110924
28FP/325	28FP/9434091	28S/1201856	28S/1201707
28FP/823	28FP/1048017	28S/1214253	28S/9486055
28M/9633	28M/1011979	28W/6720	28W/9546556
28M/20156	28M/1208366	28W/11579	28W/9511460
28M/20425	28M/9419129	28W/13728	28W/9536466
		28W/14180	28W/1052068
		28W/14182	28W/1051835
28N/9129579	28N/2001541	28W/9468634	28W/9143879

(DNAS 601/251/21)

UNCLASSIFIED

245—Radio Hazards—Ships Alongside Each Other—Instructions to Officer-of-the-Watch

(DCI (RN) 267 of 1966)

Where two or more ships are in close proximity, *e.g.*, when replenishing or berthed alongside each other, the Officer-of-the-Watch is not to give permission for any of the following operations to be undertaken until he has been assured that appropriate precautions have been taken in the ship, or ships, close aboard in accordance with the current Radio Hazards Regulations—

(*a*) Man aloft.

(*b*) Dressing ship.

(*c*) Embarkation, disembarkation and handling explosives.

(*d*) Fuelling and arming aircraft.

(*e*) Embarkation and disembarkation of all types of fuel and inflammable stores.

(DTWP 177/1/69)

UNCLASSIFIED

246—Safety—Hazards in Use of Adhesives Containing Solvents

Attention is drawn to the precautions laid down in Chapter 8 of BR 1754/56 with special reference to Paragraph 0809. These precautions are to be observed at all times when preparations containing flammable solvents are used.

2. Two recent accidents in HMA ships have drawn attention to the hazards arising from the flammable solvents contained in certain adhesives. In addition to the precautions referred to in Paragraph 1 above, manufacturers instructions and precautions should be observed.

3. Steps are being taken to find suitable alternative adhesives which will not contain flammable solvents for issue to ships and establishments, and this aspect is to be considered when procurement by local purchase is necessary.

4. To guard against the unwitting introduction of adhesives containing flammable solvents when work is carried out in ships and establishments by contractors, contracts are to specify adhesives of a non-flammable nature, and where this is not practicable, the contractor is to inform the refitting authority who is to then inform the Commanding Officer or Officer-in-Charge of the nature of the adhesive being used.

(CONS 177/1/62)

UNCLASSIFIED

247—Socks, White, Stretch Type—Introduction

Stretch type woollen/nylon white socks have been adopted in the RAN for issue on repayment in place of white, woollen socks.

2. These socks will be maintained for issue in two sizes only, as follows—

Small—Corresponding to sizes 9½, 10 and 10½.

Large—Corresponding to sizes 11, 11½ and 12.

3. Supplies of stretch type white socks are available on demand from Royal Edward Victualling Yard and will be accounted for in Clothing Group 11 under the following headings—

Vocab. No. 23194 Socks, Men's, Stretch, White, large.

Vocab. No. 23195 Socks, Men's, Stretch, White, small.

4. The issuing price will be $0.55 per pair.

5. ABR 93, Part 1, Appendix 7 and Part II, Section 2, Scales 1, 2 (*a*), 2 (*c*), 3 (*b*), 3 (*d*), 3 (*f*) and 4 (*a*), will be amended.

(D of V 917/76/55)

UNCLASSIFIED

248—Stockings, Men's, Stretch, Blue

Stockings, men's, stretch, blue, have been introduced to replace stockings, men's, nylon, blue, Vocab. No. 23261 and stockings, men's, woollen, blue, Vocab. Nos. 23245–50.

2. These stockings will be maintained for issue in two sizes only as follows—

Small—Corresponding to sizes 9½, 10 and 10½.

Large—Corresponding to sizes 11, 11½ and 12.

3. Supplies of these stockings are available on demand from the Royal Edward Victualling Yard and will be accounted for in Clothing Group 11 under the following headings—

Vocab. No. 23263, Stockings, Men's, Stretch, Blue, small.

Vocab. No. 23264, Stockings, Men's, Stretch, Blue, large.

4. The issuing price will be $0.64 per pair.

5. ABR 93, Part 1, Appendix 7 and Part II, Section 2, Scales 2 (*a*), 2 (*c*), 3 (*a*), 3 (*c*), 3 (*e*), 3 (*g*), 3 (*h*), 4 (*a*), 5 (*a*), 8, will be amended.

(D of V 917/76/63)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

249—Form AS 583—Seaman's History Sheet

Form AS 583 has been recently revised and supplies of the new form are now available on demand from Superintending Naval and Air Stores Officer, Sydney.

2. From the date of this order the revised Form AS 583 which will be used for all categories within the seaman branch is to be placed in the certificate of service of new entries to the seaman branch and of all those sailors who transfer to the branch.

3. In view of the forthcoming transfer to EDP the revised form will not be placed in the certificates of service of all serving members of the seaman branch. However, if replacement should be required, the revised form is to be used.

4. Forms listed below are now abolished and unused stocks of these forms should be destroyed when stocks of Form AS 583 are received—

AS 1246J Clearance Diver History Sheet.

AS 1245C Radar Plot History Sheet.

AS 1245F TAS History Sheet.

AS 1245 Gunnery History Sheet.

AS 1245J Surveying Recorder's History Sheet.

(HPB 464/54/69)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

250—Fire Precautions—Electrical Fires in Establishments

Attention is directed to the danger arising from the use of water extinguishers by inexperienced persons in locations where electrical risks exist.

2. Water extinguishers will not be located to cover electrical risks and where necessary, an extinguisher employing carbon-dioxide (CO_2) will be installed.

3. There is no danger of shock when CO_2 gas is used to smother fires where high voltage electrical risks exist but the electrical power should be switched off as soon as possible, as the gas has no appreciable effect against a pure electrical arc and gives little cooling effect.

4. Navy Order 367 of 1964 is hereby cancelled.

(DNW 1446/1/15)

(Navy Order 367 of 1964)

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

Registrar

RESTRICTED

ANO's 251-262/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
9th May, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

4591/66.

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CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

251—Character Guidance

The following programme of Character Guidance will be incorporated in the training of members of the RAN and WRANS.

Phase I—Theme—Character Development

2. A series of eight lectures to be given by Chaplains during the following courses—

HMAS CERBERUS —All male recruits.
—Supplementary Midshipmen.
—Recruit Wrans—Part I—with appropriate modification of material.

HMAS CRESWELL —All Cadets.

HMAS NIRIMBA —All Apprentices.

HMAS LEEUWIN —All Junior Recruits.

3. These lectures are not intended to conflict with or be a substitute for the religious instruction given by Chaplains.

4. *Introduction*—The importance of this course in relation to the rest of recruit training.

5. *Film*—" Dust or Destiny ", 50 minute film—Examines intricate order and design in the universe as revealed by science, and argues from this that there must be an intelligent designer or maker, i.e., God.

6. Details of lectures as shown in Appendix A.

Phase II—Theme—Conduct

7. Two lectures to be given by Chaplains where possible during initial sea training for Midshipmen and sailors. The two lectures should be regarded as a minimum requirement; further instruction periods should be allotted to cover the syllabus more adequately where Chaplains are available.

8. Details of lectures as shown in Appendix B.

Phase III—Responsibility

9. A series of four lectures to be given by Chaplains during early part of able rank courses for sailors without alteration to existing course lengths at HMAS CERBERUS, HMAS ALBATROSS and HMAS WATSON; and for Recruit Wrans at these establishments during their Part II training.

10. Details of lectures as shown in Appendix C.

Phase IV—Theme—Leadership

Character Leadership Courses

11. Courses in Character 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.

12. In the selection of personnel for the courses, consideration is to be given to the character and sincerity of the applicants, and to their capacity for exercising influence on their messmates in their daily lives. Key personnel should be encouraged to attend.

13. Separate courses are held for men and for women. The courses are open to all officers, sailors and wrans, serving in shore establishments in New South Wales and Victoria, who may volunteer to attend and whose applications are recommended by their Chaplains. Applications by male personnel may be approved by their Captains: those for wrans should be forwarded to Navy Office for approval.

14. One series of courses for men and another series for women will be conducted each year, the venues alternating between New South Wales and Victoria. As far as possible, the courses should be attended by personnel who are serving in the State in which the courses are held and interstate travel (between New South Wales and Victoria only) should be approved only when insufficient numbers are available locally to fill the Navy's quota for a course. Normally fifteen vacancies are reserved for RAN personnel on men's courses and five vacancies for wrans on women's courses.

15. The courses are conducted under the direction of the appropriate Chaplains in the following denominational groups—

Church of England
Roman Catholic
Protestant Denominations.

16. Each course lasts six consecutive days and consists of lectures, discussions and films with emphasis on group discussion. Leave is restricted during course.

17. Nominations for male personnel, and applications for wrans to attend Character Leadership Courses are to be forwarded to the following authorities not less than six weeks before the commencement date of courses—

(*a*) *Male Personnel*—

Courses held in New South Wales—Nominations to FOICEA.

Courses held in Victoria—Nominations to NOIC VIC.

(*b*) *Female Personnel*—

Applications to the Secretary, Department of the Navy, Canberra.

18. A notation "Attended Character Leadership Course No....." is to be made on service certificates and officers' records as appropriate for personnel who complete these courses.

19. Details of the commencement dates and venues for courses will be promulgated separately.

Appendix A

Lecture I—The Makers Instructions

Importance of law in the development of character.

Any real achievement, or break-through, depends upon discovering what laws and rules apply in the realisation of man's goals.

This is true in relation to—

Laws of physical universe—these cannot be broken
Laws of society—but people try to break these
Natural law—law of conscience
Moral law—the good and right

None of these laws can be broken without penalty.

Note the part of the Serviceman in the restoration of law and order, and the preservation of freedom.

Lecture II—Human Life is Sacred

Note the Commandment—You Shall Not Kill

Value of life does not finally depend upon—

Physical prowess
Mental abilities
Value lies in its spiritual nature—a gift of God

How this gift is abused—

Excessive drinking and gluttony
Irresponsible driving
Suicide
Murder which includes homicide, euthanasia (mercy killing)
Abortion

How this gift is preserved—

By the individual—our greatest duty is to sustain and protect human life
By the state in its executive and protective powers.
Health laws
Apprehension and segregation of criminals
Preservation of law and order

Role of the Serviceman—to protect his country and the lives of its people. Like the policeman in the local community the Serviceman volunteers and trains to protect law, order, and life in the world community.

Film—"Let's Get it Straight" 20 minute US Navy Training Film on the use and abuse of drinking and problem of alcoholism.

Film—"Human Reproduction" 20 minute McGraw Hill film. The basis of clean thinking about sex is accurate knowledge, and the film attempts to provide this knowledge.

Lecture III—Sex Morality

Note the Commandment—You Shall Not Commit Adultery

Sex is the power of procreation—a very strong drive

Abuse of this drive is seen in—
- Masturbation
- Fornication
- Adultery
- Homosexuality

Therefore—Need for self control
- Means of self control
- Avoid occasions which threaten self control
- Avoid half truths and untruths about sex

Goals for adult life—

Teaching of the church on marriage

Christian standards in marriage

Foundation of the family

Growth of love

The Navy has suffered in the past from those who have given it a bad public image. Need for a new image of self control and responsibility.

Film—"To be Held in Honour" 20 minute US Navy Training Film—importance of achieving adult responsibility in matters of sex.

Lecture IV—Men Under Authority

Note Commandment—Honour Your Father and Your Mother

Note the original setting of this commandment

Define Authority—The right to command, rule, order and direct.

See RI Article 0231 definition of command

How we learn authority—
- In the home from parents
- In the school from teachers
- In the church with its religious sanctions
- In the community—police and responsible people
- In the state—learn to accept the responsibilities of democracy

How we feel about accepting authority—
- Depends upon how we learned authority, e.g., in the framework of a loving home
- Limitation on personal freedom because of the rights of others

How we feel about exercising authority—
- Depends upon how we have learned to accept it
- Authority which once limited us now protects us
- Authority of Jesus had the ring of truth
- We need the wisdom to know what is right and the courage to do it.

Lecture V—Honesty and Truthfulness

Note the Commandments—You Shall Not Steal—Be Honest
Be Truthful
You Shall Not Bear False Witness
You Shall Not Covet—Be Charitable

A. Be honest. Be an honest person
- Note the original setting of these commandments
- We acquire things by—free gift
  - working for them
  - theft
- Respect for other people's property rights
- Note the disruptive and destructive influence of a thief in a group or mess.

B. An honest person is a trusted and trustworthy person
- Tell the truth—be a truthful person
- Lies may be deliberate and kind
- Thoughtless and unintentional
- Deliberate and intended to deceive
- Slander is cowardly; destructive and punishable
- Note poison pen letters
- Perjury—telling a lie under oath is an offence and is punishable.

C. You shall not covet—be tolerant and charitable
- Ambition is the desire to achieve what we may rightly have
- Covetousness is the desire to get what cannot belong to us
- Ambition can become covetousness
- Need to practice tolerance and charity
- Aim at being a person of integrity.

Film—"So You Think its Luck" 20 minute US Navy Training Film on the problems of gambling.

Lecture VI—Our Duties to God

Refer to Commandments—
- I am the Lord Your God
- You Shall Have No Other Gods Before Me
- You Shall Not Make For Yourself a Graven Image
- You Shall Not Take the Name of the Lord Your God in Vain
- Remember the Sabbath Day to Keep it Holy.

Therefore—

A. Put God first
- His proper place is to be the centre of a kind of solar system of interests, values, needs
- What we put at the centre dominates our thinking and decision making.

B. Nothing is to replace God
This is the other side of the coin from the First Commandment
Nothing can replace God
We grow like the object of our worship.

C. Avoid profanity
Why do people swear? To gain status and acceptance
Because it becomes a habit
Outlook which degrades holy things.
Note—Service view of blasphemy and profanity.

D. Keep God's day holy
This is the original basis of our "holidays"
A place in life for quiet thought, order, reverence
So we find new values
Keep this day holy
Time to remember our families
Rest and recreation.

Film—"Religion in the Navy" 20 minute US Navy Training Film showing importance of religious faith in times of stress and danger.

Lecture VII—Religion in the Navy

Note history of Chaplain's work in RAN.
From the Church's Viewpoint—Purpose people have; the benefit of the Church's Ministry.
From the Navy's Viewpoint—Opportunities provided for the practice of the member's religious faith.
Importance of personal standards.
Coming into RAN we leave home and family, friends and organised groups.
Therefore standards more a matter of individual choice and decision.
But note the authority of the Chaplain given by his Church in matters of faith, conduct, and character.
Note the power of religious faith in times of stress, trial and danger, e.g., United Kingdom advisory panel report on conduct of prisoners of war after capture.
Brainwashing attack to bring a person to the point of breakdown by—
distrusting his own and his country's standards;
distrusting his friends—no support anywhere.
So wipe out all previous faiths, beliefs, loyalties, and accept a new doctrine—friends—country—that of communism.
Report showed that greatest protection came from—
Knowledge of and participation in community—citizenship.
Well developed personal character.
Being a well trained person.
Possessing a strong religious faith—especially the last.
Christian and non-Christian religions.

Film—"Mystery of the Three Clocks" 35 minute Moody Institute of Science film on the importance and power of choice.

Lecture VIII—Strengthening the Will

We are free persons—free to be good or evil
But we cannot choose the results of our decision
Every choice a conscious act
Our lives are a pattern of choices
Thought—Decision—Action—Habit—Character—Destiny
Will enters here
St. Thomas—"The will is the greatest power on earth"
How can we want to do what we ought to do?
Motivation
Physically—well trained
Mentally—well trained and alert
Spiritually
Need for spiritual means to strengthen our will
Our fight is against a spiritual power of evil
Man must prepare to participate in a higher spiritual life
Spiritual means indicated through—
Prayer—petition and adoration
Sacraments—channels of redemptive grace.

For Protestants—

Film—"Singapore Story" 45 minute film showing the power of faith in a person's life.

For Roman Catholics—

An opportunity to receive the Sacraments and assist at Mass as a climax to the course and beginning of Spiritual renewal.

NB 1—All students complete an assessment sheet giving their reactions to the course.

NB 2—It should be borne in mind that the above is a general outline, and that individual Chaplains will treat the subject matter according to their own religious convictions.

APPENDIX B

Lecture I—Conduct at Sea and Ashore

A. 1. **Making a Good Start to Life at Sea**

Learning to feel at home in a ship—a member of the team who makes the ship safe and efficient
Therefore know what sources of advice and help available
From—Divisional Officer
Master at Arms
Chaplains

Putting our religious faith to work
Our faith is not like a Bible stowed in the bottom of a kit bag
Time we learned what religion is for an adult
Onus on the individual to decide what he will do and how he will live.

2. **Learning How to Live in Messes**
Some problems of life at sea—
(*a*) Living in an all male community
Threat of homosexuality
Therefore take care in your relationships.
(*b*) Living in confined spaces—lack of privacy
Therefore be tidy. Leave other people's property alone. Use banking facilities and save money.
(*c*) Problem of boredom and separation from families
Therefore write and keep in touch with them
Be loyal to them and keep the values you were taught.

B. 1. **Mistakes to be Avoided Ashore**
On our shoulders we carry the word "Australia"
On our shoulders we carry the reputation of Australia
But—as we go ashore we think of—
Drink
Sex
Interesting things to buy
We can cut loose on shore leave and think that our parents will never know
Problem of venereal and other diseases
So people who see us will think this is what Australians are like.

2. **How to Explore and Learn About Life in Places We Visit**
Learn local customs and respect them
Avoid rudeness to local people
Learn local laws and religion, note especially the important religions of Buddhism and Islam
Learn about welfare and social work in underdeveloped areas
Contact Australians who live locally, if possible.

Lecture II—Conduct and Ideals

A. 1. **How We Get Our Ideals**
From our home and our parents
From our experience at school and at work
We develop our own ideals and goals
We believe these are worth living for, worth working for
As servicemen we also believe they are worth dying for.

2. **Our Habits Reflect Our Ideals**
Good habits become virtues
Note the four cardinal virtues—
Prudence—wisdom—in our search for truth
Justice—for others as well as ourselves
Fortitude—hardihood and courage
Temperance—self control and moderation
Basis of all these is humility—knowing ourselves, accepting the truth about ourselves.

B. 1. **Australia and Asia**
Australia is committed to democracy, freedom of the individual. Therefore supports the United Nations—
Supported United Nations action in Korea
Australia is committed to regional agreements—
Colombo Plan
SEATO and ANZUS
Therefore supported Malaya, and supports Malaysia and South Vietnam.

2. **Australian Commitments in South East Asia**
Reason for Australian ships, troops, and airmen in Malaysia and South Vietnam
Therefore importance of good behaviour ashore
Uphold good name of our country and of Western Nations.

APPENDIX C

Lecture I—Responsibility to Country

A. Meaning of citizenship
The Serviceman is a special kind of citizen
Wears a uniform
Can participate in some democratic processes
Special reserve for the security of the country
—in war—and for support of his allies
—in disasters, such as floods
—in times of widespread civil disobedience
The Serviceman identifies himself with his country
Growth of loyalty
Gives his country a good name when he is overseas.

B. Challenge of Communism
How communism works
—achieves aims through violent revolution
therefore practices subversion
attacks responsibility and loyalty
attacks dignity of the person and religion
Note history of Communist subversion
Note present challenge of Communism.

APPENDIX C—*continued*

Lecture II—Responsibility to the Service

A. Men enter the Navy after submitting an application to join, and they are carefully selected and highly trained. At the basis of our Service is a signed contract.

How we develop the will to be a well trained man

—by taking an interest in training

—by seeing opportunities for leadership

—by developing good study and work habits

Traditions of Service life

Note importance of Service

Memorials across the country remind us of the cost of this service.

B. Problems of Service life

—How will we spend our time ashore?

—What will we do with our fortnightly pay?

—How much money will we spend on small purchases or on cars?

We need to decide
what kind of future we are training for
saving for
working for

The next part of our training will be decisive for our future in the RAN.

Lecture III—Responsibility to Ourselves as Persons

A. Our family has been responsible for us in the past

Importance of family in personal growth

In family we learn to accept correction

In family we learn to pull our weight

In family we learn the meaning of loyalty

In family we learn attitudes to life and values

In family we grow as a person.

B. Now we are responsible for ourselves

A limit beyond which our families cannot help us

We make our own decisions to be well or badly educated

We make our own decisions to be good or bad

We make our own decisions to be well or badly trained

So we make our own decisions about the kind of persons we are going to be—

Physically—use of free time—sport and recreation

Mentally—how much time for study or the wet canteen?
are we content with half truths?

Spiritually—using opportunities for spiritual growth.

APPENDIX C—*continued*

Lecture IV—Responsibility to God

World problems to-day—

Racial conflicts

Over population

Thermo-nuclear warfare

Hunger

Men have long had ideas of—

Truth

Justice

Goodness

Beauty

Order

This is how God is at work in the world but supremely through—

Jesus Christ

The Holy Spirit

His Church

Our responsibility to God is to be big enough and brave enough to live for and help his purpose by being—

Honest

Truthful

Unselfish

Loving

Remember the Commandments of Jesus

Love God . . .

Love your neighbour . . .

(DPS 311/4/71)

UNCLASSIFIED

252—Seasickness—Medical Treatment, Posting and Disposal of Chronic Sufferers—Abolition of Form AM 114Z

Members who suffer from severe seasickness are to be referred to a Medical Officer as soon as their condition becomes apparent.

2. The Medical Officer will recommend preventative treatment; full details of the case are to be recorded on Form AF Med. 7, including the degree of disability, the sea state required to produce disability and the treatment prescribed.

3. Medical Officers are reminded that most cases improve appreciably with extended sea experience. The treatment of sufferers should aim at allowing this natural development to occur with the minimum support from drugs.

4. Many drugs have been tried as panaceas, but none has been found to be wholly satisfactory. A number of anti-motion sickness drugs are in the allowance list of medical stores. Medical Officers should use their discretion in selecting drugs to suit the patient.

5. If members do not respond to treatment after an adequate trial, an interim medical survey report is to be rendered for consideration of posting to a large ship.

6. Form AM 114Z—Report of Seasickness—is abolished and stocks are to be destroyed.

(MDG 327/53/10)

UNCLASSIFIED

253—Ships Sporting Colours

The colour and design combinations which are shown in the attached Appendix are permanently allocated to ships and establishments for the purchase of future sporting uniform requirements, i.e., Rugby, Soccer, Australian Rules, Basketball and Hockey.

2. Where possible the colour requested has been allocated but with the small range of choice available it has been necessary in some instances to introduce a particular design.

3. Where any difficulty is found in purchasing the allocated colour/design combination, Navy Office is to be advised in order that a replacement allocation may be made.

4. With these allocations, a ship will in future have its own colour/design for sporting uniforms and the possibilities of costly duplication or confusion on the playing fields will be obviated.

5. The colour of playing shorts (navy blue, black or white) will be left to the discretion of ships. The ship's badge may be worn on the left breast or the ship's name on the chest, if desired. The colour of playing numbers will be left to the discretion of ships, as appropriate to the uniform colour.

6. Any ship brought forward from reserve or commissioned at a future date is to apply to Navy Office for an allocation.

7. Navy Orders 641 of 1964 and 657 of 1965 are hereby cancelled.

APPENDIX

Ship/Establishment	*Jumpers*	*Socks*
ALBATROSS	Navy blue	Navy blue and white hoops
ANZAC	Black with broad gold vee	Black—gold tops
BASS	Royal blue above white (halves)	Royal blue—white tops
BRISBANE	Royal blue with one broad red band	Royal blue with red and white hoops
CERBERUS	Navy blue with 1-in. white hoops 4-in. apart	Navy blue and white hoops
CRESWELL	White	Black—white tops
DERWENT	Gold—broad white vee	Gold—white hoops
DIAMANTINA	Gold above black (halves)	Gold—black tops
DUCHESS	Broad red, white and black vertical stripes	Red, white and black hoops
PLATYPUS	RED & GOLD QUARTERS	GOLD WITH RED TOPS

Ship/Establishment	*Jumpers*	*Socks*
ENCOUNTER	Red with one broad navy blue and gold band	Red with navy blue and gold hoops
GASCOYNE	Green and white quarters	Green—white tops
HARMAN	Light blue	Light blue—white tops
HOBART	Maroon with broad white vee	Maroon and white hoops
HUON	Red above green (halves)	Red and green hoops
KIMBLA	White with one broad red band	Red and white hoops
KUTTABUL	Green	Green and white hoops
LEEUWIN	Navy blue with one broad white band	Navy blue—white tops
LONSDALE	Black and gold vertical stripes	Black and gold hoops
MELBOURNE	Red	Red—white tops
MELVILLE	Black and gold hoops	Black and gold hoops
MORESBY	Gold	Gold—white tops
MORETON	Maroon with one broad white band	Maroon—white tops
NIRIMBA	Navy blue and red hoops	Navy blue and red hoops
PALUMA	White and one broad royal blue band	White—royal blue tops
PARRAMATTA	Light blue and white vertical stripes	Light blue and white hoops
PENGUIN	Red with broad white vee	Red and white hoops
PERTH	Gold with black shoulders with a black swan emblem on the left breast	Narrow bands of black and yellow
RUSHCUTTER	Green and gold hoops	Green and gold hoops
STUART	Navy blue with 1-in. red and white hoops (1 each)	Navy blue—red and white hoops
SUPPLY	Black with one broad gold band	Black—gold tops
SYDNEY	Black and white hoops	Black and white hoops
TARANGAU	Royal blue with one broad red and white vee	Royal blue with red and white hoops
TARANGAU (PNG Division)	Black with gold piping	Black with gold hoops
VAMPIRE	White above black (halves)	Black—white tops
VENDETTA	White with broad red vee	White—red tops
WATERHEN	Gold with one broad black band	Gold and black hoops
WATSON	Royal blue and white hoops	Royal blue and white hoops
YARRA	Black and white vertical stripes	Black—white tops
Queenborough	light blue with black neighbour a black Q badge on left breast	Blue with black tops

(DPS 138/6/31)

(Navy Orders 641 of 1964 and 657 of 1965)

UNCLASSIFIED

254—The Thurlow Navigation Award

Through the Australian Institute of Navigation, the American Institute of Navigation has advised that Service personnel and civilians employed by the Department of the Navy are eligible for nomination for "The Thurlow Navigation Award". This award takes the form of a bronze plaque, given in memory of a brilliant engineer, Colonel Thomas L. Thurlow.

2. Excerpts from the American Regulations regarding the Award are—

The purpose of the Award is to stimulate the development of the Science of Navigation.

The winner shall be elected by secret ballot by members of the "Award Selection Committee" after careful consideration of all candidates. The election shall take place on or before 15th May, of each year.

Practicability shall be the essence of the Award and with this as a criterion the merits of candidates for the Award shall be considered with respect to the following, giving greatest weight to the first and consideration to the other points in descending order of importance—

(i) An outstanding invention or design involving any type of equipment which applies to the science of air or surface navigation.

(ii) Any outstanding method developed for use in air or surface navigation.

(iii) Outstanding research or study along air or surface navigation lines.

(iv) Outstanding effort for the general advancement of the science of air or surface navigation.

In the selection of a recipient for the Award, preference shall be given to candidates whose works assume prominence and importance during the last calendar year previous to the presentation of the Award.

4. Personnel wishing to nominate for the Award are to forward full particulars to the Secretary, Department of the Navy, through normal naval or departmental channels by 2nd February of each year.

5. Navy Order 330 of 1964 is hereby cancelled.

(AS (NS) 38/3/3)

(Navy Order 330 of 1964)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

255—Alteration and Addition Item—HMAS DUCHESS

The following Alteration and Addition Item is approved to be carried out in HMAS DUCHESS—

Class List Item No. 104 (Ex TDL "B").

(*a*) *Item:* To provide bread making and baking facilities in the after galley by—

(i) Landing the steam copper from the after galley.

(ii) Resiting the after galley deep fryer in the space vacated by the steam copper.

(iii) Installing a "STERLEC" 12kW, 2 tier oven in the space vacated by the deep fryer.

(iv) Transferring the Hobart mixer from the forward galley and installing in the after galley adjacent to hot water calorifier.

(v) Transferring Peerless mixer from the after to the forward galley.

(*b*) Compensating weight of 511-lbs. at Deck 1 level or above is required in addition to the landing of the steam copper. Final changes in weights are to be reported.

(CNTS 1215/59/86)

UNCLASSIFIED

256—Alteration and Addition Item—HMAS MELBOURNE

The following Alteration and Addition Item is approved to be carried out in HMAS MELBOURNE—

Class List Item No. 183 (Ex TDL "NMAY").

(*a*) *Item:*

(i) To replace 5 gallon per hour air cooled cool water drinking unit situated centre line No. 4 deck with an 18 gallon per hour sea water cooled cool water drinking unit. The unit is to be fitted with a precooler cooled by sea water, and the arrangement is to be in accordance with Garden Island Drawing MDO No. NMS/CA/40.

(ii) To replace remaining 5 in No. 5 gallon per hour air cooled cool water drinking units with 10 gallon per hour sea water cooled units.

(*b*) Any change in weight is to be reported.

(*c*) *References:*

(i) HMAS MELBOURNE's Form AS 2022 Serial No. 21/64 dated 16th September, 1964

(ii) GHGID Memoranda N20-14-334 dated 15th December, 1964, and 6th January, 1966 (Notal).

(iii) Navy Office Memorandum 1213/52/512 dated 5th January, 1966.

(CNTS 1213/52/512)

UNCLASSIFIED

257—Ammunition—A/S Projectiles—Introduction of Nose Labels for Recording Details of Fuze, Filling, Etc.

(DCI (RN) 1328/1965)

To overcome the problem of recording details of fuzes, filling, etc., when projectiles A/S are stowed uncrated in depots or in projectile rooms on board HMA ships, and to facilitate full identification of projectiles and fuzes prior to use in firing practice, labels have been introduced on which these details will be recorded by RAN armament depots.

2. These labels will be affixed to projectiles as follows—

N.1526 .. *Projectiles A/S HE Filled—to outside of fuze cover/nose cover.*

N.1527 .. Projectiles A/S, Inert Filled—to dummy fuze.

N.1528 .. Projectiles A/S Light—to nose.

3. Care is to be taken in HMA ships that, on any occasion of fuze covers being removed and subsequently replaced, they are replaced on the correct projectiles. This can readily be checked by comparison of the lot number details on the cover label with the stamped lot number on the fuze itself.

4. These labels are now in use.

(DAS 700/53/113)

UNCLASSIFIED

258—Naval Stores—Allowances—Electronic Spares—Reductions

(DCI (RN) 245/1966)

Investigation into the application of reduction factors currently in use as shown in the Memorandum of Instructions in "E" Lists, has revealed some anomalies, and it has been decided to reintroduce the qualification that the quantity supplied after application of the reduction factor should not be less than the maximum quantity allowed for any one equipment.

2. Due to the complexity of modern equipment incorporating larger quantities of minor components, it has also been decided to increase the maximum allowance for consumable stores by extending the scale, as shown below—

Gross Allowance	*Reduced Allowances*
401- 500	20
501-1,000	30
1,001-4,000	40
Over 4,000	50 maximum allowance

3. The revised reduction factors and qualifications detailed above will be applied to all future bulk supplies of ships maintenance and testing and tuning spares provided in support of all electronic equipment.

4. Relevant publications will be amended.

(DNAS 517/51/830)

RESTRICTED

259—Naval Stores—Identification and Re-classification—Amendments to Vocabulary Section Reference Numbers

(DCI (RN) 98/1966)

The following information concerning alterations to reference numbers is promulgated as advance information pending amendment to AP 1086 or schedules of spare parts, as appropriate—

Old Ref. No.	*New Ref. No.*	*Old Ref No.*	*New Ref. No.*
5CW/7265	5CW/1041951	5UA/7268	28DU/9456927
5CW/7506	5CW/1238170	5UA/7269	28DU/9434448
5UA/7716	28D/1011468	5UD/7419	28D/1011466
5UA/7717	28D/1011469	28Q/9466535	28Q/9464079
5UA/7265	28DU/1235810	28W/9419185	28W/1206040
5UA/7266	28DU/9414898	28W/9419186	28W/20419

(DNAS 601/251/22)

UNCLASSIFIED

260—Naval Stores—Miscellaneous—"Minerva Fire Detection Systems" Detector Heads—Pattern 0559/580-0425—Radiation Hazard

(DCI (RN) 557/1965)

A fire detector head, Pattern 0559/580-0425, was recently found broken on a building site, where it appeared to have been dumped as part of a load of scrap metal.

2. Detector heads are used extensively in the RAN, mainly in radio and radar installations and in ventilation trunking. A list of equipments in which they are fitted are shown in the Annex to this order. Fire detector heads must be removed from these equipments prior to their disposal.

3. Whilst in an undamaged condition, fire protector heads are safe; but when damaged the radio-active radium foil sources contained in fire detector heads may present a serious health hazard. If damaged, fire detector heads are not to be disposed of by individual users, but are to be stowed and returned to Naval Stores, in accordance with instructions contained in Navy Order 598 of 1965 for the disposal of radio-active valves.

4. Any loss of a detector head is to be investigated without delay and the Administrative Authority is to be informed if the head has not been located within 24 hours.

ANNEX

YAZ, HRN, UA, 8/9, 667, 693.

(ACDC 519/71/67)

(Navy Order 598 of 1965)

UNCLASSIFIED

261—Ships (General)—Importance of "Good Housekeeping" in the Protection of Ships Against Shock Damage

Shock trials carried out recently against HM ships have shown up a number of points and, in particular, attention is drawn to the importance of "good housekeeping".

2. For shock design and shock mountings to be effective it is essential that, for example, objects should not be left lying loose because under shock these can become missiles which may damage equipment or cause injury to personnel. Further, the shock clearance around mounted items should not be reduced in any way, for example, by placing tools, books, etc., under or on the equipment. Portable equipment should be properly secured and components removed for servicing should always be replaced with the correct fastenings. Simple precautions of this type add considerably to the ability of a ship to remain operational after underwater shock.

(ACMD 1201/1/19)

UNCLASSIFIED

262—Tubular Chairs and Stools—Fitting of Aluminium Discs to Crutch Rubbers

Where not already fitted, aluminium alloy discs to BS 1470 (MATERIAL—NS 4-½ H) are to be fitted inside the crutch rubbers of chairs and stools fitted with these protectors, on board HMA ships.

2. The discs are to form a press fit into the crutch rubbers, and have a minimum thickness of 12 gauge (SWG).

(PNA 148/51/788)

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

Registrar

RESTRICTED

ANO's 263-274/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10th May, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

4860/66.

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

263—ACNB General Messages

In accordance with Navy Order 724 of 1965 the state of ACNB General Messages as at 1st April, 1966, is shown in the appendix to this order.

APPENDIX

The following F messages may now be withdrawn—

1965	*1966*
51—*see* NPI	005—*see* ANO 135/66
68—*see* NPI	007—*see* ANO 113/66
92—*see* NPI	010—*see* ANO 117/66
93—*see* NPI	011—*see* RANSO 8/66
119—*see* NPI	038—*see* ANO 208/66
155—*see* NPI	
158—*see* ANO 74/66	
165—*see* ANO 124/66	

2. At 0001Z 1st April, 1966, the following F messages were in force—
1965—66, 75, 111, 118, 130, 132, 151, 161, 162, 163, 168, 176.
1966—004, 006, 018, 020, 022, 023, 024, 025, 026, 029, 030, 031, 034, 035, 036, 037, 039, 040, 041, 042, 045, 046, 047, 049, 050, 051.

3. The following RF messages may now be withdrawn—

1965	*1966*
008—All aircraft modified	001—Not required
027—AP amended	002—AP amended
029—AP amended	003—AP amended
030—*see* RANAMO	004—RF 001 cancelled.

(AS (NS) 77/201/38)

(*Navy Order 724 of 1965*)

UNCLASSIFIED

264—Fleet Maintenance Party—Establishment

A Fleet Maintenance Party (short title, FMP) administered by the Flag Officer Commanding, Her Majesty's Australian Fleet, has been established in Sydney to provide assistance to HMA ships in commission in carrying out Ship's Staff Items of Marine Engineering Department and Weapons and Electrical Engineering Department Planned Maintenance Routines. Ship's Staff Defects may also be undertaken. Although assistance is available to all HMA ships in commission, those which have their own base support facilities (e.g., Ton

Class Minesweepers, Attack Class Patrol Vessels and Submarines) are normally excluded from such assistance. The method of arranging for FMP assistance is detailed in Paragraphs 9 to 12 below.

2. The Fleet Marine Engineering Assistant located at Garden Island, Sydney, has been given the additional posting of Officer-in-Charge.

3. The approved War Complement of the FMP is designed to provide a balanced maintenance work force for two escorts. Such a work force is known as a Fleet Maintenance Unit. The Full Peace Complement of the FMP will be approximately two thirds of the War Complement. The FMP will continue to function after the commissioning of HMAS STALWART, to supplement the work on her FMU's when she is in Sydney, and to provide assistance to ships in the Sydney area when HMAS STALWART is away. However, resulting from shortages, both the numbers and categories will vary from the approved complement for some time to come and the assistance available to ships will vary accordingly.

4. Members of the FMP are accommodated in HMAS KUTTABUL, temporarily in HMAS PENGUIN. Whilst employed in ships, they are to work to the ship's normal routine, and are to be given the midday meal onboard.

5. When assistance is provided for a ship maintaining at Williamstown Naval Dockyard, FMP personnel are to be accommodated in the ship. When accommodation to the ship's company standard cannot be provided, application is to be made to HMAS LONSDALE for—

(*a*) Shore accommodation.

(*b*) Transport to and from Williamstown Dockyard.

The provision of any additional domestic support required by HMAS LONSDALE is to be provided by the ship so that maximum benefit from the specialised employment of the party can be obtained.

6. Only in exceptional circumstances will the FMP undertake work in ships at sea.

7. In general, all items of naval stores and spare gear required for the work to be carried out by the FMP are to be provided by the ship concerned. In addition, workshop facilities and any unskilled labour required to facilitate the work are to be provided by the ship.

8. All correspondence for the FMP should be addressed to the Flag Officer Commanding, HM Australian Fleet, Garden Island, NSW, and the headings of letters prefixed "Fleet Maintenance Party". Signals should be addressed to FOCAF, or to FOCAF R/L when Rear link procedure is in force. For urgent consultation, the Officer-in-Charge, Fleet Maintenance Party, may be telephoned on Garden Island, Extension 698.

Fleet Maintenance Party—Method of Arranging for Work

9. The Officer-in-Charge of the FMP will plan as much assistance as possible to ships. First priority for assistance will be given to those ships undergoing long self maintenance (including that at mid cycle dockings). Second priority will be given to ships during short self maintenance periods. Ships undergoing refit will not normally receive FMP assistance. The Flag Officer Commanding HMA Fleet will notify ships when assistance will be available and its extent.

10. Upon receipt in the ship of the information relating to the availability of assistance, a list of work required to be done by the FMP is to be forwarded in duplicate by the ship to reach the Officer-in-Charge at least one week before the commencement of the maintenance period nominated. Items of work are to be arranged in order of priority for hull, machinery and boilers, weapons, and electrical planned maintenance items and defects. In the case of planned maintenance items, a reference to the parent equipment, the schedule number of the routines involved, together with the serial number of any associated defect items, will provide sufficient information. For defect items, copies of the relevant Defect Report Form (AS 2061Z), with cross reference to maintenance schedules where applicable, are to be attached to the list. An example of the format of the hull portion of a work list is given in the appendix to this order.

11. The Officer-in-Charge will allocate sailors to meet the requirements expressed in the work list having due regard to the manning state of the FMP. Heads of departments in ships will be responsible for the allocation of these sailors in accordance with priorities for the approved work, for the overall direction and supervision of the FMP sailors allocated to them, and for the satisfactory completion of the work done.

12. Although the first duty of the FMP is to carry out ship's staff maintenance and defects during self-maintenance periods, in special cases the Officer-in-Charge may arrange assistance from the FMP to make good urgent and important ship's staff defects at times other than these. Requests for such assistance are to be made to FOCAF by signal.

Reporting of Work Done

13. The manhours expended by the FMP on (*a*) Planned Maintenance and (*b*) Defects, are to be included in the remarks sections of quarterly planned maintenance Progress Reports. When defect items have been completed by FMP sailors, the ship's Form AS 2061Z should be noted accordingly. Apart from these notations there is no mandatory requirement for reporting the completion of work carried out by the FMP.

APPENDIX

Example of Work List

HMAS BLANK Work List for LSM Commencing 29th November, 1966.

Hull

Priority	*Equipment and Schedule*
1.	Windlass H38-A3.
2.	Windlass AS 2061Z No. H145/66 (copy attached).
3.	Cordage reels, forecastle, 3 in No. H40-A1, A2, B1.
4.	Roller fairleads, 4 in No. H41-A1.
5.	K4 Magazine AS 2061Z No. H151/66 (copy attached). *See* also Schedule H30.

(DMED 1606/203/34)

Section 2

PERSONNEL

UNCLASSIFIED

265—Accidents—Precautions to be Observed in Organising Gymnastic Exercises

An accident involving serious injury to a sailor occurred recently during dog-watch gymnasium exercises. The performer was injured when attempting a forward roll on the mats after take off from a trampette.

2. Attention is drawn to the provisions of Navy Order 753 of 1965, Paragraph 2, and Captains are to ensure that these instructions are strictly observed.

(CONS 177/1/64)

(*Navy Order 753 of 1965*)

UNCLASSIFIED

266—Foreign Currency—HMA Ships Serving in Far East

ABR 5018 (Navy Accounts Manual), Chapter II, is being amended to include provision whereby Commanding Officers of HMA ships serving in the Far East (e.g., Strategic Reserve) for protracted periods are permitted to exercise an option of making general payments in local foreign currency, e.g., Malaysian or Hong Kong currency as appropriate and also to use such currency as the internal currency of the ship, e.g., Savings Bank, Canteen, Welfare Fund.

2. Where the Commanding Officer so opts, Director of Navy Accounts is to be informed of the pay day on which the use of Australian currency will cease to operate. In such cases the procedures to be adopted are as follows—

(*a*) Prior to departure from Australia HMA ships are to draw Australian currency to cover requirements in accordance with ABR 5018, Chapter 125.

(*b*) Local foreign currency (Malaysian or Hong Kong) is to be obtained in accordance with the provisions of Article 121 (4).

(*c*) All pay and allowances are to be paid in the foreign currency from the first general payment after arrival on the Station.

(*d*) All payments shoud be converted at the fixed rate of either $M3.40 or $HK6.35 to the $A. These rates are subject to half-yearly review at 31st March and 30th September, or if rate of exchange varies by more than one (1) per cent. Receipt of any Malaysian or Hong Kong currency obtained at a rate of exchange which varies by more than one (1) per cent. from the approved fixed rates are to be reported immediately by signal to the Director of Navy Accounts.

(*e*) Cash Account is to be maintained in both foreign and Australian currency amounts by providing an additional column for the debits and credits of the foreign currency. Advances received from RN cashiers are to be debited at the rates of exchange advised by the RN cashiers, and the Supply Officer is to debit any gain or credit any loss on exchange between the fixed rate and actual rate charged (NAM Article 123 (1)).

(*f*) Pay account cards are to be kept in Australian currency and pay lists prepared in the normal manner. The amounts paid in Malaysian or Hong Kong currency converted at the current fixed rates are to be shown on the pay lists to the left of the Australian currency due for payment. Pay certificates prepared in accordance with ABR 18, Article 0313, are to show both Australian and the foreign currency.

Savings Bank Transactions

(*g*) All transactions are to be entered in Savings Bank records in Australian equivalent of the Malaysian or Hong Kong currency.

(*h*) The Australian dollar is to be used as the basic factor for bank transactions. Cash deposits or withdrawals are to be confined to amounts which are exact multiple conversions of $A. If an Australian cheque is included in a deposit or a bank cheque is required in a withdrawal there is no restriction on the Australian amount of the cheque provided the cash amount complies with the above requirement, e.g.—

Cash $A6.00 ($M20.4 at 3.4).
Australian cheque $3.85—no restriction.

(*j*) Australian cheques in Australian amounts only are to be accepted and must be forwarded to the Commonwealth Savings Bank, Melbourne, as normal remittances for clearance. Cheques in other currencies will be negotiated through channels other than the Commonwealth Savings Bank Agency.

(DNA 208/251/22)

UNCLASSIFIED

267—Technical Officers' Writers

It has become apparent after two years experience that the employment of Writers as Technical Officer's Writers is not meeting the needs of the Fleet.

2. The Naval Board have decided to reintroduce Engineer Officer's Writer, Electrical Officer's Writer, Air Electrical Officer's Writer and Air Engineer Officer's Writer, in lieu of the Writer and Technical Officer's Yeoman. Gunnery and TAS Officer's Writers will not be re-introduced and Writers will be allowed in complement where applicable for clerical assistance to Seaman Branch Departments.

3. The present Yeoman courses will be abolished. Common courses for Technical Officer's Writers will be conducted in the MED in HMAS CERBERUS, on successful completion of which sailors will be qualified as EOW, LOW, AEOW, or ALOW as appropriate. Starting dates and course syllabuses will be promulgated in due course.

4. Sailors of the Able Rank (with ETI) and Leading Rank of the following categories will be eligible to undergo these courses—

ME	EMP
MED	EMAW
NAMAE	EMAC

Technical Writers will only be trained in the numbers required to meet the needs of the Service.

5. ABR 27 will be amended.

(DMT 311/4/140)

Section 4
EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

268—Ammunition—Propellant—Landing—Destruction—Reports

(DCI (RN) 346/1966)

Propellant of the following lots and sub-lots is due for withdrawal having reached their age limits—

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3524XA RNC 3545XA RNC 3563XA RNC 3568XA RNC 3580XA MEC 88	SC 061	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNC 3189 RNC 3202 RNC 3215 RNC 3233 RNC 3584XA RNC 6010XH RNP 425XC	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNC 3188	SC 109	Cartridges— QF 4.7-in.
RNC 3201 RNC 3951XB RNP 1149XF	SC 122	Cartridges— QF 4.7-in., QF 4.5-in.
RNC 3187 RNC 3200 RNC 3213 RNC 3548XA RNC 3962XB RNC 3979XB RNP 424XC	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo.
RNC 3199 RNC 3231 RNC 3565XA RNP 23XA MEC 100XA MEC 192	SC 150	Cartridges— QF 4.5-in., Impulse Torpedo.
RNC 3203 RNC 3204 RNC 3205 RNC 3206 RNC 3207 RNC 3208 RNC 3216 RNC 3217 RNC 3218 RNC 3219 RNC 3220	HSC/T 134–055	Cartridges— QF 2-pdr.

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3221 RNC 3256 RNC 4370XC	HSC/T 134–055	Cartridges— QF 2-pdr.
RNC 3054 RNC 4376XC RNC 3946XB	NF 029	Cartridges— QF 4-in.
RNC 3190 RNC 3225 RNC 3236 RNP 421XC	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in.
RNC 3793R RNC 3972XB RNC 3947RXB RNC 5415XF RNP 169XB RNP 182XB RNP 191XB RNP 1160XF RNP 1169XF MEC 193RXD	NF 052	Cartridges— QF 4.7-in., QF 4.5-in.
RNC 3610A RNP 1147XF RNP 1148XF	NF 059	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in.
RNC 3210 RNC 3226	NF 080	Cartridges— QF 5.25-in.
RNP 418XC	NF/S 116–036	Cartridges— QF 4-in.
RNC 3192 RNC 3209 RNC 3235 RNC 3974XB RNC 3992XB RNC 5426XF RNP 1430XH	NF/S 164–048	Cartridges— QF 4.7-in., QF 4.5-in., QF 4-in.
RNP 1145XF RNP 1158XF RNP 1167XF	NF/S 168–048	Cartridges— QF 4.7-in., QF 4.5-in.
RNC 5447XF RNP 1168XF RNP 1159XF	NF/S 198–054	Cartridges— QF 4.7-in., QF 5.25-in., QF 4.5-in.
RNP 2393XB BS 22039 BS 22041 BS 22042 BS 22043 BS 22044 BS 22045	SUK/X11	Motors Rocket A/C 3-in.
BS 19548	SUK 1.7–0.6	Motors Rocket Flare 2-in.

2. *Action to be taken by HMA ships, establishments and proof ranges.*	Return to nearest RAN armament depot as early as practicable; if unable to comply within three months from date of this order, report specially to DAS for instructions. BR 862, Article 1126, refers.
3. *Action to be taken at RAN armament depots.*	Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/59)

UNCLASSIFIED

Cancelled vide N C 471/66

269—Fixed Issuing Prices for Provisions and Victualling Allowances as From 1st April, 1966

The price lists for fresh fruit and vegetables which has operated since 1st January, 1966, has been amended.

2. Revised price lists, operative from 1st April, 1966, have been distributed to all HMA ships and establishments.

3. The following rates of victualling allowances will continue to apply from 1st April, 1966—

	Ashore $ c	*Afloat* $ c
Messes of 50 or less victualled from a separate galley	0.72	0.74
All other messes of 300 or less	0.71	0.72
Messes of more than 300	0.69	0.71
Additional for ships of the Strategic Reserve	—	0.04
Supplementary "Broadside" messing allowances for HMA ships, ANZAC, DIAMANTINA and DUCHESS ..	—	0.02
HMAS MELVILLE	0.74	—
HMAS TARANGAU	0.75	—
Cadet Midshipmen at RANC	0.80	
Junior Recruits at Training Establishments ..		
Apprentices at RANATE		
Australian Sea Cadets attending camps and courses		

4. The allowance of 80 cents per day for Cadet Midshipmen, Junior Recruits, Apprentices and Australian Sea Cadets is increased to 82 cents per day when victualled on board ships undergoing training and messed separately.

5. Navy Order 114 of 1966 is hereby cancelled.

(D of V 903/51/127)

(Navy Order 114 of 1966)

UNCLASSIFIED

270—Machinery—General—Pumps—Weir's TMFP 35 Main Feed Pump—Emergency Overspeed Trip Mechanism Testing

Following recently conducted trials, the manner of testing the emergency overspeed trip mechanism of the Weir's 1-30-2 turbine driven Main Feed Pump fitted in Type 12 DE's has been revised. The following test procedure is therefore to be adopted—

(*a*) Run the pump up normally and test the hand trip mechanism.

(*b*) Re-set the steam stop valve.

(*c*) Disconnect the differential pressure governor by removing a pin from the throttle valve linkage.

(*d*) With the discharge valve CLOSED and the suction valve OPEN, run the pump up to a speed of about 6,000 rpm, controlling the speed by means of the steam stop valve.

(*e*) When the turbine is at speed, and with the suction valve OPEN, slowly open the steam stop valve to increase the turbine speed up to a maximum of 7,020 rpm.

(*f*) If this speed run-up cannot be achieved solely by opening the steam stop valve the turbine speed should be reduced to about 6,000 rpm and the suction valve PARTIALLY CLOSED. Another attempt should then be made to induce overspeeding by slowly opening the steam stop valve.

Note—It will be necessary to determine, by trial, the minimum amount of suction valve closure required.

(*g*) If the overspeed trip does not operate within the limits 6,680-7,020 rpm, the pump should be stopped and the trip bolt assembly dismantled for overhaul, then subsequently reset and re-tested.

(*h*) On satisfactory completion of the test, reset the steam stop valve and reconnect the differential pressure governor.

2. BR 2112 (5) (Handbook for Weir's Y100 Main Feed Pump) will be amended.

3. Navy Order 434 of 1965 is hereby cancelled.

(DMED 400/2/607)

(Navy Order 434 of 1965)

RESTRICTED

271—Naval Stores (Electrical)—Radio and Electrical Capacitors, Electrolytic—Deterioration and Reforming—Reports

Electrolytic capacitors slowly deteriorate when not being used due to gradual decomposition of the anodic film covering the positive electrode.

2. HMA Naval Dockyards are equipped with reforming apparatus and carry out periodical reforming operations on electrolytic capacitors.

3. The date of manufacture or the date of reforming is stamped on the side of all electrolytic capacitors and issues from Naval Stores to ships and establishments are to be made from stocks up to twelve months from the dates on the capacitors.

4. Over-aged stocks of electrolytic capacitors (over two years in excess of date stamped thereon) held as spares by ships and establishments should be returned to the nearest (S)NSO and new or reformed items demanded according to requirements.

5. The existing arrangements whereby (S)NSO's forward over-aged electrolytic capacitors to HMA Naval Dockyards for reforming processes are to continue. Detailed records of quantities and types reformed are to be kept and forwarded to the Naval Board annually from the date of this order. This report is to include a separate column against each type showing the quantities, if any, where attempts to reform have not been successful.

(PEE 517/251/229)

UNCLASSIFIED

272—Naval Stores (General)—Group Class 0473—Use of Vapour Phase Inhibitors and Dessicants

It would appear that some confusion exists concerning Vapour Phase Inhibitors in relation to the continued use of dessicants.

2. There are two recognised dessicants in the Service, viz., Activated Alumina and Silica Gel. Activated Alumina has the higher capacity for absorption and there is less dust associated with its use; however, this factor is only important in special applications such as drying of industrial gases. Silica Gel has the advantage that it can be treated chemically to induce a colour change on saturation, a useful guide to state. It is also the cheaper of the two dessicants.

3. The Vapour Phase Inhibitor (VPI) is basically a stable organic chemical exuding a vapour over a substantial time. It is claimed to inhibit oxidation of certain metals notably iron, steel and certain aluminium alloys in the presence of water and oxygen. It decomposes at temperatures exceeding 150° F. and in acidic or alkaline conditions. It does not react with moisture.

4. The use of VPI in the presence of some non-ferrous metals and non-metallic materials is not necessarily harmful. Staining and some pitting have been observed, however no special benefits are claimed for it in these applications.

5. VPI is not a dessicant and therefore not a substitute for Silica Gel in circumstances where moisture alone can cause deterioration of non-metallic materials such as insulants.

6. Although there should also be a continuing use for Silica Gel in the protection of stored radio equipment, &c., and in conjunction with plastic barrier wrapping, it appears from the limited expenditure of this item that it is not being used as intended.

7. Steps should be taken to ensure that advantage is taken of Silica Gel for the purpose intended.

(DNAS 512/76/120)

UNCLASSIFIED

273—Naval Stores—Identification and Reclassification—Clock, Pattern 0552/727

(DCI (RN) 250/1966)

Pattern 0552/727 Clock, is now obsolescent and has been superseded by Pattern 0552/160174 Clock, which incorporates the following features—

(*a*) Synchronisation can be carried out without opening the case which is locked and unlocked by means of the winding key.

(*b*) A push-button is provided at the 9 o'clock position on the clock case for the purpose of stopping the clock with the seconds hand at zero for synchronisation purposes.

(*c*) A push-in handle is provided at the 3 o'clock position for setting the hour and minute hands.

(*d*) The diameter of the hour-ring is slightly larger than that of the hour-ring in Pattern 727; this ensures greater legibility.

2. Pattern 0552/727 will continue to be supplied while stocks are available.

(DNAS 519/53/596)

UNCLASSIFIED

274—Stores, Spare Parts, Tools and Ordnance Accessories—General—Radio Hazards to Explosive Stores, Defect and Failure Reporting

The possibility of electro-magnetic or electro-static effects must be considered when reporting failures or premature functioning of electrically initiated explosive devices. In addition to a signalled report, where appropriate, any relevant remarks on this aspect should be included on Forms S 1148 (series), S 2022, and A 21 (GW)/S 2022 (GW).

2. Information should include details of radio frequencies, environment, particularly power and frequencies in use, and the location of the device relative to the transmitting aerial.

(DWE 700/53/118)

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

ANO's 275-284/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18th May, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

5229/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

275—Weapon Repair Liaison Officer

The appointment of a Weapon Repair Liaison Officer has now been effected, with responsibility to the Chief of Naval Technical Services.

2. The duties and terms of reference for this appointment are as follows—

(*a*) To act as the Naval Board's representative for the establishment, equipping and operation of the Tartar Repair Facility at the Ammunition Filling Factory, St. Mary's, New South Wales.

(*b*) To determine the quantity and condition of the weapon systems spares holdings in the custody of various authorities.

(*c*) To specify the extent of the task involved in the repair of defective weapon systems spares.

(*d*) To advise on the capacity and capability of the dockyards and other facilities to cope with repair and pre-issue testing activities.

(*e*) To propose the most expeditious and economical method of repair in the light of the facilities available.

(*f*) Liaison with the Department of Supply, the Director of Naval Quality Assurance, the Director of Weapons and Electrical Engineering and other authorities, in relation to all weapon repair projects.

3. The Weapon Repair Liaison Officer is located at Northgate House, 321 Kent Street, Sydney (Telephone No. 29 2484). It is requested that all authorities concerned make available transport and travel facilities required by the Weapon Repair Liaison Officer in the execution of his duites.

(CNTS 2/204/55)

Section 2

PERSONNEL

UNCLASSIFIED

276—Fees Payable to Medical Practitioners, Radiologists, Radiographers, Speech Therapists, Physiotherapists, Occupational Therapists, Chiropodists and Orthoptists

Appendix A of Navy Order 777 of 1965 is to be amended as follows—

Item 3

Delete present heading and *insert*—

Attention at Specialist's Rooms—

(except Dermatologists (Item 5), Radiotherapists (Item 6) and Neurologists (Item 22)).

Item 8

Delete present Item 8 and *insert*—

8. *Anaesthetists*

(*a*) Attendance at a departmental establishment — Rates as for Item 1 (*a*) (*b*) (*c*) or (*d*) as appropriate.

(*b*) Attendance for operations performed on Service personnel in non-departmental institutions—

(i) An overall fee which takes into account the pre-anaesthetic examination and for the administration of the anaesthetic should be negotiated with the specialist concerned rather than separate fees for each of the services. Where a pre-anaesthetic examination is made but it is subsequently decided that an operation should not be performed, then the fee payable to the Anaesthetist should be at the approved rate for a first visit by a specialist, i.e., $12.60.

(ii) In the negotiation of fees with a specialist he should be advised prior to undertaking the service that the fee is that approved by the Commonwealth for specialists generally. In the event that such fee is unacceptable to him and that no reasonable alternative is available, then an appropriate fee should be negotiated between a Service Medical Officer (not a non-professional) and the Anaesthetist concerned on the clear understanding that the negotiated fee will apply only to the particular service he is personally providing.

Note—Where the claim by an Anaesthetist includes as a separate charge the cost of drugs used in an operation these may be reimbursed in addition to the approved fee. Appropriate arrangements should be made to ensure that the cost of the anaesthetic materials is in order.

Item 9

Delete present Item 9 and *insert*—

9. *Medical Examinations—General Practitioners*

(*a*) Attendance at a Service depot or establishment for conducting complete medical examinations for appointment to or enlistment in the Forces, or,

One person .. $5.25.
Two persons .. $9.45.
Where more than two persons are examined the practitioner will be paid a sessional fee calculated as follows—$10.50 for up to one hour with an additional $4.20 for each subsequent half-hour, provided the extra attendance is for a period of at least 15 minutes.

(*b*) Complete medical examination of candidates for appointment to or enlistment in the Forces where the examination cannot be performed at a Service depot or establishment and is conducted in the practitioner's surgery.

For Specialists *see* Items 1 (*b*) to 3.

As for (*a*) above.

(*c*) Attendance on medical duty at a drill hall, camp, depot, course of instruction or bivouac, etc.

$7.50 for attendance up to 1 hour with an additional $2.50 for each subsequent half-hour provided the extra attendance is for a period of at least 15 minutes.

(*d*) Examination of a member at a General Practitioner's rooms requiring the submission of a written report on a specific injury or complaint.

$2.10.

Add new Item 22

22. *Neurologists*

(*a*) For each neurological examination required, the particular neurologist concerned should be advised prior to undertaking the service that the fee being offered is the rate approved for specialists generally according to the classification of the specialist and the particular service performed.

(*b*) In the event that such fee is unacceptable to him and no reasonable alternative is available, then a fee should be negotiated between a Service Medical Officer (not a non-professional) and the Neurologist concerned on the clear understanding that the negotiated fee applies only to the particular service he is personally providing.

(MDG 327/61/37)

(*Navy Order 777 of 1965*)

UNCLASSIFIED

277—Medical and Dental Officers—Conditions of Service

The conditions of service for Medical and Dental Officers have been varied, and with effect from 1st May, 1966, the following will be applicable—

A. **Medical Officers**

(*a*) *Future Entrants*

(i) Graduates appointed on permanent commissions—bounty of $7,300 payable on appointment.

(ii) Direct entry graduates appointed on 4 year short service commissions—bounty of $3,300 payable on appointment.

(iii) Undergraduates—gratuity of $100 per annum in respect of each completed year of short service commission payable on completion of service, then subject to bounty conditions on subsequent appointments.

(*b*) *Serving Officers*

(i) Undergraduates and graduates serving on initial short service commissions—gratuity of $400 in respect of each completed year of short service payable on completion of service.

(ii) On appointment to further short service commission of 4 years—bounty of $3,300 on appointment.

(iii) On appointment to permanent commission—bounty $7,300 abated by the total amount of bounty already paid.

B. **Dental Officers**

(*a*) *Future Entrants*

(i) Graduates appointed on permanent commissions—bounty of $3,300 payable on appointment.

(ii) Direct entry graduates appointed on 4 year short service commissions—bounty of $1,500 payable on appointment.

(iii) Undergraduates—gratuity of $100 per annum in respect of each completed year of short service commission payable on completion of service, then subject to bounty conditions on subsequent appointments.

(*b*) *Serving Officers*

(i) Undergraduates and graduates serving on initial short service commissions—gratuity of $250 in respect of each completed year of short service payable on completion of service.

(ii) On appointment to further short service commission of 4 years—bounty of $1,500 payable on appointment.

(iii) On appointment to permanent commissions—bounty of $3,300 abated by the total amount of bounty already paid.

Note—Under the old conditions Medical Officers qualified for $400 per annum and Dental Officers $250 per annum in respect of each completed year of short service commission payable on completion of service.

2. Having regard to the rates of bounties payable it is expected that officers will not be released from either short or permanent commissions unless the release is to meet the needs of the Service or is on medical grounds. Generally, release on compassionate grounds will require repayment in accordance with the following scale but special cases may be referred to the Naval Board—

(*a*) Medical Officers on permanent commissions—refund such proportion of $4,000 as the number of complete months unserved bears to a total period of 12 years.

(*b*) Medical Officers on short service commissions—refund such proportion of $2,000 as the number of complete months unserved bears to a total period of 4 years.

(*c*) Dental Officers on permanent commissions—refund such proportion of $2,000 as the number of complete months unserved bears to a total period of 12 years.

(*d*) Dental Officers on short service commissions—refund such proportion of $1,000 as the number of complete months unserved bears to a total period of 4 years.

3. Pending amendment and distribution of recruiting material all future applicants should be advised of the new conditions of service.

4. NPI should be noted pending amendment.

(HPB 252/201/36)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

278—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY by ships staff—

Class List Item No. 15 (Ex TDL "AY")

(*a*) *Item:* To remove the existing 15 gallon water heater from the Sick Bay and fit an autoclave in the same position in lieu.

(*b*) Weight variation is to be reported on the completion of the item.

(*c*) *Reference:* HMAS MORESBY's Form AS 1182 of 29th November, 1965, forwarded under cover of FOCAF Memorandum AF 1936/37 dated 8th December, 1965.

(CNTS 1228/52/147)

RESTRICTED

279—Demolition and Explosives—Explosive Stores—Detonators, Electric, No. 79, Mark 1N

Pending the introduction of a new detonator which is now under development, the use of the No. 79 Mark 1N detonator need not be restricted to the depth limit of 10 fathoms laid down in BR 1836, Paragraph 29. A small percentage of failures may, however, be expected in increased depths. The new detonator which will have a depth limit of about 300-ft. will be in addition to and not as a replacement for the No. 79 Mark 1N detonator.

(DWE 715/251/32)

UNCLASSIFIED

280—Machinery—Air Conditioning Plants—Cleanliness of Gas Circuit

(DCI (RN) 1219/1966)

The introduction to the Fleet of air conditioning machinery on a large scale has resulted in certain new problems not previously encountered; chief of these, and potentially most dangerous, is that of cleanliness and dryness of the gas side. Modern ships may easily be rendered non-operational due to fouling and subsequent mechanical breakdown of their air conditioning plants.

2. The fundamental differences between the new air conditioning machinery and familiar refrigerating plants are those of size and the extensive use of ferrous materials. These facts, plus the fact that the refrigerants are powerful solvents and chemically active, account for the dangers of fouling plants.

3. Primary contaminants affecting refrigeration systems are moisture and dirt which invariably result in the formation of acids and sludges and eventually in plant failure. The main danger is from water which, when present in sufficient quantity, reacts with Refrigerant 11, 12, or 22 to produce hydrochloric and hydrofluoric acids; also, since the effect of refrigerants on ferrous metal is to scour away any protective molecular oxide film, the material of the plant is itself in a chemically active state. Thus the presence of water immediately gives rise to conditions for heavy and rapid corrosion, normal atmospheric humidity being sufficient to initiate this. Once corrosion has taken place the products are scoured away to form a heavy sludge which rapidly chokes the system and fouls the compressor, causing eventual mechanical breakdown.

4. In order to prevent this, the amount of water in a system must be kept to an absolute minimum and, whilst it is virtually impossible to measure the quantity present, the necessary dryness can readily be achieved by careful attention to the precautions below. Subsequently, the system must be hermetically sealed and appropriate measures taken if it has to be opened.

Initial De-hydration—New or Refitted Plants

5. There are three principial methods of de-hydration: heat, dry air, and vacuum. Heat may be of use in de-hydrating individual component parts, but in general is not practical for a complete system. Hot air requires a good deal of equipment in the way of fans and heaters, is particularly useful for systems

known to contain a great deal of water (e.g., after acid cleaning of heat exchangers) but cannot give the necessary degree of de-hydration; when used it must always be followed by vacuum de-hydration, the value of the hot air process being in time saved. Vacuum de-hydration is very suitable for shipboard use.

6. An efficient vacuum pump is necessary, capable of reducing pressure below 0.5-mm. Hg absolute. After pressure testing the system and eliminating leaks the pump is run for a period depending on the size of system, the size of pump and the amount of moisture present. A high compartment ambient temperature will help to reduce this time, but the operation may well take several days for a large plant. There is no hard and fast rule, but completion of de-hydration must always be checked by stopping the vacuum pump and leaving the system under vacuum for about 24 hours; a sensitive vacuum gauge must not drop back (i.e., indicate vaporisation of free water) during this period.

7. On completion of de-hydration, plants should be charged as soon as possible. If there is to be a delay the system must be kept sealed and charged with dry nitrogen or a holding charge of refrigerant sufficient to bring the pressure just above atmospheric.

Maintaining Cleanliness of Plants in Service

8. Whilst the above applies to de-hydration of whole systems, it is equally important to prevent corrosion in stored components or partially assembled systems. The practical answer to this is that they must not be open to atmosphere. Except when work is actually in progress air-tight blanks must always be fitted, even if a plant is only to be left overnight. Since the most likely cause of opening a plant is removal or dismantling of the compressor, ships should arrange to carry suitable light metal blanking plates for the compressor suction and delivery pipes.

9. Care is also necessary not to introduce moisture into a dry system along with refrigerant or oils. Refrigerant should, where practicable, be charged through a drier. Refrigerant oils are themselves hygroscopic, so should be kept from contact with air as far as possible. Purge units, where fitted, should be operated in accordance with the relevant BR.

10. Particular care must of course be taken to prevent dirt getting into a system, since any solid contaminant is liable to initiate corrosion.

Cleaning of Badly Fouled Plants

11. It should not normally be necessary for a plant to be cleaned during its lifetime. In the event of a plant becoming heavily contaminated, however, very drastic measures are necessary. In general, these consist of removal of the compressor for complete mechanical cleaning and rebuild, and an acid cleaning process for the heat exchangers and system. This would not normally be possible without dockyard assistance.

12. The acid cleaning process requires a tank, circulating pump, hoses, heating arrangements and de-hydrating arrangements to be available. A series of washes are carried out, in the order: fresh water, acid, fresh water, neutraliser, fresh water. Internals of heat exchangers are then jetted with fresh water, scale and sludge removed, and all internal surfaces blown down with LP air hoses.

Finally, a full de-hydration routine must be carried out and the plant built up, charged and set to work. The complete process is unlikely to take less than two weeks.

13. It must be emphasised, however, that the above routine is only necessary in the case of plants that have become very badly fouled and that this should not occur if all the precautions set out above are observed.

14. BR 3001 will be amended.

(PME 400/2/608)

UNCLASSIFIED

281—Naval and Air Stores—Transfer of Pricing Function

Pricing records for all categories of Naval and Air Stores, excluding machinery and spares, have been transferred from the Area Finance Branch to the Naval and Air Store Branch in Sydney.

2. Details of the values of articles referred to in ABR 4, Article 1604 (*a*)(iv)(*b*), should be obtained from the Superintending Naval and Air Store Officer, Sydney, in future.

3. Values of machinery and spares items should continue to be obtained from the Area Finance Officer, Sydney.

4. It has been the practice for Reports of Stocktaking for items recorded in Lists of Equipment, etc., to be forwarded to Navy Office unvalued. As from the date of this order any such reports received will be returned to the ship or establishment concerned for completion of value columns.

5. ABR 4, Article 1604, will be amended.

(DNAS 400/51/116)

UNCLASSIFIED

282—Naval Stores (Electrical) Oscilloscope, CT 436, Pattern 0557/914-2605—Introduction and Allowances

The undermentioned item of Common Range Electrical Test Equipment has been introduced into service under Group/Class 0557 (NATO Classification 6625)—

Pattern No.	*Description*	*Acctg. Classification*
0557/914-2605	Oscilloscope CT 436, Complete with mains lead	Permanent

2. The undermentioned items have also been introduced as accessories for use with the Oscilloscope CT 436 and should be demanded separately—

Patt. No.	*Description*	*Qty.*	*Acctg. Classification.*
0557/914-2815	Adaptor Electrical	1 No.	Consumable
914-2603	Cable Assembly RF ..	1 No.	Consumable
914-2604	Cable Assembly RF ..	2 No.	Consumable
914-2602	Lead Electrical	4 No.	Consumable
914-2600	Filter Light CRT (Polarised) ..	1 No.	Consumable
0559/914-2601	Visor CRT	1 No.	Consumable

3. The Pattern 0557/914-2605, CT 436, supersedes Pattern 0557/914-2417 Oscilloscope the allowances for which will be the same for HMA ships, as set out in LE 43—Allowance List of Common Range Electrical List Equipment and for HMA establishmments as indicated hereunder—

FOICEA (for EETU)	3 No.	HMAS WATSON ..	3 No.
HMAS ALBATROSS ..	3 No.	HMAS MELVILLE .. (for DNRS)	2 No.
HMAS CERBERUS ..	1 No.	HMAS WATERHEN ..	1 No.
HMAS KUTTABUL ..	5 No.	GMGID .. .. (includes DRC)	9 No.
HMAS NIRIMBA ..	1 No.	GMWD	2 No.
HMAS HARMAN ..	3 No.		
HMAS TARANGAU ..	1 No.		

4. Until supplies of the CT 436 Oscilloscope become adequate, issues will only be made on demand in accordance with relative priorities. The initial allocation of the Type CT 436 will be as follows and on receipt an equivalent number of the Type CT 52 Oscilloscope, together with the Power Unit CT A1, Pattern 0557/943-2499 should be returned to SNSO, Sydney—

Initial Allocation

HMA Ships	*Qty.*	*HMA Establishments*	*Qty.*
MELBOURNE ..	1 No.	FOICEA	3 No.
SYDNEY	1 No.	ALBATROSS ..	1 No.
VAMPIRE	1 No.	CERBERUS ..	1 No.
VENDETTA ..	1 No.	KUTTABUL ..	2 No.
DUCHESS ..	1 No.	NIRIMBA	1 No.
ANZAC	1 No.	HARMAN	3 No.
PARRAMATTA ..	1 No.	WATSON	1 No.
YARRA	1 No.	MELVILLE ..	2 No.
DERWENT	1 No.	GMGID	9 No.
STUART	1 No.	GMWD	2 No.
MORESBY	1 No.		
SUPPLY	1 No.		

The above quantities include any Type CT 436 Oscilloscopes already held.

5229/66.—3

5. Further replacement up to the allowances set out in LE 43 for HMA ships, and included in Paragraph 3 above for HMA establishments will only be made as defective CT 52 Osci'loscopes are returned for repair and providing the initial allocation has been satisfied and stocks are available.

6. LE 43 allowance List of Common Range Electrical Test Equipment for HMA ships will be amended in due course.

(DNAS 519/69/102)

UNCLASSIFIED

283—Naval Stores—Introductions—Modifications to Battery, Pattern 0562/910-1810

(DCI (RN) 371/1966)

Recent investigation into the high wastage rates of Alkaline Batteries, Pattern 0562/910-1810, has established that a contributory factor to the bulging of the outer casing is the build-up of gas pressure within the battery. This may be caused by inserting the solid vent plugs too soon after charging, or by allowing the battery to stand for long periods in high ambient temperatures.

2. To overcome this, the following items have been introduced to replace the solid plugs at present used, which are to be discarded—

NATO Supply Classn.	*Pattern*	*Description*	*Den.*	*Acctg. Status*
6140	0562/923-1997	Vent Tube, for Battery, Pattern 0562/910-1810	NO	CONS
5340	0413/923-1998	Bushing, Rubber, for Battery, Pattern 0562/910-1810	NO	CONS

3. Bushing Rubber, Pattern 0413/923-1998, when fitted to Vent Tube Pattern 0562/923-1997 to cover the vent holes beneath the head, will allow any excess gas pressure to escape. Seating Washers, Pattern 0562/14071 are to be retained for use with the new vent tubes.

4. HMA ships and establishments are to demand from their normal storing yards sufficient quantities of the new items to replace all solid plugs at present fitted in Batteries, Pattern 0562/910-1810.

(DNAS 519/74/52)

UNCLASSIFIED

284—RPC Test Equipment—Operating and Handling—Care and Protection

Critical examination of items of RPC Test Equipment returned from ships and establishments has shown that the majority of damage has been caused by misuse or maltreatment. The principal damage to Duplex Quick Response Pen Recorders occurs to the pen arms and is considered to be due to not having the recorder amplifier inputs shorted out while the mounting under control runs into line, thus causing violent pen arm movements. Other damage has been caused by severe jarring of the instruments (probably dropping) during transit in the ship. More than 70 per cent. of dummy directors returned to dockyards for repairs have had the casings damaged, thus causing maladjustment and damage to the internal mechanism. The damage appears to have also been caused by dropping or bumping.

2. In future, Form AS 2022, listing full details of the defects, is to be rendered whenever a Duplex Quick Response Pen Recorder and associated amplifier or dummy director is repaired by ship's staff or returned to Weapon Equipment Depot for repairs. A copy of the Form AS 2022 is also to be attached to the Form AS 331 covering the return of the defective item to the Weapon Equipment Depot.

3. Where spares are provided, minor repairs are to be undertaken by ship's staff instead of automatically returning equipment to Weapon Equipment Depots.

4. Ships and establishments are to fit a label in a prominent position on all Duplex Quick Response Pen Recorders, associated amplifiers and dummy directors worded as follows—

> "DELICATE INSTRUMENT—HANDLE WITH GREAT CARE." A label is also to be fitted inside the case of all amplifiers for Duplex Quick Response Pen Recorders to the effect that, "RECORDER AMPLIFIER INPUTS ARE TO BE SHORTED OUT WHILE MOUNTING UNDER CONTROL RUNS INTO LINE."

(DWE 737/51/18)

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

REGISTRAR

ANO 285/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
18th May, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

5230/66.

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

285—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc., During March, 1966

The magazines, pamphlets and amendments to publications, etc., and SC Series contained in the appendix to this order have been distributed to ships and services during March, 1966.

2. Article 2518 of ABR 4 is relevant.

3. Copies of "P" Series Amendments referred to in the appendix to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2518 (7) of ABR 4.

APPENDIX

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date or Amendment No.*
Aeroplane and Commercial Aviation News	13.1.66
Aeroplane and Commercial Aviation News	20.1.66
Aeroplane and Commercial Aviation News	27.1.66
Aircraft, Vol. 45, No. 6	March, 1966
Flight	30.12.65
Flight	13.1.66
Flight	20.1.66
Flight	27.1.66
HMSO List of Government Publications	October, 1965
HMSO List of Government Publications	November, 1965
International Electronics, Vol. 11, No. 2	February, 1966
Joint Services Recognition Journal, Vol. 20, No. 9	September, 1965
Journal of the RN Medical Service, Vol. LI, No. 4	Winter, 1965
The Navy List of Retired Officers together with Emergency List	1965
Signal, Vol. XX, No. 5	January, 1966
US Naval Institute Proceedings, Vol. 92, No. 2	February, 1966

AMENDMENTS TO BR's, ETC.

BR No.	*Amendment No.*
ABR 4	Amendment No. 24
ABR 10	Amendment No. 4
ABR 10	Amendment No. 5
ABR 27, Vol. 2	Amendment No. 20
BR 31	Amendment QR 1/65
BR 31	Chapter 26 dated 1.9.65
ACP 117	Canadian-US Suppt. (B)-1
ACP 121	Aust. Suppt. No. 1
ACP 124	Comm. Suppt. (A)-1
BR 810, RAN Suppt. Numeric Group 0561	Reprint dated 1.10.65
BR 810, RAN Suppt. Numeric Group 0241	Amendment No. 2
ABR 1077	Change No. 1
ABR 1077	Change No. 2
BR 1653	Change No. 12
BR 1653	Change No. 13
BR 1653	Change No. 14
BR 1917 (1)	Change No. 24
BR 1917 (1)(A)	Change No. 27
BR 1917 (2)	Change No. 19
BR 1917 (2)(A)	Change No. 26
ABR 5018	Amendment No. 8
ABR 5054	Change No. 1
Component Electronics Bulletin—Telecom. and Section	CB/GEN/011 dated September, 1965
Component Electronics Bulletin—Telecom. and Section	CB/GEN/12 dated September, 1965
Component Electronics Bulletin—Telecom. and Section	CB/SPEC/13 dated October, 1965
Component Electronics Bulletin—Telecom. and Section	CB/CAP/14 dated October, 1965
Component Electronics Bulletin—Telecom. and Section	CB/SPEC/15 dated September, 1965
Component Electronics Bulletin—Telecom. and Section	CB/MAT/16 dated September, 1965
Component Electronics Bulletin—Telecom. and Section	CB/IND/17 dated September, 1965
Component Electronics Bulletin—Telecom. and Section	CB/REL/18 dated September, 1965
Component Electronics Bulletin—Telecom. and Section	CB/REL/19 dated August, 1965
Component Electronics Bulletin—Telecom. and Section	Predicting the Reliability of Electronic Components
NAMAN N2573-N2577, Vol. 20, with Index to Vol. 20	

ESTABLISHMENT LISTS AND AMENDMENTS

Establishment List No.	*Amendment No.*
E 1078 dated 1.8.61	—
E 1250 dated 15.3.62	—
E 1290 dated 10.11.64	—
E 1315 dated 10.12.63	—

AFO SIGNAL CORRECTION SERIES

Publication	*"SC" Series*
ACP 118-1 (Euro. Suppt.-1)	"SC" 10/65 Change No. 39

AMENDMENTS TO AIR PUBLICATIONS

AP No.	*AL or Leaflet*
116D-0111-1	AL 6
957C Vol. 4 Part 6	AL 17
1086 Book 1 (2nd Edition)	AL 40
1086 Book 3 Part 2 (2nd Edition)	AL 186 and 187
1086 Book 4 Part 1 (2nd Edition)	AL 171 and 172
1086 Book 4 Part 4 (2nd Edition)	AL 87
1086 Book 5 (2nd Edition)	AL 114, 116, 117, 118, 119 and 120
1086 Book 7 (2nd Edition)	AL 162, 163 and 165
1086 Book 9 (2nd Edition)	AL 218, 219, 220, 221, 222, 223 and 225
1086 Book 12 Part 1	AL 284
1086 Book 12 Part 2	AL 36
1086 Book 15 (2nd Edition)	AL 239, 242, 243, 244, 247, 248, 249, 250, 251 and 252
1181D Vols. 1 and 6	AIL 7/65, 8/65, 9/65
1182 (N) Vol. 1	AL 50, 51, 52, 53, 54 and 55
1182 (Naval) Vol. 4 Part 6	AL 17 and 19 I/L RAN/10 I/L RAN/11
1182A (N) Vol. 1	AL 43, 44 and 45
1182C (N) Vol. 1	AL 44 and 47
1182E (N) Vol. 1	AL 34
1275A Vol. 1 Section 13	AL 81, 82 and 83
1275A Vol 1 Section 15	AL 57
1275A Vol. 1 Section 17	AL 63
1275A Vol. 1 Section 18	AL 115
1275A Vol. 1 Section 20	AL 125 and 126
1275A Vol. 1 Section 21	AL 71 and 72
1275A Vol. 1 Section 22	AL 48
1275A Vol. 1 Section 24	AL 127
1275A Vol. 1 Section 26	AL 61
1275A Vol. 1 Section 27	AL 68, 69, 70, 71 and 72
1275A Vol. 3 Part 1 (N) Book 1	AL 12 and 13
1275A Vol. 3 Part 1 (N) Book 2	AL 11 and 12
1275A Vol. 4 Part 6 (N) Issue 1 Book 1 (Working Copies)	AL 39

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
1275B Vol. 1	AL 266
1275B Vol. 1 Section 11	AL 61
1275B Vol. 1 Section 16	AL 61
1275B Vol. 2	(AL 149)-G 5 (Canc.) (AL 150)-H 6
1275B Vol. 3 Part 1 (N)	AL 6
1275G Vol. 1	AL 142
1275G Vol. 1 (2nd Edition) Part 1	AIL 2/65 AIL 3/65
1275G Vol. 1 (2nd Edition) Part 2	AL 28 and Corrigendum
1275G Vol. 1 Part 3	AL 26 and 27
1275Q	AL 22
1275T Vol. 1 Section 7	AL 17
1275T Vol. 3 Part 1 (Naval)	AL 5
1355F Vol. 1 (2nd Edition)	AIL 1/65
1355 Vol. 2	(AL 175)-F 112
1355F Vol. 1 (2nd Edition)	AIL 1/65
1355G Vol. 1 (2nd Edition)	AL 4 and 5
1355H Vol. 1 (2nd Edition)	AL 5
1464B Vol. 1	AL 214
1464D Vol. 2	Leaflet No. 50 (AL 1 incorp.)
1464G Vol. 1	AL 198 and 202
1469 Vol. 3 Part 1 (Naval)	AL 7
1469Q Vol. 1 Book 3	AL 14
1469Q Vol. 1 Book 4	AL 6
1641F Vol. 1 Parts 1 and 3	AL 38
1641P Vol. 1 Part 2 and Vol. 5	AL 62, 63 and 65
1661B Vol. 1 (2nd Edition)	AL 127, 128 and 129 (Appendix I)
1661C Vol. 1 (2nd Edition)	AL 99
1661F Vol. 1	AL 153 and 155
1664A (2nd Edition) Vol. 1 Book 1	AL 53, 57 and 58
1664A Vol. 2	E 13
1664A (2nd Edition) Vol. 2 Part 3, Book 1	AIL 1/65 AL 79, 81, 82 and 83 (with Corrigendum)
1664A (2nd Edition) Vol. 2 Part 3 Book 2	AL 101 and 102
1664D Vol. 1 Parts 1 and 3	AL 71 and 72
1664D (2nd Edition) Vol. 1 Part 2 and Vol. 5	AL 85
1664E Vol. 2	(AL 60)-C 14 (AL 61)-D 19
1803 Vol. 2	F 162 S 88 and S 89
1803B Vol. 1 Book 3	AL 5
1803D Vol. 1 Book 3A	AL 59
1803D Vol. 2 Part 3	AL 290
1803E Vol. 1	AL 177
1803S Vol. 1 Book 2	AL 70
1803T Vol. 1 Book 2	AIL 1/65

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
1803T Vol. 1 Book 3	AIL 1/65
1803T Vol. 6 Book 3	AL 21
2173A Vols. 1 and 6 Part 1	AL 51
2173D Vols. 1 and 6	AL 7 and 8
2276F Vol. 3 (2nd Edition)	AL 28
2306M Vols. 1 and 6	AL 43
2306M Vol. 2	(AL 17)-B 14 (Alt. 1)
	(AL 18)-B 15
	(AL 19)-B 16
2337 Vol. 1 Book 2	AL 98 and 99
2487 A and B Vol. 2	(AL 10)-B 9
	(AL 11)-B 10
	(AL 12)-B 11
2517A Vol. 1	AL 11
2528P Vol. 2	(AL 183)-B 134
2530M Vol. 2	(AL 28)-B 15 (Alt. 2)
	(AL 26)-B 20
	(AL 27)-B 21
	(AL 29)-B 22
2531J Vol. 1	AL 40
2531J Vol. 2	(AL 187)-B 125
	(AL 195)-B 132
	(AL 196)-B 133
2531L Vol. 3 Part 1 (N)	AL 4
2533K Vol. 2	Leaflet (AL 17)-B 11
2534N Vol. 2	(AL 114)-B 44 (Alt. 1)
	(AL 111)-B 51 (Alt. 1)
	(AL 113)-B 61 (Alt. 2)
2534N Vol. 2	(AL 112)-B 62
	(AL 108)-B 71
	(AL 109)-B 72
	(AL 110)-B 73
2656A Vol. 1 (2nd Edition)	AL 68
2887N Vol. 2	(AL 106)-B 66
	(AL 107)-B 67
2887N Vol. 5 Part 6 (N) Issue 1 (Office Copies)	AL 4
2897R Vol. 1 (2nd Edition) Part 1 Book 1	AL 37
2897R Vol. 1 (2nd Edition) Part 1 Book 2	AL 7
3275A	AL 37
3280B	AL 34
3302 Part 3 (Issue 1) (Introducing Issue 2)	AL 6
3302 Part 3 (2nd Edition)	AL 1
4117B Vols. 1 and 6 Book 2	AL 24, 26 and 18
4269C (PN) (2nd Edition)	AL (RAN) 11
4269C Vol. 1	AL (RAN) 2
4269C Vol. 2 Part 1	Leaflets A2 and V434

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
4269C Vol. 3 Part 1	AL (RAN) 6
4282A Vol. 1	AL 105
4282B Vol. 6 Parts 2 and 4	AL 25
4288 (N) Vol. 1 Parts 1 and 2	AIL 2/65
4288 Vol. 2	(AL 948)-B 377 (Alt. 1)
	(AL 954)-B 384 (Alt. 1 incorp.)
	(AL 984)-B 395 (Alt. 1 incorp.)
	(AL 949)-B 420 (Alt. 2)
	(AL 950)-B 467 (Alt. 3)
	(AL 955)-B 569 (Alt. 1)
	(AL 979)-B 601 (Alt. 2)
	(AL 967)-B 602 (Alt. 1)
	(AL 946)-B 644
	(AL 944)-B 643
	(AL 951)-B 645
	(AL 953)-B 646
	(AL 956)-B 647
	(AL 954)-B 648
	(AL 959)-B 650
	(AL 961)-B 652
	(AL 966)-B 656
	(AL 968)-B 657
	(AL 969)-B 658
	(AL 973)-B 661
	(AL 974)-B 662
	(AL 975)-B 663
	(AL 976)-B 664
	(AL 978)-B 666
	(AL 980)-B 667
	(AL 983)-B 670
4288 Vol. 4 Part 6 (N) Issue 4	AL 12
4288A Vol. 1	AIL 3/65
	AL 42
4288A Vol. 5	AL 21 and 22
4288B Vol. 5	AIL 1/65
	AIL 2/65
	AL 16
4288C Vol. 1	AL 12
4288C Vol. 5	AL 19 and 20
4288D Vol. 5	AL 13, 14, 15 and 17
4300C Vol. 3 Part 1	AL 15
4300C Vol. 6 Part 1	AIL 1/65
4303C Vol. 1	AL 145
4303C Vol. 6	AL 48
4303E Vol. 1	AL 87
4306A	AL 62
4340 Vol. 1 Book 2	AL 118
4343 Vol. 1	AL 216
4343 Vol. 4 Part 6 (Office and Working Copies)	AL 9

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
4343A Vol. 1	AL 146
4343A Vol. 2	(AL 186)-C 43 (Alt. 1 incorp.)
4343A Vol. 3 Part 1 (N)	AL 8, 10 and 11
4343B Vol. 1 Book 2	AL 92, 93 and 94
4343B Vol. 1 Book 3	AL 90
4343B Vol. 3 Part 1 (N)	AL 12, 13, and 14
4343C Vol. 1 Book 1	AL 109 and 110
4343C Vol. 1 Book 2	AL 170, 171 and 172
4343C Vol. 1 Book 4	AL 133
4343C Vol. 3 Part 1 (Naval) ..	AL 10
4343D Vol. 1 Book 1	AL 25 and 26
4343D Vol. 1 Book 2	AL 66, 67 and 68
4343D Vol. 1 Book 4	AL 73, 74 and 75
4343D Vol. 3 Part 1 (N)	AL 11 and 13
4343D Vol. 6 Book 1	AL 116
4343D Vol. 6 Book 2	AL 128, 127, 130, 131 and 132
4343D Vol. 6 Book 4	AL 116
4343E Vol. 1 Book 2	AL 211, 212 and 213
4343E Vol. 1 Book 3	AL 212 and 213
4343E Vol. 3 Part 1 (N)	AL 10 and 11
4343E Vol. 6	AL 18
4343G Vol. 1	AL 87
4343J Vol. 1 Section 1	AL 9 and 10
4343K Vol. 1	AL 29 and 30
4343K Vol. 3 Part 1 (Naval) ..	AL 5 and 6
4343S Vol. 1 Book 2	AL 158
4343S Vol. 1 Book 4	AL 160
4343S Vol. 2	Leaflet (AL 38)-W 2
4343V Vol. 1 Book 2	AL 8
4343X Vol. 1 Book 1	AL 69
4343X Vol. 3 Part 1 (N)	AL 4
4306C (PN)	AL (RAN) 9 AL (RAN) 8
4360C Vol. 2	AL 1
4360C Vol. 3 Part 1	AL 21
4361B and C Vol. 1	AL 60
4487A, B, D, E and F Vol. 4 Part 12 (N)	AL 5
4487D, E and F Vol. 5 (N) Issue 1 Book 2	AL 15 and 17
4487D, E and F Vol. 5 (N) Book 3 ..	AL 5
4511 Vols. 1 and 6 Book 2	AL 100
4511 Vols. 1 and 6 Book 3	AL 101
4515E Vol. 3	AL 14
4515U Vol. 3 Part 1	AL 17
4515U Vol. 3 Part 1 Chapter 3 ..	AL 2
4597B Vol. 2	(AL 74)-G 20 (Alt. 1) (AL 73)-G 26
4677A and B Vols. 1 and 6	AL 43

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
4685 Vol. 1 Parts 1 and 2 Sections 1 and 2	AL 86 and 87
4685 Vol. 1 Part 2 Section 3 ..	AL 92 and 96
4685 Vol. 1 Part 1 Section 4 ..	AL 74, 75, 76 and 79
4685T Vol. 1 Section 1	AL 73, 74 and 77
4687 (2nd Edition)	AL 3 (with O/Label)
4707A Vol. 1	AL 23, 24 and 25
4723 Vol. 6 Parts 1 and 2	AIL 1/65
4723A Vol. 1 Book 1	AL 111
4723A Vol. 1 Book 2	AL 79, 80 and 82
4723A Vol. 3 Part 1	AL 23 and 24
4723A Vol. 4 Part 12 Issue 1 ..	AL 3
4723A Vol. 5 (N) FS Issue 1 Book 1	AL 14 and 16
4723A Vol. 5 (N) FS Issue 2 Book 2	AL 19 and 21
4723ML	AL 13 and 14
4736A Vol. 1	AL 45
4761 Vol. 5 (N)	AIL (RAN) 2
4822B Vol. 1 Part 1	AL 9
4837AA Vol. 2	Leaflet (AL 9)-B 2 (Alt. 1 incorp.)
AP (N) 1	AL 43 and Errata AL 44 and Errata
AP (N) 88	AIL 1/65
AP (N) 140	AL 27
AP (N) 141	Air Diagram Index
AP (N) 206	AL 3
AP (N) 1024 Vol. 1	AL 37 and 38
AP (N) 1024 Vol. 4 Part 6 Issue 2 ..	AL 18 and 19
AP (N) 1025	AL 62
AP (RAN) 8 Vol. 1 Book 1 ..	AIL (RAN) 9 AIL (RAN) 10 AL 49, and 50, AL 51
AP (RAN) 8 Vol. 1 Book 2 ..	AIL (RAN) 12
AP (RAN) 8 Vol. 1 Book 3 ..	AL 25
AP (RAN) 8 Vol. 1 Book 4 ..	AL 8
AP (RAN) 8 Vol. 1 Book 5 ..	AL 9
AP (RAN) 8 Vol. 1 Book 6 ..	AL 16 and 17
AP (RAN) 8 Vol. 1 Book 7 ..	AIL (RAN) 5 AIL (RAN) 6 and AL 17
AP (RAN) 8 Vol. 1 Book 8 ..	AIL (RAN) 2
AP (RAN) 8 Vol. 2	AIL (RAN) 55 AIL (RAN) 59 AIL (RAN) 60 AL 17, 18 and 19 Leaflet M 19/GE/1
AP (RAN) 8 Vol. 3 Part 1 ..	AL 8, 9 and 10
AP (RAN) 8 Vol. 3 Part 2 ..	AL 30
AP (RAN) 8 Vol. 5 F/S Book 1 ..	AL 6, 8, 9 and 10
AP (RAN) 8 Vol. 5 F/S Book 2 ..	AL 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 and 31
AP (RAN) 8 Vol. 5 F/S Book 3 ..	AL 9, 10 and 11

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
AP (RAN) 8 Vol. 6 Part 2 ..	AIL (RAN) 2 AL 46
AP (RAN) 8 Vol. 6 Part 3 ..	AIL (RAN) 24 AL 35
AP (RAN) 9 Vol. 2	Transmittal Letter No. 39 Transmittal Letter No. 40 Transmittal Letter No. 41 Transmittal Letter No. 42
AP (RAN) 9 Vol. 6 Part 2A ..	Transmittal Letter No. 18
AP (RAN) 9 Vol. 6 Part 4A ..	AL 24 and 25
AP (RAN) 9 Vol. 6 Part 4B ..	AL 15
AP (RAN) 10 Vol. 1 Book 1 ..	Correction to AL 26 AL 29
AP (RAN) 10 Vol. 2	AL 1, 2, 4 and 6
AP (RAN) 10 Vol. 3 Part 1 ..	AL 3, 5, 6, 7 and 8
AP (RAN) 19 Vol. 1 Book 1 ..	AL 2 AL 3 with TM 55-1520-211-10 (dated 13.7.65) AL 5
AP (RAN) 19 Vol. 1 Book 2 ..	AL 4
AP (RAN) 19 Vol. 5 F/S Book 1 ..	AL 10
AP (RAN) 19 Vol. 5 F/S Book 2 ..	AL 19 and 20
AP (RAN) 26 Vol. 5 F/S Book 1 ..	AL 5
AP (RAN) 26 Vol. 5 F/S Book 2 ..	AL 1, 4, 9, 10, 11, 12, 13, 14 and 15
AP (RAN) 31 Vols. 3 and 6 ..	AL 1 with TM 55-1560-218-40 (dated July, 1965)
AP (RAN) 32 Vols. 3 and 6 ..	AL 1 with TM 55-1560-217-40 (dated July, 1965)
AP (RAN) 38	AL 1
AP (RAN) 101	AL 96, 98, 99, 100, 101, 102, 103 and 104
AP (RAN) 102 Issue 2	AL 25 and 26
AP (RAN) 108 Part 1	AL 14 and 15
AP (RAN) 140 (2nd Edition) ..	AL 23, 28 and 38
USAF/USN Flight Information Publication Enroute High Altitude Chart, Pacific and South East Asia, Japan, Korea, Philippines, Taiwan	Corrected to 1.4.65, 1.5.65, 1.7.65, 1.8.65 and 1.9.65
USAF/USN Flight Information Publication Enroute Supplement Pacific and South East Asia	Corrected to 1.4.65, 1.5.65, 1.6.65, 1.8.65 and 1.7.65
USAF Flight Information Publication Pacific and South East Asia with Enroute Supplement and Supplemental Vietnam Aerodromes	Corrected to 1.9.65, 1.10.65 and 1.11.65

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
AMRA 11	AL 1 to TRS No. 2 AL 1 to TRS No. 16 TRS No. 38 TRS No. 39 Cancellation Notices TRS GI (Issue 3)
AMRA 15	Leaflet A 5002 (Issue 1) Leaflet A 5003 (Issue 1) Leaflet A 5055 (Issue 1)
Air Clues	December/1965 January/1966
Air Pictorial	October/1965 December/1965 January/1966
Civil Nimbus Service Bulletins ..	No. 38, 37, 39, 40 and 43
DCA Aeronautical Information Publication	RAC/2 (AL 72)
DCA Aeronautical Information Circular	No. 5/1966 No. 6/1966 No. 7/1966 No. 8/1966 No. 9/1966 No. 10/1966 No. 11/1966 No. 16/1966
DCA Air Navigation Orders ..	APP 47.0.21
DCA Notams	1/1966 2/1966
DCA Aviation Safety Digest ..	No. 44 (December/1965)
ICAO Bulletins Vol. 20	No. 11/1965 No. 12/1965
RAN Retrospective Mod. Booklet Book 1	AL 5
RAN Retrospective Mod. Booklet Book 2	AL 4
RAN Retrospective Mod. Booklet Book 4	AL 4
Rolls Royce TSD Publication 594 ..	Transmittal Letter No. 106
Sperry Field Service Bulletins ..	909/20/65
AAP No. 2 GCC 5821 (5th Edition)	SAL 25 (AL 25449)
AAP No. 2 GCC 5825 (6th Edition)	SAL 3 (AL 25495)
AAP No. 2 GCC 5840 (6th Edition)	SAL 3 (AL 25595) SAL 4 (AL 25619)
AAP No. 2 GCC 5845 (6th Edition)	Sub AL 2 (AL 25125)
AAP No. 2 GCC 5915 (5th Edition)	SAL 27 (AL 25501)
AAP No. 2 GCC 5965 (7th Edition)	SAL 3 (AL 25502)
AAP No. 2 GCC 5990 (5th Edition)	SAL 5 (AL 25622)
AAP No. 2 GCC 5999 (8th Edition)	SAL 4 (AL 25505)

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
AAP No. 2 GCC 6340 (7th Edition)	SAL 2 (AL 20142)
	SAL 3 (AL 25149)
	SAL 4 (AL 25178)
AAP No. 2 GCC 6730 (3rd Edition)	SAL 3 (AL 25129)
AAP No. 2 GCC 6940 (5th Edition)	SAL 3 (AL 25066)
AAP No. 2 GCC 7930 (2nd Edition)	SAL AL 2 (AL 18785)
	SAL AL 5 (AL 25088)
AAP No. 2 GCC 9150 (4th Edition)	Sub AL 2 (AL 24355)
	Sub AL 3 (AL 24463)
AAP No. 2 GCC Group D Section 1C (10th Edition)	Sub AL 3 (AL 24259)
AAP No. 2 GCC Group F Section 4	Conversion List No. 297
AAP No. 2 GCC Group K Section 4 (17th Edition)	SAL 4 (AL 24759)
AAP 382 Vol. 1	AL 13
AP 702-1 Book 3 Parts 16 to 23 ..	AL 171
AAP 711-24 Vol. 3 Part 1 ..	AL 12
AAP 712-16 Vol. 2 Part 2 ..	AL 5
AAP 721-65 Vol. 2 Part 2 ..	AL 165, 174, 176 and 177
AAP 721-79 Vol. 2 Part 1 ..	AL 50
AAP 721-79 Vol. 2 Part 2 ..	AL 322 and 326
RAAF Flight Digest Vol. 3	July-September/1965
RAAF Special Technical Instruction ..	Mechanical Transport/27
RAAF Support Command Orders ..	45/65
	46/65
Air Diagrams	AD 6725AE/MIN. (Issue 1)
	AD 6725AF/MIN. (Issue 1)
	AD 6725AG/MIN. (Issue 1)
	AD 6725AH/MIN. (Issue 1)
	AD 6725AJ/MIN. (Issue 1)
	AD 6725AK/MIN. (Issue 1)
	AD 6725AL/MIN. (Issue 1)
	AD 8002 (Sheet 1)
	SR 2013/NB (Sheet 1)
	SR 2013/NB (Sheet 2)
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	SR 2043/NB (Sheet 1)
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	SR 2043/NB (Sheet 3)
	SR 2043/NB (Sheet 4)
	SR 2047/NB
	SR 2048/NB
	SR 2049/NB
	SR 2053/NB (Sheet 1)
	SR 2053/NB (Sheet 2)
	SR 2055/NB (Sheet 1)

(DNAS 465/57/552)

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

MR REGISTRAR

RESTRICTED

ANO's 286-296/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
26th May, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

5446/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

286—Communications with Overseas Governments

It has come to notice that certain civil and service officers have written to USA Government Authorities seeking official service type publications of personal interest to them, and that the forwarding address given has been care of a naval establishment. This type of action is irregular and has caused some embarrassment to ANA Washington, as the requests have been interpreted by the USN as official requests by-passing the carefully controlled official channels.

2. If an officer has a requirement in the course of his duty for information contained in any publication produced by a foreign government instrumentality he should take steps to have his request forwarded to Navy Office through the normal channels. If the requirement is established an official request will be made for the document concerned, through the appropriate authority.

3. Requests for service type publications or documents should not be made by any means other than as detailed in Paragraph 2.

4. If officers desire to obtain non-service type publications from USA Government Authorities, care is to be taken that it is made quite clear that the request is made for private purposes and is not made in an official capacity.

5. Navy Order 370 of 1964 is hereby cancelled.

(CEO (GS) 465/201/271)

(*Navy Order 370 of 1964*)

UNCLASSIFIED

287—Maintenance of Support Craft

Support craft are defined as powered craft of 125-ft. or less in length overall, which are not fully commissioned and all dumb craft regardless of size except floating docks.

2. The following instructions apply to all support craft excepting pulling or sailing boats, whether in use, held by HMA ships in commission or HMA naval establishments, or in reserve.

Docking and Slipping Intervals

3. The following docking or slipping intervals are to be observed—

(*a*) Concrete Barges	24 months
(*b*) Dumb Steel Craft	18 months
(*c*) Powered Steel Craft	12 months
(*d*) Wooden Craft—sheathed	6 months
(*e*) Wooden Craft—unsheathed which remain in the water	3 months
(*f*) GRP Craft	12 months

4. Specific slipping intervals are not necessary for those support craft allocated to HMA ships which are regularly hoisted out of the water.

Surveys

5. Surveys are to be carried out as follows—

(*a*) At a naval dockyard—by a Dockyard Surveyor.

(*b*) At a shore establishment—by the Shipwright Officer, if borne, otherwise by a Dockyard Surveyor upon request.

(*c*) At a contractor's yard—by either a Dockyard Surveyor or Shipwright Officer depending on the Authority placing the contract.

6. Where a craft is docked or slipped at intervals of less than 12 months, all structural, mechanical and electrical items are to be surveyed annually. However, at the intermediate dockings or slippings, an examination of the underwater hull is to be made and any damage from impact, corrosion, marine organisms, or any other cause found on examination is to be made good. It is mandatory that timber affected by dry rot be replaced.

7. Where a craft is to be docked or slipped at intervals of 12 months or more, a survey of all structural, mechanical and electrical items is to be carried out on each occasion.

Survey of Support Craft Stowed Ashore

8. Support craft stowed ashore (e.g., in store) are to undergo a survey every twelve months.

Survey and Repair of Support Craft Carried in HMA Ships

9. Support craft carried in HMA ships are to undergo a survey by Dockyard Officers every two years and all defects found as a result of the survey, made good before the craft is returned to service. Ships staff are to carry out normal maintenance during the intervening period. Requests for the survey and carrying out of tests on items due for testing, are to be forwarded on Forms AS 2061Z to the ships Refitting Authority, 3 months before they fall due. Defects which are beyond the capacity of ships staff are to be recorded on Forms AS 2061Z and forwarded as they occur. The serial numbers and brief headings of all Forms AS 2061Z are to be forwarded in a separate section of the ships defect list arranged in priority order under the appropriate heading DH, DE, or DL.

Survey and Repair of Support Craft Held by HMA Naval Establishments

10. The Operating Authority is responsible for the material state of the craft under his control and is to initiate action to have the craft slipped, surveyed, and repaired. The work is normally to be carried out by the Operating Authority, but if this is beyond the capacity of the ships staff, a naval dockyard is to be requested to arrange for the work to be done. Where no dockyard exists, the request is to be forwarded to the Naval Officer-in-Charge, who is to arrange for the work to be carried out by contract. In remote areas such as Darwin or Manus Island, where docking or slipping of some craft must be carried out away from the base, the Naval Board are to be informed at least 6 months in advance of the date on which such craft are due for survey, so that the necessary arrangements can be made to make a replacement craft available if necessary.

11. A request to carry out a survey or test of an item is to be forwarded on Forms AS 2061Z either to the naval dockyard where available, or Naval Officer-in-Charge, 3 months before the test falls due.

12. Four weeks before the survey is due, the Operating Authority is to forward a "List of Work" Form AS 340, listing all previously rendered Forms AS 2061Z in priority order under the appropriate heading DH, DE, DL. Also included with the list are to be—

(*a*) Copy of previous survey report.

(*b*) Main engine and generator running hours.

Survey Reports

13. Forms AS 2110Z (Report of Survey and Repair of Support Craft) (outside) and (inside) are to be rendered in respect of each craft surveyed, in accordance with the instructions printed on Page 4 of the form. Form AS 2110Z (inside) is to be compiled to include the condition on survey of all items listed on Pages 2 and 3 of the form (whether good, fair, or defective), in addition to particulars of any action taken to remedy defective items. Any items not shown in the printed list but which are also relevant, are to be included.

14. The condition of the underwater paint system of steel craft is to be reported on Form AD 495 (inside).

15. If for any reason a craft becomes overdue for slipping and survey, the fact is to be reported by letter to the Naval Board, by the Operating Authority, stating the reasons and the earliest date that the craft can be slipped and surveyed.

16. All defects found on survey in addition to those reported by Operating Authorities, are to be made good before the craft is returned to service, reserve, or store. In exceptional cases where this is not possible the reason is to be stated in the report of survey and repair, and the work carried out at the earliest opportunity.

Maintenance and Repair

17. The running maintenance and routine testing and overhaul of machinery and equipment is to be carried out in accordance with current instructions. The Operating Authority is to undertake as much of this work as is within the capacity of the ships staff. Engine overhauls need not necessarily be done at the same time as the surveys, but some latitude in running hours (plus or minus 10 per cent.) may be allowed to enable the work to be done at the one availability.

18. The paint systems to be applied are to be in accordance with ABR 19 (RAN Painting Manual).

Defect Reporting and Rendering of Defect Lists

19. As far as is practicable, the procedure for the reporting of defects and the rendering of defect lists in respect of support craft is to conform with the standard procedure in use for ships in commission. In particular, URDEFS are to be raised for urgent defects which are beyond the capacity of ships staff and which render the craft inoperative. INDEFS are to be raised for defects which are beyond the capacity of the ships staff and which should be taken in hand at the earliest opportunity. Estimates for INDEFS will be prepared on receipt and as many as possible will be completed when an urgent defect necessitates the craft being taken in hand by the dockyard.

Operating Authorities

20. For the purpose of this order Operating Authorities are as follows—

HMAS PENGUIN
HMAS RUSHCUTTER
Captain of the Port (For Master Attendant, REVY, RANTE, Spectacle Island and SNSO, Sydney)
HMAS WATERHEN
GOSIEA
HMAS CRESWELL
HMAS CERBERUS
HMAS LONSDALE
HMAS HUON
HMAS ENCOUNTER
HMAS LEEUWIN
HMAS MORETON
HMAS MELVILLE
HMAS TARANGAU
GMWD.

(ACTP 1211/51/488)

(Navy Order 209 of 1964)

RESTRICTED

288—Ships (General)—Sonar Hull Outfits—Responsibility for Raising and Lowering

(DCI (RN) 1881/1965)

A Sonar Hull Outfit 15 in the "down" position was damaged recently in the RN when a ship entered dry dock. A contributory cause of the accident was the absence of a clear division of responsibility between the ships TAS and Weapons and Electrical departments for the lowering and subsequent raising of sonar domes, depending on whether the hull outfit is lowered for operational or for maintenance requirements.

2. The attention of Commanding Officers is drawn to the need for clear instructions in Standing Orders on the responsibility for the state of sonar hull outfits, logs, or any other retractable equipment which may project from the ship's bottom, on all occasions of proceeding to sea, returning to harbour, and shifting berth, and in particular on the departmental responsibility for ensuring their safety from damage.

(DWE 1211/251/163)

Section 2
PERSONNEL

UNCLASSIFIED

289—Home Savings Grant Scheme

Navy Order 58 of 1966 is to be amended as follows—

Paragraph 9—*Add* new sentence—

Divisional Officers are to ensure that this order is brought to the attention of their divisions at regular intervals.

(HPB 252/2/34)

(Navy Order 58 of 1966)

UNCLASSIFIED

290—The Royal Naval Amateur Radio Society

The Royal Naval Amateur Radio Society has a permanent headquarters at HMS MERCURY. Membership is open to all persons who are serving or have served in the Royal Navy, Royal Marines, Women's Royal Naval Service, Royal Naval Reserves and Commonwealth Navies, or have been connected with these services in a civilian capacity.

2. The objects of the society are—

(*a*) To foster the amateur radio movement within the service.

(*b*) To provide technical and practical assistance, where possible, to enable members to establish and maintain amateur radio stations wherever they may be stationed.

(*c*) To provide facilities for the exchange of views on technical matters between its members, either through "The Communicator" magazine, or by direct contact.

(*d*) To maintain and operate a Headquarters Amateur Radio Station in the United Kingdom and to encourage members at home and overseas to communicate with each other.

(*e*) To further the technical education of RN radio engineering and radio operating personnel, by stimulating an interest in radio as a hobby as well as a profession.

(*f*) To advise the Admiralty on matters of policy pertaining to amateur radio as a hobby of RN personnel at home and overseas.

(*g*) The pursuit of any other line of inquiry found necessary and desirable in the interest of its members.

3. There are three grades of membership and subscriptions—

(*a*) Corporate members .. .. .. $2.00 per annum.
(*b*) Associate members .. .. .. $1.50 per annum.
(*c*) Junior members .. .. $1.00 per annum.

4. The Society Station, G3BZU, is active on the Amateur HF bands and listens for contacts on a world wide basis, using SSB, CW or AM. Schedules are published in "The Communicator" magazine. Morse code proficiency tests are conducted on the first Tuesday of every month commencing at 2000 GMT on 3,550 kc/s. A certificate is given to successful entrants. The Society can offer help for obtaining components and equipment at economical prices from the trade. A technical help service is also available to members to provide information about any aspect of amateur communication.

5. Inquiries and applications for membership should be addressed as follows—

Surgeon Commander S. J. Lloyd, RAN,
Medical Directorate,
Department of the Navy,
Victoria Barracks,
St. Kilda Road,
Melbourne.

6. The present policy for amateur radio operation in the RAN is laid down in RANCO Article 1276.

(HPB 108/1/46)

UNCLASSIFIED

291—Uniform—Sailors Posted to the United States of America

All sailors selected for duty in the United States of America in connection with the manning of HMAS BRISBANE will be issued gratuitously with a badge, identification, personnel, lettered, Catalogue No. 60390. These badges will be required for wear during attendances at courses of instruction at US Navy Schools and may be worn on other occasions when identification by this means is appropriate.

2. Where possible, the issue of this item is to be made in the ship or establishment from which the sailor is posted. The badges will be supplied without demand by the Superintending Victualling Store Office, Sydney.

3. If the badge is received in the ship or establishment subsequent to the sailor's departure, it is to be airmailed to ANA Washington, who will then arrange issue. In those cases where the badge is not received from the contractor in sufficient time to permit the procedure in Paragraph 2 above, SVSO, Sydney, will forward the badge direct to ANA Washington.

4. Gratuitous issue of these badges will be made once only to each sailor and any replacements required on account of loss or damage will be the sailor's own responsibility.

5. All sailors wearing Class II uniform are to receive a gratuitous issue of two cap ribbons lettered "HMAS". These ribbons are to be worn from the time the sailors depart from Australia until the ship commissions.

6. Navy Order 414 of 1964 is hereby cancelled.

(D of V 917/52/288)

(Navy Order 414 of 1964)

UNCLASSIFIED

292—WRANS—Long Service and Good Conduct Medal

Navy Order 148 of 1966 is to be amended as follows—

Paragraph 2—delete and *insert* the following in lieu—

"2. Members of the WRANS on being awarded the medal will be paid a gratuity of $34 plus an allowance at the rate of $1.70 for each year of qualifying service with "VG" character subsequent to the award of the medal. This allowance will be payable to the member on discharge or on completion of engagement."

(HPB 302/5/2)

(Navy Order 148 of 1966)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

293—Short Courses for RAN and Reserve Officers

Navy Order 221 of 1966 is to be amended as follows—

Appendix A—Page 12

Add new course—

26360	Commanding Officers Supply and Secretariat Course	CERBERUS	1 week	Officers posted in command of HMA Ships	A NB

(DOA 312/203/81)

(Navy Order 221 of 1966)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

294—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 17 (Ex TDL "AJ").

(*a*) *Item:* A chest of drawers to be made and fitted underneath the bunks in the single cabins (10 in number) and underneath the lower bunks in double cabins (5 in number). Approximate size of space 18½-in. x 30-in. x 6-ft.

(*b*) Weight variation is to be reported on completion of the item.

(*c*) *Reference:* HMAS MORESBY's Form AS 1182 of 22nd November, 1965, forwarded under cover of FOCAF Memorandum AF 1936/20 dated 6th December, 1965.

(CNTS 1228/52/144)

UNCLASSIFIED

295—Electrical Subjects (General)—Bonding Between HMA Ships Receiving/Supplying Power (AC)

It is a requirement that when two or more ships are berthed alongside each other and are being supplied from a single AC source or when one ship is supplying another, the ships' hulls shall be effectively bonded together at not less than two points so that the ships form one unit electrically.

2. The requirement is already met in AC ships by the bonding terminals and cables fitted for Cathodic Protection in accordance with ABR 5023—The Cathodic Protection Manual.

(PEE 1211/51/313)

UNCLASSIFIED

296—Machinery—Bearings, Ball and Roller—Removal of Protectives Before Use

In some cases of bearing failure in ships, inspection of the lubricant has shown preservative grease to be present.

2. Ball and roller bearings which are given preservative treatment in Australia are given a hot strippable coating of gloscoat during the preservation process and are packed with a high melting point 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.

3. The attention of all concerned in HMA ships and establishments is drawn to the fact that all new ball and roller bearings must be completely cleaned immediately before use and all traces of the gloscoat and preservative grease removed. The preferred method of cleaning ball and roller bearings is given in Chapter 10, Paragraph 35 (1) of BR 3009—"Naval Oils Manual", viz.—Dipping the bearing into oil at 71° C. to 93° C. (160° F. to 200° F. approximately) and then agitating it so as to disperse the melted preservative. A low viscosity oil, such as OM-13 (viscosity 13 centistokes at 93° C. (200° F.)) is most suitable, but any mineral oil of viscosity up to that of OMD-110 (viscosity 13 centistokes at 93° C. (200° F.)) is suitable, providing that the oil is new and clean. The surplus oil is then allowed to drain from the bearing. The remaining oil will not interfere with the function of the grease and will in fact provide the essential lubrication during the initial running.

4. With the exception of ball and roller bearings in the following applications, the bearings are then to be packed with Grease XG274, Pattern 0474/9349814—

(*a*) Gyro spin axis bearings in radar and weapon stabilisers.

(*b*) Certain other ball bearings for which other greases are specially required and for which particular instructions have been issued.

5. In addition, after ensuring that the inner and outer bearing caps are absolutely clean, they are to be packed with Grease XG-274 and 30 per cent. of the grease in the outer bearing cap subsequently removed from a position opposite (and not adjacent to) the filling pipe. Care must be taken to prevent foreign matter entering the bearing or mixing with the grease.

6. Navy Order 39 of 1966 is hereby cancelled.

(ACDC 400/2/18)

(*Navy Order 39 of 1966*)

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

Registrar.

ANO's 297-301/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
30th May, 1966.

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

By direction of the Naval Board,

P. Randau.

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

FOR OFFICIAL USE ONLY

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

297—Clocks in HMA Ships

Commanding Officers are to ensure that adequate arrangements exist that all personnel engaged in maintaining official records have ready access to accurate clocks.

2. Clocks used in such positions are to have a rate of less than one minute per day, gain or loss.

3. Clocks are to be checked at least twice daily and before engaging in any type of operation.

4. Orders are to be promulgated to the effect that only ships' clocks are to be used when compiling official records or plots.

5. Navy Order 428 of 1964 is hereby cancelled.

(DTWP 519/253/35)

(*Navy Order 428 of 1964*)

Section 2

PERSONNEL

UNCLASSIFIED

298—Conditions, Allowances Payable and Accounting Instructions for Training Under the SEATO Aid Programme

From time to time requests are received by Navy Office to provide courses of training in RAN ships and establishments for Service trainees under the SEATO Aid Programme. This order details conditions, etc., which are to be applied to Service trainees training under the SEATO Aid Programme; it does not apply to civilian trainees training under that Programme. For these purposes a Service trainee is defined as a serviceman coming to Australia for training mainly in Service ships or establishments.

2. Advice of details of training and allowances payable and the period involved will be forwarded to the administrative authorities and ships and establishments concerned in individual instances by Navy Office.

3. **Allowances and Financial Benefits.**—The following conditions and allowances will apply—

(*a*) *Basic Pay.*—The basic pay of a Service trainee is the responsibility of, and payment will be arranged by, his government.

(*b*) *Travel Entitlement*—

(i) To and from Australia—a Service trainee's fares to and from Australia are paid by the Australian Government. Officers are eligible to travel first class; sailors travel tourist class.

(ii) Within Australia—travel within Australia is normally to be made by road or rail at the expense of the Australian Government. Officers have a first class travel entitlement; sailors a second class travel entitlement.

(*c*) *Baggage Allowance*—

(i) In addition to the airline's free baggage allowance Service Trainees travelling—

(A) to Australia are entitled to 22 lbs excess baggage allowance which may be sent as accompanied air freight.

(B) from Australia are entitled to 33 lbs excess baggage if sent as accompanied air freight or 132 lbs excess baggage if sent as unaccompanied air freight.

(ii) When a Service trainee in exceptional circumstances moves to a new place of training by air the trainee will be entitled to transport of accompanied baggage as a departmental liability, up to a total weight of 99 lbs, including the baggage allowance carried free by the airlines.

(iii) The Commonwealth will meet the cost of freight or postage by surface mail from Australia on documents and other material provided it is evident that these are directly connected with the trainee's course of study.

(*d*) *Allowances—Responsibility for Payment of*—

(i) The RAN will be responsible for payment of allowances only when a Service trainee receives all his training in the RAN and is not so responsible when training is divided either between the RAN and civilian organisations or between Services.

(ii) The one exception to this ruling is where it is necessary for a Service trainee to undertake a course in language training prior to commencing training with the RAN. After this period the RAN will be responsible for payment as shown in (i) above.

(*e*) *Living Allowances*—

(i) If a Service trainee lives in, in a ship or establishment for longer than three months, this ship or establishment will be regarded as his " base ". While at the " base " he will receive only an allowance of $1.00 per day.

(ii) Where a Service trainee, who normally lives in at his " base ", takes leave and lives out or is obliged to live out, he will be eligible to receive a living out allowance at the rate of $1,800.00 per annum, $4.93 per day, for that period out of which he is required to meet the costs of his accommodation and meals.

(*f*) *Movement Allowance*—

A Service trainee will be eligible to be paid a movement allowance of $1.20 per day additional to the living in allowance of $1.00 per day when—

(i) he spends less than three months attached to any particular ship or establishment;

(ii) as part of his training programme, he is required to spend a period away from his " base " in another ship or establishment.

(*g*) *Clothing Allowances*—

Service trainees will be eligible to receive a clothing allowance of $40.00.

(*h*) *Establishment Allowance*—

Service trainees will be eligible to receive an establishment allowance of $70.00 in cash on arrival in Australia.

(*j*) *Travel Allowance*—

A Service trainee may be granted travel warrants up to value of $50 per annum for travel within Australia during authorised leave periods. *See also* Paragraph 9 (*c*).

4. **Subscriptions to Professional Journals.**—A Service trainee who has successfully completed a period of training of at least three months may on return to his own country, be given a three years subscription to the value of not more than $12.00 per annum to an Australian periodical connected with his field of study, or one year's subscription to the value of not more than $36.00 in total, to three periodicals. Should a trainee desire to take advantage of this benefit an application, together with advice of the trainee's selection, should be forwarded to Navy Office.

5. **Medical and Dental**—

(*a*) *Medical*—In the event of illness a Service trainee may be treated by the Medical Officer and if necessary admitted to hospital.

(*b*) *Dental*—General dental maintenance work should not be carried out but emergency dental treatment may be given.

6. **Leave**—

(*a*) Recreation leave is not granted during a Service trainee's stay in Australia unless his stay is of 18 months or more. If this is the case, after 12 months he will be eligible to be granted leave, on full allowances, equal to that of his RAN counterpart.

(*b*) Special leave may be granted for certain national and religious holidays. The actual dates will be advised by Navy Office.

7. **Victualling and Accommodation Charges.**—The victualling and accommodation charges where a trainee lives in, in a ship or establishment is $2.50 per day.

8. **Tuition fees.**—Where training is in the nature of a technical course, instructional costs of $12.50 per week for each trainee are to be charged. No charge is made for " on the job " training.

9. **Accounting Instructions**—

(*a*) With the exception of the provisions shown in (*b*) below expenditure incurred in respect of the above should be treated initially as a normal charge to departmental funds as in the case of RAN personnel.

(*b*) Medical and dental treatment of a minor nature will be provided without charge but where a set charge can be ascertained e.g., hospitalisation, the amount concerned will be treated as in (*a*) above.

(*c*) Travel warrants (including excess baggage) issued for leave purposes (*see* Paragraph 3 (*j*)), and for movement between establishments or overseas are to be endorsed " Payable by the Director of Navy Accounts, Melbourne—SEATO Expenditure ". ABR 5018 (Navy Accounts Manual) Article 202 should be notated accordingly.

10. In order to effect recovery of expenditure incurred, the proforma as shown in the appendix to this order is to be forwarded by Supply Officers in duplicate to the Director of Navy Accounts not later than the fifteenth day of each month in respect of amounts paid or charges accrued (e.g. tuition fees) during the previous month. Adequate details should be furnished to enable claims to be established and copies of Forms AS 22/NA4 and/or supporting documents attached. Nil returns are not required.

APPENDIX

DEPARTMENT OF THE NAVY

SEATO AID PROGRAMME

For Director of Navy Accounts,
Navy Office,
MELBOURNE.

From Supply Officer,
HMAS.....

Statements of Amounts Recoverable From Department of External Affairs.

Month.....

Name.....

Rank.....

(*a*) (i) *Living in Allowance*— $

Period—From to Days @
From to Days @

Total

(ii) *Living Out Allowance*—

Period—From to Days @
From to Days @

Total

Details.....

.....

.....

(*b*) *Movement Allowance*—

Period—From to Days @
From to Days @

Total

Details.....

.....

.....

(*c*) *Clothing Allowance*—

Details.....

.....

.....

(*d*) *Establishment Allowance*—

Details.....

.....

.....

(*e*) *Travel Allowance*—($50.00 per annum)

Authorised Leave Period	Details of travel	$
.....		
.....		
.....		

(*f*) *Medical and Dental Treatment*—

Naval Hospital From to Days @
Other Hospitals From to Days @
Amounts paid to civilian doctors .. ..
Amounts paid to civilian dentists .. ..

Total

(*g*) Victualling and accommodation in.....

Mess (not to include periods for which living out allowance is paid).

From to Days @
From to Days @

Total

(*h*) *Tuition Fees*—

Periods actually under tuition—

From to Weeks @
From to Weeks @

Total

(*i*) *Other Charges—(give details)*—

.....

.....

.....

Summary

	$
(*a*)	
(*b*)	
(*c*)	
(*d*)	
(*e*)	
(*f*)	
(*g*)	
(*h*)	
(*i*)	
Grand Total	

(HPB 311/1/17)

UNCLASSIFIED

299—Results of Passing Out and Higher Educational Test—HMAS LEEUWIN—March, 1966

The pass marks obtained by Junior recruits at the Passing Out and Higher Educational Tests held in HMAS LEEUWIN are shown in the appendix to this order.

2. The results of the above test have been adjusted to the HET standard and the sailors mentioned in the appendix have been granted passes in the subjects indicated.

3. Commanding Officer's are to ensure that the Certificates of Service of those concerned are noted in the appropriate section.

APPENDIX

HMAS LEEUWIN

Passing Out Examination—March, 1966

Name	*Rank*	*P/N*	*III Geog.*	*IV Nav.*	*V Maths*	*VII Mag. Elec.*	*VIII Eng.*	*Remarks*
Austen, Michael R.	ORDNAM	R94772		58				
Burke, Terrence J.	ORDEMA	R94780		52			55	
Curtis, Rodney	ORDCO	R94789		54				
Davies, John N.	ORDCK	R94790					61	
Deeble, Gary R.	ORDRP	R94791		59			52	
Dempster, Allan R.	ORDCD	R94792	54				56	
Donnon, Dennis R.	ORDEMA	R94793					52	
Eaglesham, Wallace C.	ORDUW	R94794	50					
Furk, Perry C.	ORDRP	R94799					56	
Kirby, Colin W.	ORDQMG	R94811		53				
Lear, Robert G.	ORDCK	R94815		50			57	
Maslin, Douglas R.	ORDUC	R94820	54					
Micke, Ronald J.	ORDEM	R94823		52			54	
Mills, Robert A.	ORDCO	R94824					61	
Marraylane, Kari J.	ORDUC	R94828	58					
Plane, Ronald L.	ORDEM	R94842	54	60	50		66	QSD
Pope, Geoffrey R.	ORDCD	R94843	57	51			68	
Schneider, Hubert J.	ORDNAM	R94848		68				
Sykes, Ian J.	ORDCO	R94856		77			57	
Tolson, Danny R.	ORDEM	R94859	55	76		56		
Wightwick, Kenneth R.	ORDNA	R94869	50					

(HPB 325/53/17)

UNCLASSIFIED

300—RNZN Midshipmen Serving in HMA Fleet—Difference of Mess Subscription

RNZN Regulations and Instructions, Pay and Cash Accounting (Short title NPRI) Article 255 reads as follows—

" *Difference of Mess Subscription*—

(1.) Cadets and Midshipmen, in vessels with no gunroom mess, required to mess in the wardroom and pay their proper share of mess money as if they were Wardroom Officers, will be compensated for such additional expense, but such compensation will be paid direct to the Mess Secretary or Treasurer and not to the individual officers concerned.

(2.) The amount of difference of mess subscription payable is to be limited to the difference between £1 17s. 6d. for each calendar month and the actual messing subscription in the Wardroom Mess. This amount is never, however, to exceed the prescribed limit of £3 for each calendar month.

(3.) For broken periods payment is to be made at a rate not exceeding 9d. per diem, but with a maximum of £1 2s. 6d. per calendar month.

(4.) Payment is to be made only for the period during which mess contribution is actually and properly paid and not during the whole period of a Cadet's or Midshipman's leave; it may be continued when the absence does not extend beyond seven days, provided mess contribution is paid.

(5.) Officers on loan to the Royal New Zealand Navy and in receipt of the rates of pay of their parent Service will be eligible to receive Difference of Mess Subscription at the rates and under the conditions laid down in the regulations of their parent Service, except that the allowance is to be paid to the Mess Secretary or Treasurer in accordance with the following paragraph.

(6.) Payment is to be made to the Mess Secretary or Treasurer by the Supply Officer, accompanied by a certificate from the Supply Officer showing the total number of Cadets and/or Midshipmen victualled in the mess during the month.

(7.) Ratings undergoing training for promotion to Commissioned or Branch Rank in the United Kingdom may receive differences of mess subscription not exceeding 1s. per diem in accordance with the conditions of payment prescribed for Royal Navy personnel."

2. The amounts referred to in RNZN NPRI Article 255 are in New Zealand currency.

3. Action is to be taken to implement the above Instruction in respect of RNZN Midshipmen serving in HMA Fleet.

4. **Accounting Instructions.**—At the end of each calendar month, or on discharge from the HMA ship, Supply Officers are to—

(*a*) examine the mess bills;

(*b*) assess the entitlement under the foregoing conditions;

(*c*) pay the assessed amount to the Mess Secretary.

5. Payment is to be made through the Cash Account as a charge to Division 687 Other Administrations—Recoverable Expenditure, New Zealand, prior to payment of the mess bill. Details on the voucher are to include—

(*a*) ANO 300/66.

(*b*) Rank and name.

(*c*) Period messed in wardroom.

(*d*) Amount of Mess Subscription.

(*e*) Entitlement to Difference of Mess Subscription under RNZN NPRI Article 255.

6. Navy Order 431 of 1964 is hereby cancelled.

(HPB 252/11/10)

(*Navy Order 431 of 1964*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

301—Machinery—Evaporators—Slat and Spiral Vane Baffles—Assembly and Maintenance

(*DCI (RN) 39/1966*)

A number of ships have reported difficulty in obtaining satisfactory evaporator performance following refit or maintenance periods; in several cases the cause has been found to be due to baffles which have been damaged, incorrectly cleaned or incorrectly assembled.

2. It has been shown that it is possible, in certain designs of baffle, to re-assemble the components incorrectly following dismantling. Great care is to be taken, before replacing a baffle in the shell, to ensure that the baffle is correctly assembled in accordance with the makers' detailed drawings. This applies to baffles of the slat type (Weir, Caird and Rayner) and the spiral vane type (Buckley and Taylor, " Quiggin " design). In addition, the dimensions of the vapour passages through the baffle should always be checked and restored to the original. (BR 3001, Article 2103 (2) refers.)

3. In Type 12 Destroyer Escorts evaporator plants, it is possible to place the outer ring of vanes so that the vapour follows straight radial paths through the last two rings of vanes (Fig. 1), instead of the correct sinuous one (Fig. 2) shown in the Annex to this order. Whenever baffles of this type are re-assembled the outer ring should be secured in its correct position. Earlier reference marks should be ignored.

4. In Weir type slat baffles, failure of the vane locating bolts has occurred. These bolts, shown on drawings to be made of S80 (EN57), should be renewed when necessary, in Monel metal, reference books and drawings being amended.

5. The scale found in baffles is normally of a form which is easily removable by the acid cleaning process, but in existing plants it is not normally possible to acid clean the baffle in situ, unless the shell is filled through the vapour valve or vapour pipe opening. The baffle should be removed, dismantled as necessary, and cleaned in an acid bath and the re-assembly checked in accordance with Paragraph 2 above. Flame descaling should only be used where acid resistant scale is encountered.

6. MOD (Navy) has advised that BR 3001 will be amended.

(PME 1224/67/282)

With reference to Navy Order 794 of 1965, Navy Orders 294–368 of 1964 are now over two years old and may be disposed of.

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

ANNEX

Fig 1. Incorrect Assembly showing outer two rings of vanes in same radial alignment.

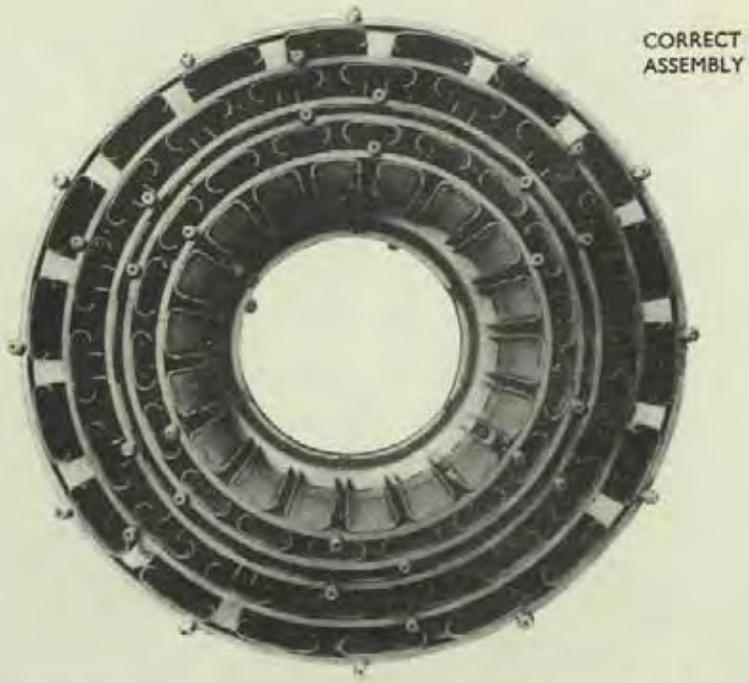

Fig 2. Correct Assembly showing outer two rings of vanes in staggered radial alignment.

REGISTRAR.

ANO's 302-309/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
6th June, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

6119/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

302—Project Directors for Shore Establishments

Navy Order 72 of 1966 is to be amended as follows—

Paragraph 3—

Amend the Project Director for WATSON *to read* "DMT" in lieu of "DTWP".

(AS (NS) 1424/201/22)

(*Navy Order 72 of 1966*)

Section 2

PERSONNEL

UNCLASSIFIED

303—Naval Health Benefits Society

The Naval Health Benefits Society was established in 1956 to provide an organisation which catered specially for Naval Personnel. The RAN Central Canteens Board made a grant of $30,000 to establish the Society.

2. As Naval Personnel are provided with free medical and hospital care by the Service, the Society makes a concession by way of smaller contributions for the family unit of such members. As contributions are paid by allotment or deductions from salary, no difficulties arise when a member's family moves interstate, and the fear of membership lapsing because of unpaid contributions is removed.

3. The objects of the Society are to assist members in meeting the cost of medical, surgical and therapeutic treatment by qualified medical practitioners, and hospitalisation and home nursing of themselves (in the case of civilian members) and their dependants. Dependants are—

(*a*) a member's wife;

(*b*) children under sixteen years of age;

(*c*) full-time students wholly maintained by the member; and

(*d*) such other persons as are approved by the Committee of Management of the Society as being wholly dependent on the member.

4. The following may apply for membership—

(*a*) An officer or sailor employed on full-time duty in the Naval Forces, who has one or more dependants.

(*b*) An officer or sailor employed on full-time duty in the Naval Forces who has no dependants, but who may be eligible to take advantage of Paragraph 5 (*a*), (*b*) or (*c*) below.

(*c*) A person employed on full-time duty as a civilian in the Department of the Navy.

5. Membership of the Society may be continued after the member has ceased to be employed on full-time duty as under—

(*a*) A member who has had six but less than twelve years full-time service—for five years.

(*b*) A member who has had twelve or more years full-time service—for such further period as he may desire.

(*c*) A member whose services are terminated on medical grounds—for such further period as he may desire.

(*d*) In the event of the death of a member, the membership may be continued in respect of his dependants for such further periods as they desire, except that such membership shall cease on the remarriage of his widow;

provided that the Committee of Management may terminate membership where the service of the member has been terminated for misconduct, discreditable service or inefficiency.

6. There is established at Navy Office, a Committee of Management consisting of a chairman and four other members of the Society each of whom is appointed by the Naval Board. The Committee includes a Naval Medical Officer nominated by the Medical Director-General.

7. The Committee of Management administers the Society in accordance with the constitution.

8. Until the end of 1961, the Society operated one schedule of benefits only. On 28th December, 1961, a second schedule was introduced, with higher benefits and a higher contribution rate, and was introduced as Schedule "Y" (the previously operated schedule became Schedule "B"). On the 4th February, 1965, Schedule "B" was closed to new members and a third schedule, known as Schedule "Z", was introduced, primarily to cover higher hospital costs. Medical benefits under Schedule "Z" remained at the same rate as for Schedule "Y". New members may contribute to Schedules "Y" or "Z".

9. The weekly rates of contributions by members of the Society are contained in Clause 13 of the constitution and are as follows—

	Schedule "B" (Closed to new members.)	*Schedule "Y"*	*Schedule "Z"*
	$ c	$ c	$ c
(*a*) *Naval Members*—			
With one dependant	0.22	0.29	0.41
With two or more dependants..	0.33	0.52	0.76
(*b*) *Civilian Members*—			
Without dependants	0.22	0.29	0.41
With one or more dependants..	0.43	0.58	0.82

10. Contributions which are payable from the date of acceptance are, in the case of naval members, payable by allotment, and in case of civilian members, where practicable, deducted from members' salary. Civilian members employed by the Department of the Navy are to provide an authority for such deductions.

11. Benefits payable to a member will be rebates against actual costs incurred and will be the total of the Commonwealth Benefit and Society Benefit as set out in the schedule to the constitution, provided that no medical benefit will exceed 90 per cent. of the costs incurred by the member. The schedule consists of two sections; the first contains those services for which, under the Commonwealth Health Scheme, the Society is required to pay from its own funds a benefit which at least matched the Commonwealth Benefit payable prior to 1st June, 1964; the second contains services for which the Society is not required to pay any benefit from its own funds. It will be noted, however, that the Society will, in every case, pay a benefit from its own funds, where the member is qualified.

12. Examples of benefits payable are—

	Commonwealth Benefit (Both schedules)	*Society Benefit "B"* (Closed to new members)	*Society Benefit "Y"*	*Society Benefit "Z"*
	$ c	$ c	$ c	$ c
(*a*) *Medical*—				
(i) General Practitioner, each attendance at surgery ..	0.80	0.60	0.80	0.80
(ii) General Practitioner, each attendance at home ..	0.80	0.60	1.00	1.00
(iii) Specialist when referred by General Practitioner—first attendance ..	2.50	2.25	3.35	3.35
(iv) Operations (dependent on their nature) up to a maximum of	60.00	56.00	75.00	75.00
(*b*) *Hospital*—				
Per Day	2.00	2.40	3.60	6.00

Note—The Society benefit of $2.40, $3.60 or $6.00 per diem is subject to a maximum period of fifteen weeks hospitalisation in any calendar year in respect of each member and each of his dependants. When the hospital bed charge is less than $4.40, $5.60 or $8.00 per diem (including Society and Commonwealth benefits, and according to the schedule concerned), the Society will pay the expenses incurred.

13. In general, a member who joins the Society, will be eligible for benefits upon the completion of a probationary period to be determined by the Committee of Management, not exceeding, in maternity cases nine calendar months, and in all other cases, excluding accidents, eight weeks. This probationary period will also apply on transferring to a higher schedule. A probationary period will not be imposed on members who join within three months of becoming eligible

for membership. Similarly, no probationary period is imposed on transfer from another civilian society to the Naval Health Benefits Society, providing there is no break in continuity of contributions.

14. Claims accompanied by receipted accounts (or completed declaration at the foot of reverse side of the claim form where the member requires benefits to be paid direct to the hospital or doctor concerned) are to be submitted on the prescribed claim form to—the Secretary, Naval Health Benefits Society, Navy Office, Victoria Barracks, Melbourne.

15. It is necessary for the efficient working of the Society that claim forms and applications for membership be accurately compiled and that all the necessary receipted accounts accompany a claim form. In particular, it is essential that doctor's itemised accounts be forwarded, and not later "reminders", which show only "Account Rendered". The nature of the disability or illness as well as the other details on the claim form must be completed, to ensure that each member receives the maximum benefits to which he is entitled.

16. Any member who cancels his membership with the Society, for any reason, is to be subject to imposition of the normal probationary periods on rejoining.

17. Members proceeding overseas are advised that claims for benefits should be forwarded to the Society in the normal manner, except that Department of Health requires additional Form HB 53 (obtainable from the Society) to be completed for all hospital benefits. Claims are paid at the same rates as for other claims and are not assessed on a percentage of cost basis, and there will be some delay in final payment of claims as all benefits for overseas treatment must be approved and passed for payment by the Department of Health.

18. The Naval Board are aware of the financial difficulties which arise for many personnel through medical and hospital expenses, and wish that the advantages of belonging to a Society be stressed to all personnel. The Royal Australian Naval Health Benefits Society, with payments by allotment which can be commenced at the time of marriage has much to commend it, particularly as the working capital has been provided from canteen funds.

19. The constitution and scale of benefits are being published separately and will be distributed to all ships and establishments in due course.

20. Navy Order 406 of 1964 is hereby cancelled.

(DFSD 271/51/10)

(Navy Order 406 of 1964)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

304—Aviation—Detached Helicopter Flights

The operation of helicopters from ships other than aircraft carriers commenced in the RAN with the deployment of a Scout helicopter from 723 Squadron in HMAS MORESBY. It is likely that the employment of detached flights, usually in the form of a single helicopter, will increase, and it is important to develop the full potential of these detached flights. Great responsibility

can be thrown on the officers posted to command these flights. The senior technical sailors do not have the benefit of on-the-spot senior professional aviation experience and advice which is automatically given to their comtempories in other Fleet Air Arm Squadrons.

2. A broad outline of the aviation arrangements and requirements for detached flights is therefore published in this order for the information and guidance of all concerned. Detached flights include all helicopter flights in ships other than HMAS MELBOURNE.

3. Commanding Officers of ships in which flights are embarked are responsible to FOCAF for the duties of such flights in accordance with RI Chapter 60, Section 2. All correspondence concerning the operation, organisation, administration and training of detached flights is to be forwarded through this authority with copies to FOICEA and RANAS Nowra (or parent ship or station) as applicable.

4. **Flight Titles**—Each flight will bear the parent squadron number followed by the name of the ship, e.g., 723 Squadron MORESBY Flight.

5. **Helicopter Arrangements During Harbour Periods**—During harbour periods of less than ten days, the flight should be integrated with the ships organisation. During harbour periods of ten days or more, in Sydney, Brisbane or Melbourne, Commanding Officers of ships are normally to disembark the aircraft and flight to RANAS Nowra. On occasions when the ship will be docking in Brisbane or Melbourne, this should be done at a point as near as possible to RANAS Nowra. This arrangement will—

(*a*) enable aircrew to keep in full flying practice which is essential for both operation and flight safety reasons;

(*b*) enable the air and maintenance crews to liaise with their parent unit and ensure that the latest techniques, standards and practices are being maintained;

(*c*) provide an opportunity for the latest modification to be incorporated in the aircraft. During harbour periods of less than ten days, helicopter maintenance should be regarded as the prime requirement;

(*d*) allow the aircraft to be used for the training of replacement aircrew for detached flights.

6. **Flight Commander**—(Detached flight)—When embarked, the Flight Commander is responsible to the Captain of the ship for all matters concerning his flight, and in particular for—

(*a*) the administration, discipline, training and efficiency of the flight;

(*b*) the airworthiness of the aircraft and the safety of aircrew under his command;

(*c*) keeping the Captain informed of the state of readiness and serviceability of the aircraft, so that the ships task can be planned to the best advantage;

(*d*) the efficiency of the aircraft communications equipment to ensure efficient ship/air communications;

(*e*) seeking the advice as necessary of the ship, or parent station air technical officers on technical matters affecting the flight;

(*f*) divisional duties as laid down in RI Articles 3121 and 3130;

(*g*) the publications, log books and records associated with his aircraft, and for the correct maintenance standards and practices, *see* RI 4222, 4223, 4331 (6) and 4332 (6) RANAMM, and AP (RAN) 102;

(*h*) the maintenance of flying discipline and good airmanship;

(*i*) the maintenance of a record of all accidents and incidents reported in accordance with RI Chapter 65;

(*j*) keeping himself informed of meteorological forecasts and warnings and ensuring that the conditions of visibility, wind and ship movement are within helicopter operating limitations;

(*k*) keeping an up-to-date Record Book which is to be dealt with as described in RI 6150. When a flight disembarks, the Record Book is to be retained by the parent squadron.

7. **Parent Squadron**—When not embarked, the Flight Commander and the flight are to be integrated with the parent squadron.

8. **Monthly Flying Returns**—(Forms AA 143Z and AS 1209)—Monthly Flying Returns are to be rendered in acordance with RI 6152. When detached flights are serving under the administrative control of FOCAF, e.g., 723 Squadron MORESBY flight, details of flying should be forwarded to FOCAF copy to RANAS Nowra. Details are to be signalled if more than three days postal delay is expected. The parent squadron should include details in the squadron return with comment where applicable on the remarks of the Flight Commander and/or the Captain of the ship operating the detached flight. Paragraph 5 of RI 6153 is applicable only to returns forwarded by squadrons. If necessary or applicable FOCAF should comment on the returns of flights under his command.

9. **Flight Deck Officer—**

(*a*) *Responsibilities*—In ships other than aircraft carriers the Captain is to detail a Flight Deck Officer whose responsibilities are set out in RI 6119.

(*b*) *Training*—

(1) *Pre-Commissioning Training*—Pre-commissioning training is to consist of a five day course at RANAS Nowra. If possible two officers should be selected for the course. Nominations should be forwarded to HMAS ALBATROSS copies to FOCAF and FOICEA. The syllabus is to consist of lectures and practical experience under the supervision of the parent squadron, covering the following subjects—

(i) Principles of flight of the helicopter.

(ii) Flight deck arrangements and layout.

(iii) Deck handling, chocks and lashings.

(iv) Safety precautions.

(v) Marshalling signals.

(vi) Small ship operating problems.

(vii) Composition and qualifications of the aircraft maintenance party.

(viii) Search and rescue.

(ix) Chemistry and types of fire.

(x) Specialised aircraft fire fighting equipment as applicable to ships including maintenance testing and re-charging.

(xi) Flight deck and hangar fire fighting arrangements.

(xii) Flight deck and hangar fire risks, general precautions, fuelling and defuelling.

(xiii) Fire fighting protective clothing, care and maintenance.

(xiv) Helicopter jettison doors, emergency break-in points, fire access panels, markings.

(xv) Release and rescue of aircrew.

(xvi) Practical demonstration of fire fighting equipment, aircraft fires and rescue of aircrew.

Air experience will be given to demonstrate the following—

(xvii) Handling characteristics of the Scout/Wessex helicopter.

(xviii) The pilot's view of various visibility conditions.

(xix) The characteristics of voice radio in aircraft.

Note—Officers should have a good acquaintance with BR 776 Helicopter Operating Handbook and Navy Order 533 of 1965 Aircraft Marshalling Signals, before joining.

(2) *Work-up Training*—During the work-ups every opportunity should be taken for Flight Team Training. The FDO should supervise this training and ensure that all sailors detailed for duties on the flight deck or in the hangar are properly trained.

(DNAP 1311/201/80)

(*Navy Order 533 of 1965*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

305—Alteration and Addition Item—HMAS MELBOURNE

The following Alteration and Addition Item is approved to be carried out in HMAS MELBOURNE—

Class List Item No. 178 (Ex TDL "CW").

(*a*) *Item:* To fit ten in number four tube fluorescent fittings supplemented with single tube fittings in accordance with Garden Island Drawing No. 561/803.

(*b*) Estimated additional weight is 600-lbs. at No. 1 Deck, and full weight compensation will be required before the item is undertaken. Any change in weight is to be reported.

(*c*) *References:* (i) HMAS MELBOURNE's Form AS 1182, TDL "CW", dated 14th June, 1961.

(ii) Navy Office Memorandum 1211/51/330, dated 16th January, 1964 (Notal).

(iii) GMGID Memorandum N20/1/145, dated 27th April, 1965 (Notal).

(iv) Navy Office Memorandum 1211/51/330, dated 8th November, 1965.

(CNTS 1213/52/234)

UNCLASSIFIED

306—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 14 (Ex TDL "AZ").

(*a*) *Item:* Fit two Mark 15** telephones Pattern No. 32079 for communications between avcat fuelling positions. One telephone to be fitted in avcat fuelling cabinet and one to be fitted at filling valves and sounding tubes position in the after alternator compartment.

Run three core cable AP 180256 between avcat fuelling cabinet No. 1 deck level and filling valve and sounding tube position No. 4 deck level. Approximately 35-ft. cable required.

Ship's drawing No. 820/21/2 R/2 to be altered accordingly.

(*b*) Weight variation is to be reported on completion of the item.

(*c*) *Reference:* HMAS MORESBY's Form AS 1182 of 2nd December, 1965, forwarded under cover of FOCAF Memorandum AF 1936/38, dated 14th December, 1965.

(CNTS 1228/52/150)

UNCLASSIFIED

307—Alteration and Addition Item—Type 12 Destroyer Escorts

The following Alteration and Addition Item is approved to be carried out in HMA ships PARRAMATTA and YARRA—

Class List Item No. 318 (Ex TDL "NFCY").

(*a*) *Item:* To modify the fitted Type 689 Transceiver to permit the equipment being operated through the ship's wireless remote control system.

(*b*) Weight variation is to be reported on completion of the item.

(*c*) *References:* (i) Navy Office Memorandum 1224/51/99, dated 15th April, 1965.

(ii) ANRUK Letter 0804/4/6, dated 12th July, 1965.

(iii) GMWD Letter 218/11/258, dated 13th August, 1965.

(CNTS 1224/51/99)

RESTRICTED

308—Guided Weapons—Launcher Mark 20 (all Modifications)—Elevation Lock

Instances have occurred where the Elevation Lock of the GW Launcher Mark 20 has become strained due to the launcher being lifted, or put into power, whilst the lock was engaged.

2. To prevent the latter condition recurring, modified Elevation and Training Locks will be supplied for fitting by dockyards to all GW Launchers Mark 20 in service, and will constitute Equipment Modification No. 5 for GW Launcher Mark 20 Series. Details of the modification will be promulgated separately.

3. In the interim period before the locks become available, it is essential that personnel operating the launcher should be warned that the locks must be fully withdrawn before power is put on. A notice to this effect should be prominently displayed in the Seacat crew shelter.

4. Attention is also drawn to the need to lift the Launcher Mark 20 in the manner described in the GWS 20/21 Installation Schedule, DWS 541.

5. Navy Order 502 of 1964 is hereby cancelled.

(DWE 740/252/389)

(Navy Order 502 of 1964)

UNCLASSIFIED

309—Patrol Vessels—Accounting for Naval Stores, Machinery and Spares

The following accounting arrangements will apply to naval stores, machinery and spares in the new Patrol Vessels being constructed for the RAN—

(*a*) Naval Stores are to be dealt with under the "tenders" system using Inventory Accounts for permanent items and obtaining requirements of consumable stores from parent ships, bases, other ships, etc., as detailed in ABR 4, Chapter 19.

(*b*) Machinery and spares are to be recorded in lists of equipment and/or spare gear ledgers, as appropriate and these accounts are to be maintained by technical staff in the parent ship or base. The accounts are to be maintained in the normal manner, as provided in ABR 4, except as indicated hereunder—

(i) Only a small stock of essential "on board" spares will be held in each craft the majority of spares being retained in the parent ship or base for use as necessary.

(ii) Details of spares used during patrols are to be noted by crew members as they are fitted, on Forms AS 149 which are to be handed to parent ship or base staff on return of the craft.

(iii) The Forms AS 149 are to be used to post spare gear ledgers and as a requisition to replenish "on board" spares from base stocks. After action is complete, they are to be retained in the parent ship or base as an official record of the spares used.

2. ABR 4, Chapter 18, will be amended.

(DNAS 400/56/68)

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

REGISTRAR
ND 9/6.

ANO 310/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
6th June, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

6120/66.

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

310—Sailors' Course Programme—July to December, 1966

The programme of sailors' courses for the period July, 1966 to December, 1966 is shown in the appendix to this order. Future programmes will cover the period January to December of each year to conform to the Fleet Programme.

2. The duration of courses shown is the period specified in appropriate syllabuses and actual course lengths may vary because of leave periods and ceremonial commitments. Training establishments are to report changes in completion dates of courses in monthly training returns (Form AS 3113) or earlier if necessary, stating reasons.

3. Re-engagement categories are currently as follows—

Group A—4 years.
Group B—3 years.
Group C—2 years.
Group D—1 year.

Courses are deemed to finish on the Friday of the final week, whilst the period of service required on completion of a course commences on the following Monday. Re-engagement rules for sailors undergoing courses are laid down in RI Article 0824. These rules and re-engagement periods are currently under review.

4. Applications to re-engage are to be forwarded on receipt of appropriate posting notes. Should a sailor posted to a course subject to re-engaging not intend to re-engage, this is to be signalled promptly, in order that a replacement may be posted.

5. The EDP course numbers shown in the appendix are the designators that will be used to identify each particular course on the introduction of EDP.

6. Alterations and additions to the course programme will be promulgated by amendments to this order.

AMENDMENT LIST

Amendment No.	*Authority*	*Date*	*Inserted by*	*Date Inserted*

APPENDIX

Branch or Group	*EDP No.*	*Course (for Promotion to)*	*Location*	*Duration in Weeks*	*Re-engagement Category*	*Starting Dates*	*Min./Max. Nos.*
Recruits ..	10000	Adult Male Recruit Training Course	CERBERUS ..	12	..	4.7.66 1.8.66 29.8.66 13.7.66 11.7.66	120
	10010	Junior Recruits ..	LEEUWIN ..	48	..	26.9.66 24.10.66 28.11.66 12.10.66	200
	10020	Artificer Apprentices ..	NIRIMBA ..	3½ years	..		115
Seaman ..	11000	CPOCOX ..	PENGUIN ..	5	C	~~11.7.66~~	2–6
			WATSON ..	3			
			Sea ..	3			
	11010	POQMG ..	CERBERUS ..	19 (4 Seamanship) 2 NBCD	B	7.11.66	4–10
	11020	LSQMG ..	PENGUIN ..	15	D	11.7.66 5.9.66	4–10
			CERBERUS ..			7.11.66	
	11030	ABQMG ..	CERBERUS ..	18 (4 Seamanship) 1 NBCD	..	11.7.66(2) 5.9.66(2)	4–10
						7.11.66(2)	
	11040	POCD ..	RUSHCUTTER ..	16 4 Seamanship 2 NBCD	B	..	4–8
			PENGUIN ..				
	11050	LSCD ..	RUSHCUTTER ..	18	D	..	4–8
	11060	ABCD ..	RUSHCUTTER ..	16		15.8.66	4–16
			PENGUIN ..	4 Seamanship, 1 NBCD		7.11.66	
	11070–11090	ORDCD/CABA ..	RUSHCUTTER ..	4 (ORDCD) including 3 (CABA)	..	18.7.66 (2) 15.8.66 (2) 12.9.66 (3) ~~11.7.66~~	4–16
			LEEUWIN (CABA only as required)			10.10.66 (2) 7.11.66 (3)	
	35360	Artificer Diver ..	RUSHCUTTER ..	8	..		As required
	11100	POSR ..	PENGUIN ..	1	B	..	2–10
			PENGUIN ..	18 (4 Seamanship, 2 NBCD)			
	11110	LSSR ..	PENGUIN ..	12	D	5.9.66	3–10
	11120	ABSR ..	PENGUIN ..	17 (4 Seamanship, 1 NBCD)	..	18.7.66	4–10

Branch or Group	EDP No.	Course (for Promotion to)	Location	Duration In Weeks	Re-engagement Category	Starting Dates		Min./Max. Nos.
	11130	POUW	WATSON ..	~~12~~ 7	B	11.7.66		6–10
			PENGUIN ..	4 Seamanship, 2 NBCD				
	11140	LSUW	WATSON ..	~~9~~ 5	D	5.9.66 7.11.66		6–10
	11150	ABUW	WATSON ..	~~8~~ 5	..	11.7.66	7.11.66	6–10
			PENGUIN	4 Seamanship, 1 NBCD		~~5.9.66~~		
	11160	POPT	CERBERUS ..	16 (4 Seamanship)	B	5.9.66		4–10
			PENGUIN ..	2 NBCD				
	11170	LSPT	CERBERUS ..	22 (2 Seamanship)	C	~~11.7~~ 1.5.66		6–16
	11180	PORP	WATSON ..	~~20~~ 16	B	18.7.66	14.11.66	4–6
			PENGUIN ..	4 Seamanship, 2 NBCD				
	11190	LSRP	WATSON ..	14	D	18.7.66 26.9.66	17.10.66	4–6
	11200	ABRP	WATSON ..	~~12~~ 11	..	18.7.66(2)	7.11.66	4–8
			PENGUIN ..	4 Seamanship, 1 NBCD		~~22.8.66~~		
	11210	POUC	WATSON ..	~~17~~ 15	B	11.7.66	26.9.66	5–8
			PENGUIN ..	~~4~~ 3 Seamanship, 2 NBCD				
	11220	LSUC	WATSON ..	~~14~~ 11	D	11.7.66 5.9.66	22.8.66	5–8
	11230	ABUC	WATSON ..	~~16~~ 12	..	11.7.66	7.11.66(2)	7–13
			PENGUIN ..	~~4~~ 2 Seamanship, 1 NBCD		~~5.9.66~~	14.11.66	
	11240	POFC	CERBERUS ..	~~17~~ 15 (~~2~~ Seamanship)	B	11.7.66		4–10
			PENGUIN ..	2 NBCD				
	11250	LSFC	CERBERUS ..	14	D	5.9.66		4–10
	11260	ABFC	CERBERUS ..	~~16~~ 15 (~~2~~ Seamanship, 1 NBCD)	..	11.7.66		4–10
	11270	POWM	CERBERUS ..	~~17~~ 15 (~~2~~ Seamanship)	B	~~11.7~~ 1.5.66		4–10
			PENGUIN	2 NBCD				
	11280	LSWM	CERBERUS ..	15	D	~~11.7~~ 1.5.66 5.9.66	7.11.66	4–10
	11290	ABWM	CERBERUS ..	~~17~~ 15 (~~2~~ Seamanship, 1 NBCD)	..	~~7.11.66~~ 17.10.66		4–10
Communication	12010	CY	CERBERUS ..	13	B	5.9.66		3–10
			WATSON ..	1				
			PENGUIN ..	2 NBCD				
	12020	TO	CERBERUS ..	29 (1 NBCD)	..	On completion of CO course		4–12
	12030	RS	CERBERUS ..	17	B	5.9.66		3–10
			PENGUIN ..	2 NBCD				
	12040	RO	CERBERUS ..	26 (1 NBCD)	..	On completion of CO course		4–12
	12050	RSS	~~CERBERUS~~ HARMAN ..	10	B	7.11.66		3–10
			~~HARMAN~~ CERBERUS	5				
			WATSON ..	1				
			PENGUIN ..	2 NBCD				
	12060	ROS	CERBERUS ..	27 (1 NBCD)	..	On completion of CO course		4–12
	12070	DS	CERBERUS ..	7	B	5.9.66		3–10
			PENGUIN ..	2 NBCD				
	12080	DO	CERBERUS ..	14 (1 NBCD)	..	On completion of CO course		4–12
			HARMAN (Navy Office) ..	7				
	12000	CO	CERBERUS ..	6	..	11.7.66 5.9.66	7.11.66	8–40
	12090–12100	POLIN	RAAF School of Languages	47	B	..		3–8
			CERBERUS ..	13				
			PENGUIN ..	2 NBCD				
	12110–12120	Able Rank Refresher ..	CERBERUS or KUTTABUL (STC Sydney) ..	4	..	11.7.66	10.10.66	As required
Marine Engineering	13050	CERA/CMECH ..	CERBERUS ..	15	C	1.8.66		6–15
	13040 (ERA) 13060(ERAD)	Direct Entry ERA and ERAD ..	CERBERUS ..	16 (ERA) 18 (ERAD)	..	11.7.66		4–12
			PENGUIN ..	1 NBCD				
	13030	Mechanician	NIRIMBA ..	98	A	18.7.66		6–15

Branch or Group	EDP No.	Course (for Promotion to)	Location	Duration in Weeks	Re-engagement Category	Starting Dates	Min./Max. Nos.
	13000	POME	CERBERUS	6	D	..	10–20
			PENGUIN	2 NBCD			
	13020	ERW	CERBERUS	6	..	24.10.66	6–12
	13110	MTC	CERBERUS	12	C	11.7.66(2) 1.8.66(2)	6–12
			PENGUIN	2 NBCD			
	13120	MTC Educational	CERBERUS	4	..	24.10.66	As required
	~~13090~~	~~EOY~~	~~CERBERUS~~	~~5~~	~~..~~	~~11.7.66 3.10.66~~	~~6–12~~
	13100	B and L	CERBERUS	4	..	29.8.66 14.11.66	5–10
	13010	ME	CERBERUS	14 (1 NBCD)	..	As required	6–~~24~~ 15
	13130	MED	CERBERUS	13 ~~14~~ (1 NBCD)	..	5 ~~15~~.8.66 7 ~~21~~.11.66	10–16
	13070	CNS	NIRIMBA	8	D	..	3–6
	13080	Direct Entry NS	NIRIMBA	21	..	18.7.66	4–10
	~~13090~~	~~CERBERUS~~	PENGUIN	1 NBCD			
	13090	~~[illegible]~~ TOW	CERBERUS	10		11.7.66 3.10.66	
Electrical	24000	COA	CERBERUS	10	B	6.12.66 ..	4–12
			WATSON	9			
	24010	CEA	CERBERUS	3	..	As required	1–6
	14000	POEP	CERBERUS	30	B	5.9.66	4–12
			PENGUIN	2 NBCD			
	14030	POEWE	CERBERUS	35	B	5.9.66	4–12
			PENGUIN	2 NBCD			
	14050	POEWR	CERBERUS	42	B	~~5.9.66~~	4–12
			PENGUIN	2 NBCD			
	14070	POEC	CERBERUS	43	B	~~5.9.66~~	4–12
			PENGUIN	2 NBCD			
	14230	LEM	CERBERUS	8	D	11.7.66 31.10.66 5.9.66	4–18
	14010	EMP	CERBERUS	30 (1 NBCD)	..	As required	4–~~12~~ 16
	14040	EMWE	CERBERUS	34 (1 NBCD)	..	As required	4–~~12~~ 16
	14060	EMWR	CERBERUS	38 (1 NBCD)	..	As required	4–~~12~~ 16
	14080	EMC	CERBERUS	38 (1 NBCD)	..	As required	4–~~12~~ 16
	~~14090~~	~~LOY~~	~~CERBERUS~~	~~4~~	..	~~11.7.66 3.10.66~~	~~5–10~~
	14100	SAP (EX OA3)	CERBERUS	30	..	11.7.66	4–12
			WATSON	11			
	14130	Direct Entry SAP	CERBERUS	45	..	As required	4–12
			WATSON	7			
	14140	Direct Entry SAW	CERBERUS	51	..	As required	4–12
	14150	Direct Entry SAC	CERBERUS	53	..	As required	4–12
			NIRIMBA	10			
	14190	Conversion course to SAP and CSAP (ex OA)	CERBERUS	34	C	15.8.66	3–8
			WATSON	4			
	14160	Conversion course to SAP and CSAP (ex EA)	CERBERUS	28	C	As required	3–8
			WATSON	10			
	14200	Conversion course to SAW and CSAW (ex OA)	CERBERUS	63	C	As required	3–8
	14170	Conversion course to SAW and CSAW (ex EA)	CERBERUS	53	C	As required	3–8
	14210	Conversion course to SAW and CSAW (ex EAR)	CERBERUS	27	C	As required	3–8
	14180	Conversion course to SAC and CSAC (ex EA)	CERBERUS	52	C	As required	3–8
			NIRIMBA	11			
	14220	Conversion course to SAC and CSAC (ex EAR)	CERBERUS	34	C	As required	3–8
			NIRIMBA	11			
Naval Airman	15000	POACM	ALBATROSS	20	B	25.7.66	As required
			WATSON	1			
			PENGUIN	2 NBCD			
	15010	POAAH	ALBATROSS	6	B	..	4–12
			PENGUIN	2 NBCD			
	15020	LAAH	ALBATROSS	8	D	24.10.66	6–12
	15030	NAAH	ALBATROSS	5	..	18.7.66	4–15
			PENGUIN	1 NBCD			
	36060	ORDNA	ALBATROSS	1	..	4.7.66 26.9.66 1.8.66 24.10.66 29.8.66 25.11.66	As required
	15040	POAMET	ALBATROSS	8	B	..	2
			PENGUIN	2 NBCD			
	15050	LAMET	ALBATROSS	3	D	..	2–4
	15060	NAMET	ALBATROSS	9	..	18.7.66	4–8
			WATSON	4			
			PENGUIN	1 NBCD			

Branch or Group	EDP No.	Course (for Promotion to)	Location	Duration in Weeks	Re-engagement Category	Starting Dates	Min./Max. Nos.
	15070	POAPHOT	ALBATROSS ..	13	B	..	1–3
			PENGUIN ..	2 NBCD			
	15080	LAPHOT	ALBATROSS ..	16	D	1.8.66	2–4
	15090	NAPHOT	ALBATROSS ..	16	..	..	4–6
			PENGUIN ..	1 NBCD			
	15100	POASE	ALBATROSS ..	8	B	..	1–3
			PENGUIN ..	2 NBCD			
	15110	LASE	ALBATROSS ..	5	D	..	2–4
..	15120	NASE	ALBATROSS ..	13	..	..	3–8
			PENGUIN ..	1 NBCD			
Air Engineering	16000	MECHAE	ALBATROSS ..	53	A	..	4–12
			NIRIMBA ..	22			
			PENGUIN ..	2 NBCD			
	16010	POAMAE	ALBATROSS ..	32	B	..	4–16 (includes MECHAE course)
			PENGUIN ..	2 NBCD			
	16020	LAMAE	ALBATROSS ..	11	D	..	4–12
	16030	NAMAE	ALBATROSS ..	9	..	5.9.66	4–12
			PENGUIN ..	1 NBCD			
	16040	POAMW	ALBATROSS ..	24	B	..	4–12
			PENGUIN ..	2 NBCD			
	16050	LAMW	ALBATROSS ..	10	D	..	4–12
	16060	NAMW	ALBATROSS ..	9	..	8.8.66	4–12
			PENGUIN ..	1 NBCD			
Air Electrical	17000	SAAC (ex EA) ..	CERBERUS ..	26	..	As required	4–10
			ALBATROSS ..	50 (including 24 Dockyard Radio Centre & CRO)			
	17010	POEAW	CERBERUS ..	11	B	5.9.66	4–12
			ALBATROSS ..	15			
			PENGUIN ..	2 NBCD			
	17020	EMAW	CERBERUS ..	17 (1 NBCD)	..	As required	4–12
			ALBATROSS ..	7			
	17030	POEAC	CERBERUS ..	19	B	5.9.66	4–12
			ALBATROSS ..	16			
			PENGUIN ..	2 NBCD			
	17040	EMAC	CERBERUS ..	28 (1 NBCD)	..	As required	4–12
			ALBATROSS ..	8			
			PENGUIN	2 NBCD			
Medical ..	18000	POSBA	CERBERUS ..	3	B	7.11.66	2–8
	18010–18020	SBA..	CERBERUS or PENGUIN	37 (1 NBCD)	..	15.8.66 12.12.66 10.10.66	3–12
	18030	Hygiene Inspector ..	Army School of Health ..	39	A	As required	As required
	18050–18060	Dispenser	CERBERUS or PENGUIN	38	C	18.7.66	1–2
	18070–18080	Lab. Assistant ..	CERBERUS or PENGUIN	12	A	18.7.66	1
			Public Hospital ..	44			
	18090–18100	X-Ray Assistant ..	CERBERUS or PENGUIN	12	C	18.7.66	1
			Public Hospital ..	26			
	18110–18120	Operating Room Attendant	CERBERUS or PENGUIN	12	C	As required	1
			Public Hospital ..	16			
	18130	Aviation Medicine ..	ALBATROSS ..	26	C	18.7.66	1–2
	18140–18150	Advanced Nursing ..	CERBERUS or PENGUIN	12	C	As required	1–2
			Public Hospital ..	26			
	18160–18190	Masseur	CERBERUS or PENGUIN	12	C	As required	1
			CERBERUS or Public Hospital	26			
	18200	Underwater Medicine ..	RUSHCUTTER ..	26	C	As required	1–2
	18210	Dental Mechanic Conversion	CERBERUS ..	50	A	As required	1–3
	18220	Advanced Dental Mechanic	United Dental Hospital, Sydney	1 to 2 years	A	As required	1–2
	18230	PODA	CERBERUS ..	4	B	As required	1–2
			PENGUIN ..	2 NBCD			
	18240	DA	CERBERUS ..	17 (1 NBCD)	..	18.7.66	1–6

Branch or Group	EDP No.	Course (for Promotion to)	Location	Duration in Weeks	Re-engagement Category	Starting Dates		Min./Max. Nos.
Supply and Secretariat	19000	POWTR	CERBERUS ..	3	B	1-5 ~~18-7~~.66		4–10
			PENGUIN ..	2 NBCD				
	19010	WTR	CERBERUS ..	13 (1 NBCD)	..	11.7.66	7.11.66	4–10
						~~5.9.66~~		
	19020	POCK	WATSON ..	4	B	5.9.66		2–5
			PENGUIN ..	2 NBCD				
	19030	LCK	WATSON ..	4	D	18.7.66	3.10.66	2–5
						22-5.66 ~~5.9.66~~	14.11.66	
	19040–19120	CK	CERBERUS or WATSON	16	..	11.7.66	7.11.66	4–15
						~~5.9.66~~ 27-5.66		
			CERBERUS or PENGUIN	1 NBCD				
	19050	Advanced Cookery ..	WAFTS, Melbourne	12	D	As required		As required
	19060	POSTD	CERBERUS ..	3	B	1-5 ~~18-7~~.66		4–10
			PENGUIN ..	2 NBCD				
	19070	STD	CERBERUS ..	6 (1 NBCD)	..	11.7.66	7.11.66	4–10
						12 5.9.66		
	19080	POSN	CERBERUS ..	3	B	~~18-7~~.66 1-5		4–10
			PENGUIN ..	2 NBCD				
	19090	SAN	CERBERUS ..	6 (1 NBCD)	..	11.7.66	7.11.66	4–10
						5.9.66		
	19100	POSV	CERBERUS ..	3	B	~~18-7~~.66 1-5		4–10
			PENGUIN ..	2 NBCD				
	19110	SAV	CERBERUS ..	7 (1 NBCD)	..	11.7.66	7.11.66	4–10
						5.9.66		
Regulating ..	20000	MAA	CERBERUS ..	5	C	7.11.66		3–6
	20010	RPO	CERBERUS ..	6	B	..		3–6
			PENGUIN ..	2 NBCD				
	20020	LPM	CERBERUS ..	8	C	15.8.66		4–12
Musician ..	21000	CPOMUSN	CERBERUS ..	42	B	..		2
	21010	POMUSN	CERBERUS ..	22	B	11.7.66		2–4
			PENGUIN ..	2 NBCD				

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	21020	MUSN	CERBERUS ..	61 (1 NBCD)	..	As required		As required
	21030	OMUSN	CERBERUS ..	12	..	As required		As required
	21040	JMUSN	CERBERUS ..	8	..	As required		As required
WRANS ..	70000	Recruit Part 1 training..	CERBERUS ..	4½	..	12.7.66	8.11.66	20–50
						6.9.66		
	70010	Pre-OTC training (Writers)	CERBERUS ..	4	..	..		3–8
	70030	OTC	CERBERUS ..	10	..	8.8.66		3–8
	70020	Pre-OTC training (Communications)	CERBERUS ..	6	..	..		3–8
	70040	WRRST	CERBERUS ..	8	C	As required		3–10
	70050–70060	WRRSM	HARMAN or	6	C	5.9.66		3–10
			HARMAN	5				
			WATSON	1				
	70070	WRRO Section A ..	CERBERUS ..	6	..	15.8.66	12.12.66	4–16
						10.10.66		
	70080	WRROM	CERBERUS ..	6	..	On completion of WRRO Section A		As required
			HARMAN ..	8				
	70090	WRROT	CERBERUS ..	9	..	On completion of WRRO Section A		As required
	70340–70350	WRPOLIN	RAAF School of Languages	47	C	As for male POLIN		As required
	70100	POWRSBA	CERBERUS ..	2	C	As for male POSBA		As required
	70140	WRSBA (Prob.) Section 1, Part 2	CERBERUS ..	12	..	As for male SBA		3–20
	70110–70120	WRSBA Section 2 Part 2	CERBERUS or PENGUIN	12	..	On completion of Section 1, Part 2		3–20
	70150	POWRWTR	CERBERUS ..	3	C	As for male POWTR		As required
	70160	WRWTR	CERBERUS ..	8	..	As required		2–6
	70170	WRWTRST	CERBERUS ..	3	..	As required		As required
			Business College ..	As required				
	70180	POWRSV	CERBERUS ..	3	C	As for male POSV		As required
	70190	WRSAV	CERBERUS ..	5	..	As required		2–10
	70200	POWRCK	WATSON ..	4	C	As for male POCK		As required
	70210	LWRCK	WATSON ..	4	D	As for male LCK		As required
	70220	WRCK	CERBERUS or WATSON ..	8	..	As required		2–10
	70230	POWRSTD	CERBERUS ..	3	C	As for male POSTD		As required
	70240	WRSTD	CERBERUS ..	8	..	As required		2–10
	70250	LWRREG	CERBERUS ..	13	C	As required		As required

11

Branch or Group	EDP No.	Course (for Promotion to)	Location	Duration in Weeks	Re-engagement Category	Starting Dates		Min./Max. Nos.
	70260	POWRRP	WATSON ..	8	C	As required		3–6
	70270	LWRRP	WATSON ..	7	D	As required		3–6
	70280	WRRP	WATSON ..	6	..	As required		3–6
	70290	WRRP (Navigator's Yeoman)	WATSON ..	4	..	As required		As required
	70300	WRRP (Film Assessor Weapons)	KUTTABUL ..	1	..	As required		As required
	70310	WRMTD	ALBATROSS ..	6	..	As required		3–6
	70320	Women's Character Leadership	30 WRAAC Barracks, Mt. Martha	1	..	As arranged		As required
	70330	WR NBCD	CERBERUS ..	2 days	..	As required		As required
General and Miscellaneous	80000	MTD1	RAASC ..	8	B	As required		As required
	80010	MTD	ALBATROSS ..	6	D	1.8.66	24.10.66	6–12
						12.9.66	5.12.66	
	80020	MTM	ALBATROSS ..	6	..	As required		2–6
	80030	Recruiting	LONSDALE ..	9 days	..	As required		As required
			HARMAN (Navy Office)	5 days				
	80040	PO Leadership ..	CERBERUS ..	6	D	18.7.66	10.10.66	10–30
						29.8.66		
	80050–80060	Instructional Technique	CERBERUS or WATSON	1	..	As required		6–12
	80070	Efficient Reading ..	CERBERUS ..	2	..	As required		5–10
	80080	Moral Leadership/Character Guidance	As arranged ..	2	..	As arranged		As required
	26150	Combat Survival ..	JTC Canungra ..	15 days	..	~~As required~~ 29.8.66	24.10.66	2–5
	80090	Standard NBCD ..	CERBERUS ..	1	..	11.7.66	3.10.66	6–18
						25.7.66	17.10.66	
						8.8.66	31.10.66	
						22.8.66	14.11.66	
						5.9.66	28.11.66	
						19.9.66	12.12.66	
	80100	Standard NBCD ..	PENGUIN ..	4	..	18.7.66	3.10.66	6–24
						1.8.66	17.10.66	
						15.8.66	24.10.66	
						29.8.66	31.10.66	
						12.9.66	14.11.66	
						19.9.66	28.11.66	
						26.9.66	12.12.66	
	80110	Advanced NBCD ..	PENGUIN ..	2	..	18.7.66	3.10.66	10–24
						25.7.66	10.10.66	
						1.8.66	24.10.66	
						8.8.66	31.10.66	
						15.8.66	14.11.66	
						22.8.66	21.11.66	
						29.8.66	28.11.66	
						5.9.66	5.12.66	
						19.9.66		
	80200	HET Preparatory ..	WATSON ..	8	..	As required		As required

(DMT 311/201/166)

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

Registrar

ANO's 311-322/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra.
13th June, 1966.

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

By direction of the Naval Board,

P. Randau.

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

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6469/66.

CONTENTS

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

311—ANZAAS Conference, 1967

The thirty-ninth Congress of the Australian and New Zealand Association for the Advancement of Science will be held in Melbourne on 16th–20th January, 1967. A limited number of billets are available to nominees of the Department of the Navy.

2. The following subjects will be covered—

Mathematics, Physics and Astronomy (including Optometry), Chemistry, Geology, Zoology, History, Anthropology, Economics, Statistics and Social Science, Engineering and Architecture, Microbiology, Epidemiology and Experimental Medicine, Education, Psychology, and Philosophy, Agriculture and Forestry, Veterinary Science, Botany, Physiology, Biochemistry, and Nutrition, Pharmaceutical Science, Geography and Oceanography.

3. Nominations to attend this conference are required to reach Navy Office by 31st August, 1966, and may be for either service or civilian personnel. Nominations should be accompanied by supporting reasons showing the particular value to the Navy in the attendance of the nominee. Preference will be given to nominees who are in a position to contribute papers. As a general rule an abstract of any paper to be presented is required to be in the hands of the Association at least three months before the Congress is due to start.

(AS (NS) 108/2/2)

Section 2
PERSONNEL

UNCLASSIFIED

312—DDG's—Miscellaneous Instructions Affecting Personnel and their Families

The following instructions supplement or vary existing instructions in relation to DDG personnel for HMAS Brisbane.

Re-Engagement

2. Sailors selected for the commissioning of HMAS BRISBANE in the United States of America will be required to have approximately four years of service remaining after the commissioning. This requirement takes into account the period working up in American waters, a stabilisation period after return to Australia and reasonable time to train replacements. Necessary re-engagements are to be carried out prior to the sailor's departure for the USA.

Family Passages

3. HMAS BRISBANE will commission in Boston about mid-~~September~~ DECEMBER, 1967 and will fit out in Boston and sail from there for working up about one month after commissioning.

4. Personnel will have entitlements to family passages to the United States of America provided they will have an expected 12 months service there with their families before their ship leaves Boston for working up. For the purposes of family passages, the departure date from Boston has been fixed as 31st ~~October~~ DECEMBER, 1967.

5. Families will be expected to leave the United States of America by the first available sea or air passage arranged by the Australian Naval Attache, nearest the departure date from Boston. The date of available passage will decide the date of cessation of normal North American Allowances.

Baggage Allowance

6. In addition to normal Baggage Allowance—

(*a*) Single and married unaccompanied members proceeding by air for duty at Bay City will be allowed 28-lbs. to cover household goods, as accommodation available in Bay City does not normally include such items as linen, crockery or kitchen utensils.

(*b*) All members proceeding to North America by air may be permitted an additional 22-lbs. excess baggage to cover transporting greatcoat, heavy clothing, etc., if required.

(*c*) Baggage under (*a*) and (*b*) above is to be sent as unaccompanied air freight.

Removals in USA

7. All families entitled to passages are normally sent from Australia to the members' point of initial training in the United States of America. From there they will be given one further removal (fares and baggage) during their stay in the USA which will normally be to Boston. In special cases, the Australian Naval Attache may authorise additional removals during a member's tour of duty where the incidence and location of his courses may cause him to be parted from his family for lengthy periods.

Housing on Return to Australia

8. Provision is made to allow members to have their names recorded on the appropriate housing roster in accordance with Paragraph 17 of Navy Order 481 of 1965 " Married Quarters—Policy and Instructions for Administration ".

Promotion

9. Promotion instructions supplementary to those in ABR 10 have been issued.

Welfare

10. If any member has an urgent welfare problem affecting either himself or his family he should contact the office of the Australian Naval Attache, 9th Floor, Paramount Building, 1735 Eye Street, North West, Washington, D.C. 20006. The office may be called collect (reversed charges) and the telephone number is 6952600.

Uniform Suits

11. Original planning was for sailors to be in possession of three serge suits when they leave Australia. Any sailor who has received the new working dress jacket which replaced one serge suit in the compulsory kit may need to consider purchase of a third serge suit. Procurement of serge suits and other outer garments will be extremely difficult while members are serving in the USA.

Repayment Clothing

12. It is intended to provide for the issue on repayment of a few items such as caps, cap tallies, badges and buttons. Details of items available and their supply may be obtained from ANA Washington. Underwear, shoes, socks, etc., will be available from US Navy sources. Before departure all members must possess sufficient items of outer uniform wear to cover the period of their stay in the USA.

RAN Relief Trust Fund

13. The Australian Naval Attache, Washington, is an agent for the Fund and can approve loans of up to $60. Applications for loans in excess of this amount may be submitted for forwarding to the Trustees for consideration in accordance with normal practice.

Discipline

14. Whilst serving in the United States of America, members of the RAN remain subject to the provisions of the Naval Discipline Act.

Allotments

15. To qualify for Marriage Allowance, etc., it will be necessary to continue allotments to wives who are resident in USA. These allotments will be paid regularly by cheque.

Leave

16. All personnel in or proceeding to the USA for HMAS BRISBANE are to remain on or go on to foreign service leave scales from their date of departure from Australia until the date of commissioning, then to go on to home service leave plus sea-going leave scales. The maximum leave entitlement on return to Australia is limited to 42 days.

In any case where a member on intermediate or short term duty has not been able to take at least 11 days leave during his time in the USA while on FSL scale, the amount of leave taken may be deducted from 11 days and the difference added to his entitlement under the above scales within the maximum entitlement of 42 days.

Khaki Uniform—Badges of Rank

17. Officers wearing khaki uniform in the USA may obtain at their own expense, and wear, the gilt medallion type badges of rank as worn by RCN officers on the collars of shirts. These are readily available through the Canadian Naval Mission stationed in Washington.

Kit Lockers

18. The kit lockers being fitted in HMAS BRISBANE have approximately ¼ less capacity that the lockers at present fitted in RAN type 12 destroyer escorts. In order than kits may be stowed in the lockers provided, junior sailors should carry only the kit required, and strictly limit the amount of civilian clothing carried.

20. Navy Orders 591 and 812 of 1964 are hereby cancelled.

(HPB 1205/55/52)

(Navy Orders 591 and 812 of 1964 and 481 of 1965)

RESTRICTED

313—Medical Instructions for Naval Aircrew

Navy Order 220 of 1966 is to be amended as follows—

Paragraph 8 (b) ..	*Add* after decompression chamber—" This should only be carried out when recompression chamber facilities are immediately available and is at the discretion of the Senior Medical Officer. "
Paragraph 31 (Last line)	*Delete* " 42 " and *insert* " 43 ".
Paragraph 55 (Lines 1 and 2)	*Delete* " and all copies are to be serially numbered ".
Paragraph 55 ..	Form AM 255Z—Columns—" Method of Compilation " and " Disposal of Forms "—*delete* present instructions and *insert* in lieu—

In duplicate, completed and signed by the Medical Officer.	Original to—Administrative Authority. Duplicate to Secretary, Department of the Navy, (for DOA/DMT).

Paragraph 71 (Line 2)	*Amend* " correct " *to read* " corrected ".

(MDG 327/251/6)

(*Navy Order 220 of 1966*)

UNCLASSIFIED

314—Notification of Next-of-Kin—Form AS 537

An examination of Navy Office records has revealed that in many instances Forms AS 537 have not been received following a change of next-of-kin (e.g., on marriage) or a change in the address of a next-of-kin, and, also that many Forms AS 537 have been received, in addition to the annual report, where no change has taken place.

2. It is most important that an up-to-date record of the name, relationship and address of member's next-of-kin is available at Navy Office as well as in ships and establishments.

3. The occasions on which Form AS 537 are to be rendered are indicated in RI Article 1002 and the attention of all personnel is to be drawn to these provisions, regularly. Forms AS 537 are not to be rendered by reason of a change in posting only.

(HPB 351/30/1283)

UNCLASSIFIED

315—Vaccination and Immunisation

Navy Order 723 of 1965 is to be amended as follows—

Paragraph 82—delete and *insert* the following in lieu—

82. " All instructions apply equally to—

(*a*) all members of the RAN;

(*b*) members of the CNF and RANER entering for continuous full time service either voluntarily or on call up;

(*c*) any civilians, Army and Air Force personnel under RAN control."

(MDG 327/54/19)

(*Navy Order 723 of 1965*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

316—Coxswains—Surface Ship and Submarine—Eligibility Requirements

The Naval Board have reviewed the eligibility requirements for selection for Coxswain's Course and have decided that the following requirements are to be effective forthwith—

(*a*) *Surface Ship Coxswains*

A candidate must—

(i) be a seaman CPO or confirmed PO;

(ii) be recommended for Coxswain's training by the Commanding Officer of a seagoing ship;

(iii) have six years continuous " VG " character at the commencement of the course;

(iv) have completed one years service as a Petty Officer in a destroyer or below;

(v) be below the age of 40 years on selection for the course.

(*b*) *Submarine Coxswains*

A candidate must—

(i) be a seaman CPO, PO or acting PO;

(ii) be recommended for Coxswain's training by the Commanding Officer of a submarine;

(iii) have five years continuous " VG " character at the commencement of the course;

(iv) have completed one years service as a Leading Seaman or above in a submarine;

(v) be below the age of 35 years on selection for the course.

(*c*) In exceptional circumstances the conditions in a (*v*) and b (*v*) may be waived by the Naval Board.

2. ABR 27 Article 1109 will be amended accordingly.

(DMT 465/5/91)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

317—Naval Stores—Identification and Reclassification—Group Classes 0251 and 0256—Transfer of Items to Group Classes 0273 and 0413

(DCI (RN) 363/1966)

The following items have been re-identified as shown—

Old Identification		*New Identification*			
Pattern	*Description*	*Description*	*Pattern*	*NATO Supply Classfn.*	*Acctg. Status*
	TOOLS, for removal of lamps in counterdrum instruments, telephones, etc.	EXTRACTOR, TELEPHONE LAMP, for removal of lamps in counterdrum instruments, telephones, etc. To drawing DTM 1047/R1			
0251/4137	Type A	Type A	0273/923-2346	5120	C
0251/4138	Type B	Type B	0273/923-2347	5120	C
0251/4139	Type C	Type C	0273/923-2345	5120	C
0256/913-6724	Strap. Retaining, Synthetic rubber ..	STRAP, Retaining, Synthetic rubber ..	0413/913-6724	5340	C
0256/999-3312	Strap. Retaining, Synthetic rubber ..	STRAP, Retaining, Synthetic rubber ..	0413/999-3312	5340	C

2. Stocks, dues and records should be adjusted from a current date.

(DNAS 506/51/290)

UNCLASSIFIED

318—Naval Stores—Identification and Reclassification—Group Class 0612, Transfer of Pattern 33903 Stainless Steel Wire Rope for Bathythermograph Winches to Group Class 0231

(DCI (RN) 249/1966)

The undermentioned item has been re-identified as indicated.

2. Stocks are to be transferred to the new Group Class/Patt. No. quoting this order as the authority.

3. HMA ships and commissioned establishments are to take action in accordance with Article 1812 of ABR 4 (Naval Store-Keeping Manual.)

Old Identification		*New Identification*			
Pattern	*Description*	*Pattern*	*Description*	*NATO Supply Classification*	*Accounting Status*
0612/33903	Stainless Steel Wire Rope for Bathythermograph Winch	0231/923-2900	WIRE ROPE STEEL	4010	C

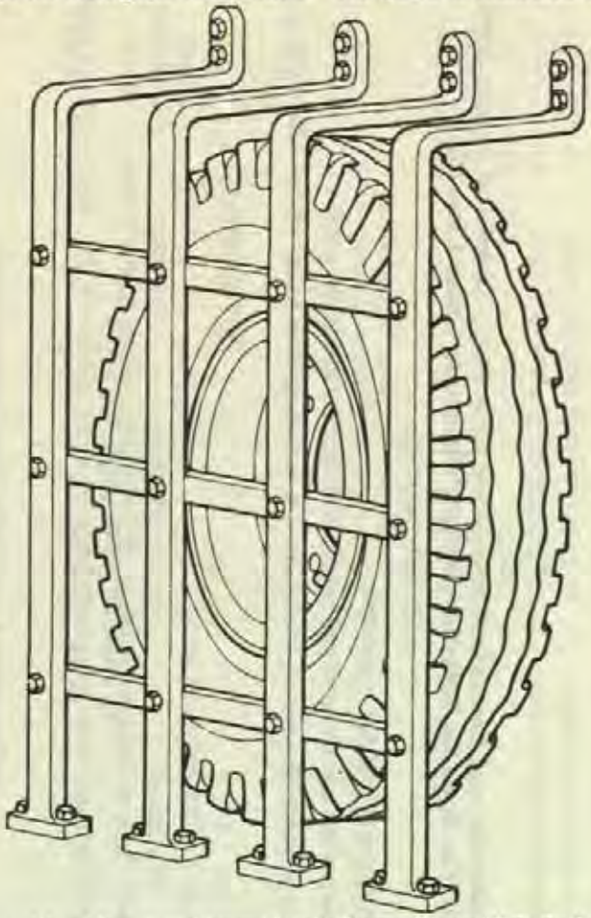
(DNAS 518/52/316)

UNCLASSIFIED

319—Naval Stores—Introductions—Motor Transport—Multi-piece Road Wheel Guard

(DCI (RN) 276/1965)

In the interests of safety, it has been decided to introduce a guard for use when inflating tyres on multi-piece road wheels. The guard is illustrated below.



2. The guard should be manufactured locally from mild steel 2-in. by ¼-in. for the uprights and 1½-in. for the horizontals, the interior dimensions of the guarded space being—

Height	51-in.
Depth	15½-in.

The spacing of the uprights and horizontals should be 15-in. and the horizontals must be positioned inside the uprights.

3. Mounting bolts at the floor and wall should be ½-in. diameter; ⅜-in. bolts should be used at the intersections and the horizontals should be tapped to present a smooth inner surface.

4. Where the guard is fitted to a wall or floor of concrete or brick, "Loxons" inserts are to be used. If the wall or floor is timber, the mounting bolts are to pass through a backing plate of 4-in. x ⅜-in. steel which is to fit across the back of at least two studs or joists.

(DNAS 459/63/19)

UNCLASSIFIED

320—Pumps—4.5-in. Mark 6 Series Gun Mountings—Testing of General Service Pumps—Reports

The difference in pump driving motor current between "by-pass open" and "by-pass shut" conditions provides a useful guide to the state of the pump.

2. In order to establish acceptable performance limits in service, the following procedure is to be adopted—

(*a*) As soon as convenient after receipt of this order the tests laid down in Annexes A and B are to be carried out.

(*b*) Defect List items for pumps whose performance is suspect are to be accompanied by a statement of performance figures obtained by carrying out the tests in Annexes A and B.

(*c*) The test in Annexe A should be repeated at pre-refit and post-refit trials and at intervals not exceeding 16 months, or more frequently if doubt exists as to pump performance. Results should be entered in the Master Index.

3. Performance limits will be laid down as soon as sufficient data has been collected. Revelant Maintenance Schedules will be amended when the test figures have been established.

4. Reports of tests carried out in accordance with Paragraphs 2 (*a*) and 2 (*b*) above, should be forwarded through administrative authorities to the Director of Weapon and Electrical Engineering, Navy Office, Canberra, ACT.

ANNEX A

Pump Efficiency Test

1. Run system as required to raise pump temperature to 110° F record running time.
2. Shut pump discharge to system; shut off the by-pass filter where fitted.
3. Open pump by-pass; record driving motor current (reading "A").
4. Shut pump by-pass; record driving motor current (reading "B").
5. Repeat 3 and 4 to establish reliability of readings.
6. Open pump discharge to system.
7. Repeat 3, 4 and 5 (readings "C", "D").
8. Open pump by-pass, open by-pass filter, shut down.

ANNEX B

Temperature Rise Test

1. Shut pump discharge to system, shut off by-pass filter where fitted, shut off cooling water.
2. Run pump with by-pass shut, recording pump temperature every 15 minutes.
3. Cease test when no further temperature increase can be measured, or at 140°F, whichever occurs first.
4. Restore system to normal.
5. Record gunbay ambient temperature.

(DWE 736/53/28)

UNCLASSIFIED

321—Stores—General—Detached Parties—Musters

A case has recently occurred where the loss of stores held by a detached party was not discovered for some time after the loss apparently occurred.

2. In order that necessary police enquiries may be facilitated when stores are lost, Commanding Officers are to ensure that officers and sailors in charge of detached parties are instructed that musters of stores held are to be carried out at regular intervals.

3. The frequency of muster will vary according to the particular circumstances of each case. In future it will be the responsibility of the Commanding Officer of the parent ship to issue instructions in this regard at the beginning of each operation.

4. ABR 4 Chapter 14 will be amended.

(DNAS 1108/52/338)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

322—ABR 5053—Catalogue of Stationery, Office Devices, Etc.—Transfer of Items to Naval Stores

It has been brought to notice that the undermentioned items are currently listed in both ABR 5053 Catalogue of Stationery and in the Rate Book of Naval Stores.

DSN	*Approved Item Name*	*Rate Book Identification*
8135-66-010-3562	Tape, Gummed	0462/4628
8135-66-010-3564	Tape, Gummed	0462/4630
8135-66-010-3565	Tape, Pressure Sensitive Adhesive ..	0462/L73888
8135-66-010-3566	Tape, Pressure Sensitive Adhesive	0462/L73890
8135-66-010-3567	Tape, Pressure Sensitive Adhesive	0462/4625
7510-66-010-3178	Chalk, Marking, White	0461/152
7510-66-010-3488	Ruler Wood, Flat, 12-in.	0461/L72985

2. For the purpose of uniformity and to avoid confusion of demanding services, it has been decided that, with the exception of the two last mentioned, the above items should be dealt with as naval stores in future, but as these items have been codified under the Defence Cataloguing System (DCS) they will retain their Defence Stock Numbers (DSN's). All reference to these items in correspondence, vouchers or documentation is to be by Defence Stock Number.

3. The last two mentioned items in Paragraph 1 will, in future, be dealt with as stationery and retained in ABR 5053, and the respective naval store items 0461/152 and 0461/L72985 are to be transferred accordingly.

4. Naval Stores Ledgers in ships and commissioned establishments should be adjusted in accordance with ABR 4 Article 1812.

5. The relevant publications ABR 5053 and the RAN Supplement to BR 810 Rate Book, will be amended in due course.

(DNAS 465/52/903)

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

REGISTRAR

ANO 323/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
15th June, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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6668/66.

Section 2

PERSONNEL

UNCLASSIFIED

323—Training and Promotion of Junior Officers (General List)

This order replaces Appendix 4A to Regulations and Instructions for the RAN.

2. Appendix 4A to RI is cancelled and will be re-written when the current investigations into Tertiary Education for Junior Officers are completed.

Part—

1. Length of Training.
2. Cadet Midshipmen.
3. Midshipmen.
4. Acting Sub-Lieutenants.
5. Sub-Lieutenants.
6. Lieutenants.
7. Midshipmen—Syllabuses of Fleet Training.

Part 1—Length of Training

Cadet Midshipmen—

Normal Entry—3 years 8 months } At RANC
Matriculation Entry—1 year 8 months

Midshipmen—

Midshipmen—1 year } In the Fleet
Instructor Midshipmen—7 months

Acting Sub-Lieutenants—

Seaman and Supply and Secretariat Branches—up to 2 years } In United Kingdom
Engineering Branches—up to 4 years

Instructor Branch—up to 3 years. At University of Western Australia.

Part 2—Cadet Midshipmen

The course at the Naval College is designed to introduce the Cadet Midshipmen to the ways of the Navy and to prepare them for further professional and academic training. The course is common to all branches and includes one term at sea in the cadet training ship.

Part 3—Midshipmen

Cadet Midshipmen are promoted to Midshipmen on 1st September, on satisfactory completion of their training at the Naval College. They are to wear the uniform of Midshipmen on leaving the College. They are posted as Midshipmen in HMA fleet where they live in the wardroom and are expected to play their full part in the life of the ship.

2. 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 sailors.

(*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.

3. 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 14).

4. The syllabus of training is to be common to Midshipmen of all branches, except that Seaman Midshipmen have to take more sights than the others (*see* Part 7, Section 7, Paragraph 5). Engineering Midshipmen should be encouraged to do some private study in mathematics and mechanics (*see* Part 7, Section 5, Paragraph 8).

5. The detailed syllabus to be covered is contained in Part 7 of this appendix. As a good grounding will have been given in most of it during the time at the college, it is 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 sailors.

6. 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 working parties, divisional work. The following is intended as a guide to the total time which should be spent in each department—

Seaman	20 weeks
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 provides 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 sailors who serve in them. For some, this opportunity will never recur. These broad aims must not be obscured by the details of the syllabuses.

Posting

7. After graduating from the College, Midshipmen will be given 14 days leave and posted to HMAS MELBOURNE additional for training. Their movement thereafter, within HMA fleet and to schools for technical courses, is controlled by the Flag Officer Commanding, HMA fleet. Navy Office is to be kept informed of all such movements.

Short Technical Courses

8. Before joining the fleet, Midshipmen undertake the following short technical courses, or as arranged by the Flag Officer Commanding, HMA fleet—

Course	*Duration*	*Establishment*
ABCD	10 days	HMAS PENGUIN
TAS	3 days	HMAS WATSON
AIO	2 days	HMAS WATSON

Journals and Sight Books

9. Each Midshipman is 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 Midshipman's examination with the Captain's recommendation on the marks to be awarded for them.

10. The journal is intended to give Midshipmen practice in accurate reporting, in making informed comments and in writing good English.

11. The sight book is to be kept as directed in Part 7, Section 7.

Form AE 190

12. A Form AE 190 is to be kept in accordance with the instructions on the form. On completion of the Midshipman's training, the form is to be sent to Navy Office.

Certificates

13. The following certificates (details of which are printed in Form AE 190) are required to be obtained by each Midshipman—

(*a*) Certificate of Competence (not required by Instructor Midshipmen).

(*b*) Certificate of Completion of a satisfactory set of astronomical observations.

(*c*) Practical Signals Certificate.

(*d*) Engineering Certificate.

Failure to gain Certificates (*b*), (*c*) and (*d*) prior to Midshipmen's examination will result in the loss of one month's seniority for each failure. Failure to gain two or more certificates may result in withdrawal from training.

Certificate of Competence

14. Among the certificates listed in Paragraph 13, the Certificate of Competence has special importance in the training of General List Officers. It may be awarded to Midshipmen after not less than 6 months at sea and normally before Midshipmen's examinations. Special opportunities after the examination are to be given to those Midshipmen who have not yet been awarded the Certificate. A Midshipman who fails to obtain a Certificate of Competence during his year at sea will forfeit two months seniority unless it is clearly shown that the certificate was withheld for reasons outside his control. He will be required to obtain a certificate at the next opportunity. The Flag Officer Commanding, HMA fleet, is to report to the Naval Board, the names of Midshipmen who have not been awarded Certificates of Competence by the end of their sea time, together with his recommendations on loss of seniority. Instructor Midshipmen are to be given every ecouragement to gain a Certificate of Competence during their short period of fleet training.

Marks from the RANC

15. When Cadet Midshipmen graduate from the College, certificates are awarded to them and time towards seniority as a Lieutenant is gained by them as follows—

Percentage	*Certificate*	*Time Gained*
80-100	First Class	1 month
65- 79	Second Class	½ month
50- 64	Third Class	Nil

The results are to be recorded on Form AE 190.

Service Marks

16. A total of 200 marks is available to the Captain to award as service marks. Service marks are to be assessed four times at approximately three monthly intervals and recorded on Form AE 190. On each occasion, marks are to be awarded out of a maximum of 50 on a scale similar to that in Paragraph 20. They are to be awarded more for zeal, resourcefulness and reliability than for powers of leadership, which may still be latent in many Midshipmen.

The Midshipmen's Examination

17. Examining boards are to be convened by the Flag Officer Commanding, HMA fleet, to examine Midshipmen orally in time for the results to reach Navy Office by 15th January for Instructor Midshipmen and 15th July for other Midshipmen.

18. The President of each examining board is to be a Captain of the Seaman Branch. The remainder of the board should consist of five officers, who should normally be of the rank of Commander and may not be below that of Lieutenant-Commander, comprising two officers of the Seaman Branch and one each of the Eng. (M), Eng. (L) and Supply and Secretariat Branches.

19. In conducting the examination, the board must take into account the types of ship in which the Midshipman has served.

20. Marks are to be awarded as follows—

Midshipmen	*Maximum Marks*
Duties of OOW and ORO	200
Rule of the road	75
Practical signals	50
Anchor work and rigging	75
Ship's organisation	50
Divisional Officers' duties	75
Administration and supply	75
Engineering	125
Journal	50
Sight book	25
Service marks	200
Total	1,000

To pass, not less than 50 per cent of the total is required, with not less than 80 per cent in rule of the road and practical signals and not less than 40 per cent in each other subject.

Instructor Midshipman	*Marks Maximum*
Ship's organisation	50
Engineering	125
Sight book	25
Journal	50
Service marks	200
Total	450

To pass, not less than 50 per cent of the total is required, and not less than 40 per cent in each subject.

Instructor Midshipmen will follow the same syllabus as other Midshipmen, with the exception of the more advanced items, but in view of their shorter period of training in the fleet, a lower standard of knowledge will be set by their examining board.

21. Certificates are to be awarded as follows—

80 per cent—First class

65 per cent—Second class

50 per cent—Third class

Seniority

22. The time gained towards seniority as a Lieutenant is awarded as follows—

First class—3 months

Second class—1½ months

Third class—Nil

Failures

23. 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 the Midshipman is normally given before his next year of training (*see* Paragraph 28), but it will not involve any forfeiture of seniority other than that implicit in a 3rd class certificate.

24. A failure to obtain 50 per cent of the total marks or a failure to obtain 40 per cent of service 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 Navy.

Sickness

25. If a Midshipman has lost time under training through sickness or other causes beyond his control, his Captain may recommend that he should take the Midshipman's examination provided the Captain 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; and

(*c*) would, in the Captain's opinion, have earned the other certificates in Paragraph 13, 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

26. 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.

27. 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.

28. Midshipmen should be sent on seasonal leave (except those required for re-examination) in time for them to start their training—

(*a*) Engineering Specialists in mid-August at Manadon.

(*b*) Seaman and Supply and Secretariat Specialists in mid-September at Dartmouth.

(*c*) Instructor Officers in early March at the University of Western Australia.

Summary of Reports Required

29. Commanding Officers are to report any failure to award certificates in accordance with Paragraph 14.

30. The Flag Officer Commanding HMA fleet is to send full details of the results of the Midshipman's examination to Navy Office by letter as soon as possible. All failures are to be reported by signal.

31. Commanding Officers are to report by letter the extra marks awarded to Seaman Midshipmen for Astronomical Navigation Part II to the Captain of Dartmouth, copies to the Ministry of Defence (RN) and Navy Office (*see* Part 7, Section 7).

Part 4—Acting Sub-Lieutenants

General

Midshipmen are promoted to Acting Sub-Lieutenants on 1st September, after their year in the fleet, provided they have obtained their certificates of competence and passed the Midshipman's examination.

Seaman and Supply and Secretariat Specialist Officers

2. On leaving the fleet, Seaman and Supply and Secretariat Specialist Officers go to Dartmouth and begin a year of academic study with special attention to mathematics and physics. In the following year, Seaman Specialist Officers are given professional courses and then return to Australia for posting to the fleet to gain their Watchkeeping Certificates, while Supply and Secretariat Specialist Officers, after general courses, return to Australia to undergo the Basic Supply and Secretariat Course of six months duration at HMAS CERBERUS.

Third Year of Training

3. The training at Dartmouth is primarily academic and is aimed at developing in Junior Officers a capacity for logical thought and lucid expression, an understanding of the present-day social and political environment, and an adequate knowledge of the scientific background of modern naval technology.

Subjects

4. (*a*) *Science and Mathematics*—For these subjects, officers are divided into two categories ("Alpha" and "Ordinary") according to their ability and educational background.

(*b*) *Humanities*—There is a choice of subjects in the historical and world affairs group, and all officers study one foreign language. For officers with particular aptitude and interest, the time allowed for languages may be increased at the expense of other subjects in this section. These officers are encouraged to obtain exemption from the Linguist (without oral) Examination of the United Kingdom Civil Service Commission.

Examinations

5. Examinations during and at the end of the 3rd year carry maximum marks as follows—

Science	400
Engineering Science and Mathematics	400
Humanities	500
	1,300

To pass, 45 per cent of the total and 40 per cent in each subject are required.

6. Separate lists of examination results in Science, Mathematics and Applied Mechanics are published for Alpha and Ordinary classes, but a co-ordinated list is produced for seniority award purposes.

Seniority

7. Time gained towards seniority as a Lieutenant is awarded as follows—

75 per cent and above	6 months
70 per cent to 74 per cent	5 months
65 per cent to 69 per cent	4 months
60 per cent to 64 per cent	3 months
55 per cent to 59 per cent	2 months
50 per cent to 54 per cent	1 month
45 per cent to 49 per cent	0 month

Failures

8. An Acting Sub-Lieutenant will incur the loss of one month's seniority for each subject failed, up to a maximum of two months' loss.

9. Consideration will be given to withdrawing from training, or backterming an Acting Sub-Lieutenant who fails to obtain the overall pass mark. Officers permitted to continue to serve incur a loss of two months' seniority (but without additional loss for any subject failed).

Reports

10. On completion of 3rd year training, reports on Forms S 206 are rendered on each Acting Sub-Lieutenant by the Captain, Britannia Royal Naval College.

Fourth Year of Training

Syllabus and Examinations for Seaman Specialists

11. Acting Sub-Lieutenants of the Seaman Branch undertake professional courses as follows—

ND	9 weeks at HMS DRYAD (including 5 days sea time)
TAS	6 weeks at HMS VERNON (including 1 week in 2nd FS)
Gunnery	6 weeks at HMS EXCELLENT (including visits to HMS CAMBRIDGE AND ITC)
Communications	5 weeks at HMS MERCURY
Air	3 weeks as arranged by FONFT
Divisional Course	4 weeks as arranged by Commodore RNB Portsmouth (includes 1 week Management)
NBCD	2 weeks at NBCD School
Engineering	2 weeks at RNEC Manadon, HMS COLLINGWOOD and HMS SULTAN, as arranged by RNEC Manadon
Joint Warfare	1 week as arranged by the Commandant, Joint Warfare Establishment
Submarines	1 week as arranged by FOS/M

The programme of courses and the co-ordination of accommodation for Acting Sub-Lieutenants is arranged by the Captain, HMS EXCELLENT.

12. Examinations are held during the fourth year on the completion of each subject, other than Joint Warfare, Engineering and Submarines. The maximum marks in each subject are as follows—

Subject	*Maximum Marks*
ND	800
TAS	750
Gunnery	750
Communications	750
Air	350
Divisional	350
NBCD	250
Total	4,000

To pass, 50 per cent in each subject and 50 per cent of the total are required. Candidates must pass in all sections of each subject.

13. Certificates are awarded in individual subjects according to examination results as follows—

Percentages in Subject Marks	*Class of Certificate*
80 per cent and over	First
65 per cent to 79 per cent	Second
50 per cent to 64 per cent	Third

If a second attempt at a subject is successful, a Pass Certificate only will be awarded.

Syllabus and Examination for Supply Specialists

14. Acting Sub-Lieutenants of the Supply Branch undertake professional courses as follows—

Gunnery	2 weeks in HMS EXCELLENT
TAS	3 weeks in HMS VERNON
Communications ..	3 weeks in HMS MERCURY
ND	4 weeks in HMS DRYAD
Divisional ..	2 weeks as arranged by Commodore, RN Barracks, Portsmouth
NBCD	2 weeks at NBCD School
Joint Warfare ..	2 weeks as arranged by the Commandant, Joint Warfare Establishment
Engineering ..	1 week as arranged by RNEC Manadon
Air	1 week as arranged by FONFT
Supply and Secretariat subjects	6 months in HMAS CERBERUS

The programme of courses and the co-ordination of accommodation in UK is arranged by the Captain, HMS EXCELLENT.

15. Examinations are held during the fourth year in the following subjects—

Subject	*Maximum Marks*
Secretarial and naval law subjects	1,100
Pay and cash subjects	800
Catering and storekeeping subjects	800
ND	225
TAS	225
Gunnery	225
Communications	225
Divisional	200
NBCD	200
Total	4,000

To pass, 50 per cent in each subject and 50 per cent of the total are required. There are no examinations in Amphibious Warfare or Engineering. Candidates must pass in all sections of each subject.

16. Time gained towards seniority as a Lieutenant for both Seaman and Supply Specialists is based on the total marks gained in the year's work—

Percentage of Total Marks	*Seniority*
80 per cent and above	6 months
75 per cent to 79 per cent	5 months
70 per cent to 74 per cent	4 months
65 per cent to 69 per cent	3 months
60 per cent to 64 per cent	2 months
55 per cent to 59 per cent	1 month
50 per cent to 54 per cent	0 month

Failures

17. An Acting Sub-Lieutenant will incur the loss of one month's seniority for each subject failed in Paragraphs 12 and 15.

18. If an Acting Sub-Lieutenant fails to obtain the overall pass mark, consideration will be given to his withdrawal from training.

19. An Acting Sub-Lieutenant who fails a subject during his fourth year training may be back-classed at Naval Board discretion to take the subject again. The marks obtained at the second attempt cannot count towards improving the total marks obtained. He will, however, suffer no further loss of seniority other than that imposed in Paragraph 17.

Reports

20. The results of examinations are to be reported to Navy Office without delay.

Engineer Specialist Officers

21. On leaving the fleet, Engineer Specialist Officers go to Manadon, where, if qualified, they start a three year degree course in engineering. If not qualified for a degree course, they start a three year or four years Long Engineering Course. The course will be three years for those allocated to the "fast stream", and four years for those (of lower academic ability) allocated to the "normal stream". These courses will probably be followed by a year's application courses in naval equipment after which officers return to Australia for posting to the fleet.

Instructor Officers

22. On leaving the fleet at the end of February, Instructor Midshipmen are posted to HMAS LEEUWIN and undertake a three year course at the University of Western Australia. Generally, this course is for a degree in Science, but a course leading to a degree in Arts will be considered by the Naval Board, if it meets Service requirements. The three year course may be followed by a one year post-graduate course leading to the award of the Diploma of Education.

Part 5—Sub-Lieutenants

Acting Sub-Lieutenants are 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.

HOWEVER SERVICE IN THE RANK OF ACTING SUB LIEUTENANT WILL NOT COUNT TOWARDS PAY SENIORITY IN THE RANK OF SUB LIEUTENANT.

13. Certificates are awarded in individual subjects according to examination results as follows—

Percentages in Subject Marks	*Class of Certificate*
80 per cent and over	First
65 per cent to 79 per cent	Second
50 per cent to 64 per cent	Third

If a second attempt at a subject is successful, a Pass Certificate only will be awarded.

Syllabus and Examination for Supply Specialists

14. Acting Sub-Lieutenants of the Supply Branch undertake professional courses as follows—

Gunnery	2 weeks in HMS EXCELLENT
TAS	3 weeks in HMS VERNON
Communications ..	3 weeks in HMS MERCURY
ND	4 weeks in HMS DRYAD
Divisional ..	2 weeks as arranged by Commodore, RN Barracks, Portsmouth
NBCD	2 weeks at NBCD School
Joint Warfare ..	2 weeks as arranged by the Commandant, Joint Warfare Establishment
Engineering ..	1 week as arranged by RNEC Manadon
Air	1 week as arranged by FONFT
Supply and Secretariat subjects	6 months in HMAS CERBERUS

The programme of courses and the co-ordination of accommodation in UK is arranged by the Captain, HMS EXCELLENT.

15. Examinations are held during the fourth year in the following subjects—

Subject	*Maximum Marks*
Secretarial and naval law subjects	1,100
Pay and cash subjects	800
Catering and storekeeping subjects	800
ND	225
TAS	225
Gunnery	225
Communications	225
Divisional	200
NBCD	200
Total	4,000

To pass, 50 per cent in each subject and 50 per cent of the total are required. There are no examinations in Amphibious Warfare or Engineering. Candidates must pass in all sections of each subject.

16. Time gained towards seniority as a Lieutenant for both Seaman and Supply Specialists is based on the total marks gained in the year's work—

Percentage of Total Marks	*Seniority*
80 per cent and above	6 months
75 per cent to 79 per cent	5 months
70 per cent to 74 per cent	4 months
65 per cent to 69 per cent	3 months
60 per cent to 64 per cent	2 months
55 per cent to 59 per cent	1 month
50 per cent to 54 per cent	0 month

Failures

17. An Acting Sub-Lieutenant will incur the loss of one month's seniority for each subject failed in Paragraphs 12 and 15.

18. If an Acting Sub-Lieutenant fails to obtain the overall pass mark, consideration will be given to his withdrawal from training.

19. An Acting Sub-Lieutenant who fails a subject during his fourth year training may be back-classed at Naval Board discretion to take the subject again. The marks obtained at the second attempt cannot count towards improving the total marks obtained. He will, however, suffer no further loss of seniority other than that imposed in Paragraph 17.

Reports

20. The results of examinations are to be reported to Navy Office without delay.

Engineer Specialist Officers

21. On leaving the fleet, Engineer Specialist Officers go to Manadon, where, if qualified, they start a three year degree course in engineering. If not qualified for a degree course, they start a three year or four years Long Engineering Course. The course will be three years for those allocated to the "fast stream", and four years for those (of lower academic ability) allocated to the "normal stream". These courses will probably be followed by a year's application courses in naval equipment after which officers return to Australia for posting to the fleet.

Instructor Officers

22. On leaving the fleet at the end of February, Instructor Midshipmen are posted to HMAS LEEUWIN and undertake a three year course at the University of Western Australia. Generally, this course is for a degree in Science, but a course leading to a degree in Arts will be considered by the Naval Board, if it meets Service requirements. The three year course may be followed by a one year post-graduate course leading to the award of the Diploma of Education.

Part 5—Sub-Lieutenants

Acting Sub-Lieutenants are 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.

HOWEVER, SERVICE IN THE RANK OF SUB-LIEUTENANT WILL NOT COUNT TOWARDS PAY SENIORITY

Part 6—Lieutenants

Seniority Gains

The basic date for seniority as a Lieutenant is 3 years 4 months from the date of promotion to Acting Sub-Lieutenant. This period is adjusted by any seniority gained while under training. Seniority may be gained as follows—

(*a*) *All General List Branches*—

(i) Results in the RANC passing out examination—up to month.

(ii) Results in the Midshipman's examination—up to 3 months.

(*b*) *Seaman and Supply and Secretariat Branches*—Results at BRNC and Professional Courses—up to 12 months.

(*c*) *Engineering Branch and Instructor Officers*—Results in degree or diploma courses—up to 12 months.

Further details will be promulgated in navy orders.

Seaman and Supply and Secretariat Branches

2. All officers serve for a minimum of 8 months as confirmed Sub-Lieutenant. At the end of this period their Captains are to report whether they are in all respects fit for promotion. Seaman Specialist Officers must also have obtained a Bridge Watchkeeping Certificate and Ocean Navigation Certificate. Officers are promoted to Lieutenant as soon as they have reached their seniority date as calculated in Paragraph 1. They are back-dated if necessary for seniority but not for pay.

Engineering Branch and Instructor Officers

3. All officers 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 1. At this time, their Captains are to report whether they are in all respects fit for promotion. Officers are promoted to Lieutenant as soon as they have reached their seniority date as calculated in Paragraph 1. They are back-dated if necessary for seniority, but are not back-dated for pay to a date earlier than that on which they completed 8 months as a confirmed Sub-Lieutenant.

Acting Lieutenant

4. 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 on which he becomes due for promotion to Lieutenant in accordance with Paragraph 2, the details are to be reported to Navy Office in order that consideration may be given to his provisional promotion to the rank of Lieutenant.

Loss of Seniority

5. Total failure at the college or in the fleet examinations normally entails 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 are considered by the Naval Board on their merits.

Part 7—Midshipmen—Syllabuses of Fleet Training

Notes—

(*a*) Some instruction in those items starred (*) has already been given at the RANC.

(*b*) Sections 1, 4 and 6 are not to be included in the training syllabus of Instructor Midshipmen.

Section 1—Seamanship

OOW and ORO Duties

A thorough knowledge of the duties and responsibilties 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 and communication 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—(general knowledge only).

*(*d*) Discipline—(general knowledge only).

* (*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	200 marks
(*b*) Practical signals	50 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 60 out of 75 marks are required to pass the examination in this subject.

Anchor Work and Rigging

*5. A general 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. (Elementary knowledge only).

(*f*) Permanent moorings (Elementary knowledge only).

(*g*) Duties and composition of an anchor watch.

(*h*) Rigging and materials used. (Elementary knowledge only).

(*i*) Care and maintenance of wires, cordage, man-made fibres and canvas.

(*j*) Spreading and furling awnings.

(*k*) Permanent and extemporary lifting gear, stoppers and tackles.

(*l*) Rigging of fog and dan buoys.

(*m*) Rigs used for replenishment at sea.

(*n*) Use of lifesaving equipment. (Thorough knowledge).

6. The examination in this subject carries a total of 75 marks.

Boatwork

*7. As much experience as possible in the handling of boats under oars, sail and power. No examination or certificate is required.

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 the RANC.

Navigation and Direction

An elementary knowledge of—

(*a*) The duties and responsibilties of the Operations Room Officer.

(*b*) The use and function of all AIO equipment fitted in ships in which he has served. This is to include radars, displays plotting tables, EW equipment and radio fixing aids.

(*c*) The compilation and presentation of the air, surface and underwater pictures.

(*d*) The principles of relative velocity and the ability to solve simple problems by plotting and with the PPI manoeuvring disc and "Battenberg".

(*e*) The ability to operate the echo sounder.

(*f*) The principles of stationkeeping.

Torpedo and Anti-submarine

2. An elementary knolwedge of—

(*a*) The detection and attack equipment.

(*b*) Practical sonar operating.

(*c*) Fundamental ASW tactics.

(*d*) All TAS weapons.

(*e*) The integration of ASW warfare, including air, in the action information organisation.

(*f*) Operation Awkward.

(*g*) How to take bathythermograph dips and how they are interpreted and results applied.

(*h*) Minesweeping and minehunting (if applicable to the ship).

Gunnery

3. An elementary knowledge of—

(*a*) Practical detection, indication and acquisition of air and surface targets on ship's gun direction system.

(*b*) Control organisation for naval gunfire support.

(*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—organisation, functioning tests, maintenance schedules and routine cleanliness.

(*i*) Manning the armament—officers and sailors required in degrees of readiness.

(*j*) Organisation for ammunitioning ship, in harbour and at sea.

(*k*) Organisation of the gunnery office, and of landing and boarding parties.

Communications

4. An elementary knowledge of—

(*a*) Radio communications organisation, including broadcast and ship shore, local nets and tactical nets.

(*b*) Current radio and communication equipments, its capabilities and its limitations.

(*c*) Electronic Warfare—equipment and internal and external organisation.

(*d*) Portable W/T Equipment.

(*e*) Security, including physical security, custody of charge publications, personnel, communications and crypto security.

(*f*) Message handling, precedence and security classifications, message format and internal organisation.

(*g*) Cryptography—on line systems, off line systems, codes and recognition.

(*h*) Ceremonial.

(*i*) Important V/S and W/T Publications.

(*j*) V/S Equipment.

(*k*) Personnel, including branch structure, training, duties of sailors and standards of knowledge required of them, internal organisations and the manning of facilities, watchkeeping systems.

(*l*) Fleetwork, including Chapters 1-6 of ATP 1 (A) Vol. I, screens and formations, evasive steering, colours of Naval flags and pendants, voice procedure and technique.

5. Midshipmen should be given as much practical experience in fleetwork as possible.

* 6. The practical signals standard to the achieved for the award of the certificate (*see* Part 3, Paragraph 13 (*c*)) is to be—

(*a*) Standard flashing reception exercise at a speed of 8 words per minute.

(*b*) Ability to man a voice tactical manoeuvring and warning net.

Air

7. An elementary knowledge of—

(*a*) Roles of Fleet Air Arm aircraft, including weapon systems fitted.

(*b*) Squadron personnel and organisation, including maintenance organisation. (Practical experience in a squadron if possible).

(*c*) Air department organisation of a carrier, including ship's aircraft maintenance organisation.

(*d*) Flight deck organisation and equipment.

(*e*) Hangars and special damage control arrangements.

(*f*) Flyco organisation, including control of aircraft in carrier circuit—ACR organisation.

(*g*) Briefing, operations and air sea rescue organisation.

(*h*) Meteorology, safety equipment, photography.

8. As much flying and flight deck experience as possible should be given.

Section 3—Ships Organisation

Note—Some instruction in those items starred (*) has already been given at the RANC.

* A general knowledge of the organisation 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; organisation for planned maintenance; principles of NBCD organisation.

2. The examination in this subject carries a total of 50 marks.

Section 4—Divisional Officers' Duties

(RI Chapter 31, Section II.)

Note—Some instruction in those items starred (*) has already been given at the RANC.

* A thorough knowledge of—

(*a*) A Divisional Officer's responsibilities for discipline, training, efficiency, welfare, sport, appearance and advancement of his men.

(*b*) A sailor's service documents.

2. The examination in this subject carries a total of 75 marks.

* Section 5—Engineering

Note 1—Weapon electrical training is to be carried out in a ship carrying a Weapon Electrical Officer.

Note 2—Some instruction in those items starred (*) has already been given at the RANC.

Note 3—The allocation of time in the engineering department is normally to be as follows—

Marine Engineering	6 weeks
Weapon Electrical Engineering	3 weeks

A general knowledge is required of the work and organisation 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 sailors 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 sailors. 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
(*b*) 5 watches on engine controls at sea. } manoeuvring.

(*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.

Machinery and Equipment

4. An elementary 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 the raising steam to get under way; precautions and limitations.

(*c*) The electrical generation, supply and distribution system.

(*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.

(*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.

Organisation

6. An elementary knowledge of the following—

(*a*) Departmental organisation.

(*b*) Types of officers and sailors—their methods of entry, training and advancement, and their capabilities, qualifications and responsibilities.

(*c*) Planned maintenance organisation 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 sailors, routine and leave.

(*e*) Replenishment at sea.

(*f*) Special sea dutymen—requirements and organisation.

(*g*) Repair organisation—capabilities of ship's workshops and staff, organisation for stores and spare gear.

(*h*) Maintenance of armament—organisation, functioning test, maintenance schedules and routine cleanliness.

(*i*) NBCD organisation with particular reference to—

(i) The effect on personnel and machinery in various states of readiness.

(ii) The action organisations of the department, including practical experience in DC parties and HQ.

(iii) DC lockers and their contents.

(iv) Closing down organisation, ventilation, crash stopping of fans.

Engineering Note Books

7. Each Midshipman is to keep an engineering note book, which is to include—

(*a*) Departmental organisation, showing the names of officers and senior sailors 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 a ship.

(*d*) Notes on the performance of the ship and her equipment.

(*e*) Notes on important procedures, i.e., raising steam, other preparations for sea, testing communications, fuelling, etc.

(*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 the 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. Captains 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 125 marks.

Section 6—Supply

A general knowledge is required of the functions and organisation of the Supply Department and of its particular problems in a ship; and of the responsibilities and capabilities of supply sailors, 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 organisation, 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—

Department	*Practical Work*
(*a*) Pay and cash	(i) Draw cash from shore, assist in money changing where practicable. (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.

Department	*Practical Work*
(*b*) Provisions, clothing and mess-traps	(i) Provision and embarkation of fresh provisions. (ii) Assist in preparation of provision accounts. (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.
(*d*) Canteen	(i) Prepare Form SSC 4. Stock valuation. (ii) Assist in writing up Form SSC 2. Purchases ledger. (iii) Prepare for exercise Form SSC 8. Balance sheet and audit and Form SSC 7. profit and loss statement.
(*e*) Wardroom	(i) Messing. (ii) Accounts. (iii) Mess and cabin organisation.
(*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 where practicable.

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 75 marks.

* Section 7—Astronomical Navigation

Note—Some instruction in those items starred (*) has already been given at 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 Branch 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 Captain on the standard of work achieved. Captains 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 I

3. Midshipmen of all branches 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.).

(*b*) Prepare a passage plan making due use of the following publications, all of which they should be aware—

(i) Sailing directions.

(ii) Ocean passages of the world.

(iii) Admiralty list of light.

(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 marks by the Captain 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 day's 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 Captain to regard them as reliable. If through bad weather or the ship's programme it is not feasible for a Midshipman to complete the two days' work fully, a certificate to this effect from the Captain is to be inserted in the sight book, and the Captain 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.

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 Captain 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 18¼ 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 Captain when the Navigating Officer gives him an account of the ship's position.

(*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.

Zone (—1) ..	Setting up star globe—LMT Civil Twilight ..	0513
	Longitude	0004W
	GMT	0517
	ZT	0617
	Course 325°, 12 knots.	
	Tab GHA Aries 05h	99° 57′.3
	Increment	3° 15′.5
	∴LHA Aries at LMTCT	103° 12′.8
	∴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° 7¼ 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 265°—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 24 H 324° 291 miles (12.1 knots) distance run since Simonstown 1847, distance to go 1363—speed required for ETA $= \frac{1363}{118} = 11.5$ knots.
		Sunset LMT 1754 Moonrise 1843 Sunrise 0537
		Longitude .. 0010W 0010W 0015W
		GMT .. 1804 1853 1552/18th
		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 311/3/37)

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

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RESTRICTED

ANO's 324-342/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
21st June, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

6942/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

324—Responsibility for Helicopter Control and Tactics in A/S Warfare

The following outlines the responsibilities of various authorities for—

(*a*) the development and establishment of doctrine concerning helicopter control and tactics;

(*b*) instructions and training in approved helicopter control techniques, procedures and tactics in A/S warfare.

2. The Flag Officer Commanding, HMA fleet is responsible for—

(*a*) the establishment of doctrine for helicopter control techniques and procedures and for tactics involving the use of helicopters;

(*b*) the development, including the evaluation, of proposed helicopter control techniques and procedures and of tactics involving the use of helicopters;

(*c*) the provision of fleet units for the sea training phase of helicpoter control courses conducted by HMAS WATSON.

3. The Captain, HMAS WATSON is responsible for—

(*a*) the instruction of officers and sailors in the approved techniques and procedures for helicopter control, and in approved tactics involving the use of helicopters;

(*b*) the synthetic practical training of officers and sailors undergoing courses at HMAS WATSON in the approved techniques and procedures for helicopter control and in approved tactics involving the use of helicopters;

(*c*) the training at sea of officers and sailors undergoing courses in helicopter control at HMAS WATSON;

(*d*) initial thought on new ship/helicopter control techniques and on procedures and tactics involving co-operation between ships and helicopters;

(*e*) in conjunction with NAS Nowra and AJASS as appropriate, initial thought on helicopter control procedures and tactics involving the use of helicopters;

(*f*) in conjunction with NAS Nowra and AJASS as appropriate, the investigation of proposed new control procedures and tactics involving the use of helicopters, resulting from fleet experience.

4. The Captain, RAN Air Station, Nowra, is responsible for—

(*a*) training of helicopter crews in the approved procedures for helicopter control and approved tactics involving the use of helicopters;

(*b*) initial thought on new helicopter/helicopter control techniques and procedures, and on new tactics involving the use of helicopters alone;

(*c*) in conjunction with WATSON and AJASS where appropriate, initial suggestions on new helicopter control techniques and procedures, and on tactics involving the use of helicopters, and naval fixed wing aircraft;

(*d*) in conjunction with WATSON and AJASS as appropriate, the practical investigation of proposed new control procedures and tactics involving the use of helicopters, resulting from fleet experience.

5. The Director (RAN), Australian Joint Anti-Submarine School is responsible for—

(*a*) the instruction of Joint A/S Warfare courses in the broader aspects of helicopter control techniques;

(*b*) the training and evaluation of ships command teams, fixed wing aircraft and helicopter crews in approved procedures and co-ordinated tactics;

(*c*) initial thought on helicopter/fixed wing control techniques and procedures and on tactics involving the use of helicopters with fixed wing aircraft;

(*d*) in conjunction with NAS Nowra and WATSON where appropriate, initial thought on new helicopter control techniques and procedures, and on tactics involving the use of helicopters;

(*e*) as directed by FOCAF, and in conjunction with NAS Nowra and WATSON as appropriate, the practical investigation of proposed new control procedures, and tactics involving the use of helicopters alone and in conjunction with all fixed wing aircraft.

(DTWP 1600/212/62)

UNCLASSIFIED

325—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. Prior to the arrival of a visiting warship, Administrative Authorities will be advised by Navy Office of the category of the visit. Unless specifically advised to the contrary, all visits are to be regarded as not in response to an invitation by the Commonwealth Government for the purposes of this order.

Warships of Royal Navy or Pakistan Navy

3. Categories into which visits of warships of the Royal Navy and Pakistan Navy may normally be grouped are as follows—

(*a*) *Formal Visits*—are those by invitation and 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.

4. Subject to the limitations referred to in Paragraph 7, charges for supplies or services to warships 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 ..	Cost of berths and mooring facilities is normally to be accepted as an RAN liability. Where considerable expense is involved or where special arrangements are necessary, full particulars are to be submitted for Naval Board consideration as to incidence of liability	As for formal visits
(*b*) Pilotage ..	Cost is to be accepted as an RAN liability	Cost is the liability of the visiting ship except when provided from RAN sources
(*c*) Tug hire, mooring, making fast	Cost is to be accepted as an RAN liability where such services are provided from RAN sources. The cost of services provided from non-naval sources is the liability of the visiting ship	As for formal visits
(*d*) Removal of ashes, rubbish, etc.	Cost is normally to be accepted as an RAN liability. Where considerable expense is involved or where special arrangements are necessary, full particulars are to be submitted for Naval Board consideration as to incidence of liability	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 $40, such cost is to be accepted as an RAN liability. If the cost, assessed as above exceeds $40, the total cost is the liability of the visiting ship	Cost is the liability of the visiting ship

Nature of Service	*Formal Visits or Informal Visits*	*Operational Visits*
(*f*) Telephone, teletype facilities	Charges for the connection of visiting ships to the ship shore telephone or teletype systems are normally to be accepted as an RAN liability. Where considerable expense is involved or where special arrangements are necessary, particulars are to be submitted for Naval Board consideration as to incidence of liability. Charges for local telephone calls are to be accepted as an RAN liability; calls beyond the local area are the liability of the visiting ship	Cost is the liability of the visiting ship
(*g*) Cars for duty journeys	Cost is to be accepted as an RAN liability for such occasions as Flag Officers or Commanding Officers paying calls on naval administrative officers or local dignitaries	As for formal visits
(*h*) Motor transport for journeys organised officially for ships' companies, e.g., for organised games or for sight seeing tours	Cost is to be accepted as an 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

Service Aircraft

5. Charges for supplies or services of a similar nature to those itemised in Paragraph 4, 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.

Warships of Navies Other Than the Royal Navy or Pakistan Navy

6. The large majority of visits by warships of other navies are not as a result of an invitation issued by the Commonwealth Government. Unless specific advice is furnished from Navy Office to the contrary, all expenditure incurred by visiting warships is the liability of the warship itself, except as provided in Paragraphs 3, 4 and 5 for ships of the Royal Navy and Pakistan Navy. When advice is received from Navy Office that a visit of ships of other than the Royal Navy or Pakistan Navy is in response to an invitation issued by the Commonwealth Government, normal

expenditure on the following items may be accepted as an RAN liability under the same conditions as those which apply to formal or informal visits of warships of the Royal Navy or Pakistan Navy—

(i) ship shore telephone/teletype connections and local telephone calls;

(ii) cars for such occasions as Flag or Commanding Officers paying calls on naval administrative officers or local dignitaries;

(iii) motor transport for organised tours, etc., by ships companies.

USN ships visiting Australia during Coral Sea Week qualify for these concessions.

Limitation on Costs Chargeable to RAN Votes

7. The services to be rendered free in accordance with Paragraphs 4 to 6 are limited as under, and costs within this limitation may be charged to RAN votes—

Visitors	*Limitation*
(*a*) Warships of Royal Navy or Pakistan Navy.	$800 for each visiting ship at each naval port or dockyard visited.
(*b*) Warships of navies other than as at (*a*) visiting by invitation of the Commonwealth Government.	$600 for each visiting ship at each naval port or dockyard visited.

A detailed record is to be kept by each administrative authority of the cost and nature of facilities, if any, provided for each ship of "acceptable charges" to RAN votes. In the event of the specified limit for each ship being exceeded, a detailed statement of the total of such costs incurred is to be submitted to Navy Office for consideration as soon as practicable after the visit. Pendi.. Naval Board decision claims for excess charges are to be held in abeyance.

Payment for Supplies or Services

8. General instructions regarding payment for supplies or services furnished to all visiting warships other than those of the United States Navy are contained in Appendix A. Procedures pertaining to supplies or services to United States naval ships are covered by the terms of the reciprocal agreement between the Commonwealth and USA Governments, the terms of which and the instructions in connection therewith are set out in Appendix B. Attention is drawn in particular to Paragraphs 3 (*c*) of Appendix A and 2 (*c*) (iii) and (v) of Appendix B concerning payment or certification by ships prior to departure for supplies or services furnished by the department.

9. Any services or supplies the cost of which is recoverable from the Union of Burma or the Argentine Government in respect of visiting warships, are to be made on the basis of payment in advance.

APPENDIX A

Stores Supplies 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, etc.

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. Article 21 of ABR 5018 refers.

APPENDIX A—*continued*

3. With the exception of American warships (*see* Appendix B) payment by visiting foreign warships for supplies and services rendered other than those provided at Paragraphs 4 to 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 arrangements should be made whenever practicable for all payments to be made prior to departure of the ship. Where payment is not effected prior to the ship's departure, a certified list covering the total supplies and services for which payment is outstanding is to be obtained as applicable to American warships in accordance with Paragraph 2 (*d*) (v) of Appendix B.

(*d*) Action to effect financial adjustment with the administration concerned in respect of unreimbursed expenditure as at (*c*) above is to be taken without delay after departure of ships as follows—

(i) Raise transfer accounts crediting departmental votes and debiting Other Administrations Recoverable Expenditure (Appropriate Administrations) vote.

(ii) Prepare claim on the administration concerned and forward it to Navy Office supported by certified list in accordance with (*c*) above.

APPENDIX B

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 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 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 supplying government.

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 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 supplying government or readily obtainable from commercial sources.

APPENDIX B—*continued*

Article 4—Supplies which are distinctive to the naval service of the supplying 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 supplying government at the standard rate prescribed for use within the naval service of the supplying government. In the absence of a standard rate, such costs will be reimbursed to the supplying 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 supplying 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 supplying 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 supplying government, plus accessory charges covering costs of such items as packing, crating, handling and transportation.

Article 6—Prior to departure of a naval vessel or vessels from a port or naval authority of the supplying government, the Commanding Officer of such 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 itemised 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 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.

Article 8—All payments for services and supplies covered by this Agreement shall be made in the currency of the supplying 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*) *Routine Port Services.* When services as described in Article 1 of the Agreement are provided by RAN personnel and equipment without direct cost to the RAN, such services may be furnished at no cost to the US Navy.

(*b*) *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 66 (1) (*b*) of ABR 5018.

(*c*) *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. The basis for valuation of stores (except oil fuel) is the "into-store" cost as generally applied by the Naval Board for the sale of stores plus a percentage addition of 20% to the "into-store" cost to cover the accessory charges (*see* Article 5) for such items as packing, crating, handling and transportation within the port of issue. Any freight costs incurred for supply at other than the issuing port are to be recovered at actual cost.

The valuation for sales of oil fuel are to be in accordance with the rates as promulgated by the Naval Board to Administrative Authorities in the various states.

(*d*) *Financial Adjustment Procedure.*

(i) Supplies and services not provided directly by the department should not be paid for from departmental funds. Any accounts received for such supplies and services are to be referred to the ship concerned for settlement or, if received after departure of the ship from Australia, they are to be referred to the appropriate USA 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 US Navy warships should be denied the opportunity of paying for supplies, etc., as received, and, wherever practicable, arrangements are to be made for all payments to be made prior to departure of the ship.

(iv) Article 8 provides for services and supplies to be paid for in the currency of the supplying 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 on date of receipt and paid to the credit of the Commonwealth Public Account.

(v) For supplies and services furnished by the department, the Commanding Officer of the visiting US Navy 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 financial adjustment with the USA in respect of unreimbursed expenditure as at (v) above is to be taken without delay after departure of ships as follows—

(A) Raise transfer accounts crediting department votes and debiting Other Administrations Recoverable Expenditure (USA) vote.

(B) Prepare claim on the USA and forward it to Navy Office supported by certified list in accordance with (v) above.

3. Navy Orders 207 and 413 of 1965 are hereby cancelled.

(DNA 201/251/10)

(*Navy Orders 207 and 413 of 1965*)

UNCLASSIFIED

326—Wrist Watches—Compensation for Loss

The Naval Board have noted the increasing number of claims for compensation for wrist watches lost or damaged as a result of a casualty of the service.

2. In the majority of instances, watches have been lost overboard when straps have broken when caught on equipment or stores.

3. Commanding Officers are to ensure that ships' companies are informed that watches should be removed from wrists by personnel engaged in manual operations such as handling lines, carrying stores, etc.

4. Attention is also directed to ABR 5020 (Naval Pay Instructions) Instruction 181/6 Paragraph (2) which reads as follows—

> "A claim for damage to a sailors watch is to be supported by a certificate stating that the watch was required by the sailor in the performance of his duties."

(DFSD 908/80/167)

Section 2

PERSONNEL

UNCLASSIFIED

327—Medals, Decorations, Honours—General Service Medal 1962—Conditions of Award for Service in Operations in Sabah, Sarawak and Brunei from 24th December, 1962

Further to Navy Order 124 of 1965 (title as above) a list of HMA ships with the periods of qualifying service for the General Service Medal 1962 with Clasp "Borneo" is given in the annex to this order. This list will be amended from time to time as additional details of qualifying service are received.

2. The medals are now being engraved and will be distributed through Commanding Officers as soon as possible.

3. The annex to Navy Order 124 of 1965 is hereby cancelled.

ANNEX

Ship	*Period*		*Days*
CURLEW ..	2nd July, 1964	3rd July, 1964	2
	18th July, 1964	17th August, 1964	31
	9th September, 1964	6th October, 1964	28
	23rd October, 1964	9th November, 1964	18
	28th November, 1964	2nd January, 1965	37
	12th January, 1965	12th January, 1965	1
	5th December, 1965	5th January, 1966	32
DERWENT ..	20th December, 1964	7th January, 1965	19
	19th March, 1966	27th April, 1966	40
DUCHESS ..	24th August, 1965	26th August, 1965	3
	10th December, 1965	14th December, 1965	5
	7th January, 1966	4th February, 1966	29
GULL	26th May, 1964	29th May, 1964	4
	10th June, 1964	2nd July, 1964	23
	16th July, 1964	21st August, 1964	37
	1st September, 1964	1st September, 1964	1
	20th January, 1965	20th January, 1965	1
	16th February, 1965	7th March, 1965	20
	11th March, 1965	29th March, 1965	19
	19th May, 1965	30th May, 1965	12
HAWK	26th May, 1964	29th May, 1964	4
	10th June, 1964	10th July, 1964	31
	24th July, 1964	21st August, 1964	29
	1st September, 1964	1st September, 1964	1
	20th January, 1965	20th January, 1965	1
	2nd February, 1965	16th February, 1965	15
	13th April, 1965	2nd May, 1965	20
	30th May, 1965	16th June, 1965	18
	19th March, 1966	31st March, 1966	13

Ship	*Period*		*Days*
IBIS	9th September, 1964	9th September, 1964	1
	22nd September, 1964	8th October, 1964	17
	19th October, 1964	21st October, 1964	3
	25th October, 1964	28th November, 1964	35
	16th December, 1964	9th January, 1965	25
	9th February, 1965	24th February, 1965	16
	9th March, 1965	28th March, 1965	20
	13th April, 1965	17th April, 1965	5
	20th July, 1965	14th August, 1965	26
	25th November, 1965	6th December, 1965	12
PARRAMATTA ..	4th June, 1964	6th June, 1964	3
	18th July, 1965	31st July, 1965	14
	21st August, 1965	22nd August, 1965	2
QUIBERON ..	14th January, 1964	18th January, 1964	5
SNIPE	2nd July, 1964	3rd July, 1964	2
	14th July, 1964	25th August, 1964	43
	10th September, 1964	28th September, 1964	19
	16th October, 1964	15th November, 1964	31
	12th January, 1965	12th January, 1965	1
	29th October, 1965	15th November, 1965	18
	20th February, 1966	8th March, 1966	17
SYDNEY ..	4th June, 1964	6th June, 1964	3
TEAL	9th September, 1964	9th September, 1964	1
	23rd September, 1964	23rd October, 1964	31
	12th November, 1964	2nd December, 1964	21
	2nd January, 1965	14th January, 1965	13
	7th March, 1965	28th March, 1965	22
	28th June, 1965	26th July, 1965	29
	22nd December, 1965	7th January, 1966	17
VENDETTA ..	16th October, 1964	29th October, 1964	14
	24th August, 1965	26th August, 1965	3
	17th October, 1965	18th November, 1965	33
	21st January, 1966	28th January, 1966	8
	11th February, 1966	13th February, 1966	3
YARRA ..	4th April, 1964	6th April, 1964	3
	22nd April, 1964	24th April, 1964	3
	16th June, 1965	13th July, 1965	28
	21st August, 1965	22nd August, 1965	2

(HPB 38/201/14)

(*Navy Order 124 of 1965*)

UNCLASSIFIED

328—Motor Transport Drivers

It is Naval Board policy that Motor Transport Drivers will be drawn from the Engineering Mechanic and Naval Airman Aircraft Handler categories in the approximate ratio of 7 to 5.

2. The purpose of this allocation is to help balance the sea/shore ratio of the Engineering Mechanics whilst at the same time giving Naval Airmen a variety of employment.

3. However, in order to ensure that all Motor Transport Driver Courses are filled it may be necessary from time to time to call for volunteers from Able Seamen of selected categories to undergo such courses. Able Seamen so trained may be posted to fill Motor Transport Driver billets.

4. The names of Engineering Mechanics and Naval Airmen Aircraft Handlers who are volunteers, who are in possession of a civilian driving licence, not necessarily current, and who are recommended to undergo the Motor Transport Driver Course are to be reported to Navy Office on Form AS 1303.

5. For some time past MTD's who have undergone MTD courses in HMAS ALBATROSS have not all been trained in accordance with ABR 27 Article 0506, which requires that successful candidates be capable of driving passenger buses. Commanding Officers of HMA ships and establishments are to examine the qualifications of MTD's borne and are to carry out the following action—

(*a*) assess whether as a result of actual bus driving experience, the driver is considered competent to drive single deck passenger buses of about forty passenger capacity;

(*b*) suitably endorse the licences of those sailors considered to be competent to drive passenger buses as in (*a*) above, and report their names to Navy Office;

(*c*) report the names of those MTD's who are not considered to be competent to drive buses, in the following manner—

(i) possesses the maturity and aptitude to be a good bus driver and could become competent with about two weeks driving instruction;

(ii) unsuited for employment as a bus driver.

6. After consideration of reports in accordance with Paragraph 5 above, a decision will be made on the future employment of MTD's who are not considered suitable as bus drivers.

7. A copy of this order is being reprinted for posting on notice boards.

8. Navy Order 210 of 1965 is hereby cancelled.

(DMT 311/3/29)

(*Navy Order 210 of 1965*)

UNCLASSIFIED

329—Overseas Accounts—Certification of Accounts for Accommodation Costs, Etc.

Overseas accounts for accommodation costs, etc., incurred by members of the RAN whilst settling in/out at overseas posts, or while on short term duty overseas, cannot be properly verified in Australia as being reasonable and a correct charge to the Department, without the certification of a responsible officer in the area.

2. All future accounts of this nature are to be certified by the senior officer of the RAN in the area in the following terms—

> "I hereby certify that the charges against the Department of the Navy in this account are for normal accommodation and meals, that all charges of a personal nature and all charges for special meals in excess of a normal standard have been paid by the member concerned."

3. A statement of personal charges met by the individual is to accompany the account.

4. Navy Order 535 of 1964 is hereby cancelled.

(HPB 201/3/7)

(*Navy Order 535 of 1964*)

UNCLASSIFIED

330—Refunds of Fares Paid in Cash—Leave Travel

Where a member travels on leave and pays a fare in cash which is the liability of the Department under Section 4 Chapter XII of NPI, it is necessary to submit proof of the amount spent on travel, e.g., where the member travels by air, the used airline ticket should be submitted.

2. If it is not possible to submit actual proof of expenditure, a declaration signed before the Supply Officer should be forwarded in lieu.

3. NPI 228/14 is relevant.

4. Many cases occur in which this requirement is not met and this causes considerable delay before reimbursement may be approved.

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

6. Navy Order 486 of 1964 is hereby cancelled.

(HPB 187/1/42)

(*Navy Order 486 of 1964*)

UNCLASSIFIED

331—Ships Refitting in Melbourne—Manning and Removal Aspects

The posting policy with regard to ships that refit in Melbourne, is that they will be manned by sailors whose Home Ports are Melbourne, Hobart, or Adelaide, provided all other service requirements permit.

2. Personnel posted to ships which refit at Williamstown will be entitled to removals to (*a*) their own Home Port or (*b*) Melbourne (the ships' Base Port) or (*c*) Sydney (the ships' Operating Port).

3. NPI 231/3, which will be amended in due course, should be noted accordingly.

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

5. Navy Order 487 of 1964 is hereby cancelled.

(HPB 252/201/30)

(Navy Order 487 of 1964)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

332—Diving—Reports of Accidents and Unusual Incidents

Considerable importance is attached to the study of accidents and unusual incidents experienced by divers in all types of equipment. Such study can be of great assistance in experimental work, and in the framing of instructions for diver safety.

2. In the event of any accident or unusual incident a report is to be made by signal without delay in the form indicated in the appendix to this order.

3. Having made this signalled report, a further report under RI Article 5913 is not required nor is the report under RI Article 1602, however all the information required by Article 1602 must be included in the signal, e.g., by full use of Paragraph (K). When forwarding the written report called for under Article 0801 of the RAN Addendum—to BR 155C—RN Diving Manual, Forms AS 625 (Accident Investigation Report) and AS 3119 (Report of Accident Causing Injury) need not be compiled or forwarded. Attention is drawn to RI Article 4846 covering notification under Commonwealth Employees' Compensation Act.

4. The provisions of this order will be incorporated in a new ABR 155—RAN Diving Manual—shortly to be published.

5. The signal format in BR 155—RAN Addendum to BR 155C—Article 0801 (2 (*a*)) is to be substituted by the signal in the appendix to this order.

6. Navy Order 417 of 1965 is hereby cancelled.

APPENDIX

FROM NONSUCH

TO ADMINISTRATIVE AUTHORITY NOIC OF STATE IN WHICH NOK RESIDES ANRUK OR ANA WASHINGTON IF RESIDENT IN UK OR USA

INFO ACNB, RUSHCUTTER (PLUS ANY ADDRESSEES REQUIRED BY RI ARTICLE 1602)

PRIORITY

UNCLASSIFIED (Classified at Captain's discretion).

ANO 332/1966

REPORT OF DIVING ACCIDENT OR INCIDENT

(A) DATE PLACE AND TIME OF ACCIDENT OR INCIDENT

(B) BRIEF DESCRIPTION OF THE CIRCUMSTANCES

(C) PARTICULARS OF MEMBER AND CONDITION (e.g., SATISFACTORY, NOT SERIOUS, SERIOUS)

(D) MEMBERS DIVING EXPERIENCE

(E) (i) MAIN CAUSE

(ii) CONTRIBUTING CAUSE

(F) RECOMMENDATION TO PREVENT RECURRENCE

(G) WHETHER THE SERVICES OF ANY SPECIALISTS ARE REQUIRED TO ASSIST LOCAL INVESTIGATIONS

(H) WHETHER NEXT OF KIN NOTIFIED OR ACTION REQUIRED

(J) WHETHER INCIDENT IS LIABLE TO PARLIAMENTARY OR PRESS COMMENT

(K) ANY OTHER RELEVANT INFORMATION, e.g., AUSDIL, RELIGION, ETC.

(i) NATURE OF INJURIES

(ii) WHETHER RETAINED ON BOARD OR NAME OF HOSPITAL TO WHICH DISCHARGED

(iii) RELIGION OF MEMBER

(iv) RELATIONSHIP, NAME AND ADDRESS (INCLUDING STATE) OF NEXT OF KIN

(v) IF APPLICABLE—(AUSDIL—SEE RI 1607 (2))

(DTWP 1623/1/53)

(Navy Order 417 of 1965)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

333—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 13 (Ex TDL " F ")

(*a*) *Item:* To improve ventilation in victualling office by fitting a 3-in. x 3-in. branch from the air conditioning trunk in the senior ranks mess. Bulkheads between the office, flour store and provision room to be insulated.

(*b*) Weight compensation is not required.

(*c*) *References:* (i) HMAS MORESBY'S Form AS 1182 of 18th November, 1964, forwarded under cover of FOCAF Memorandum N20/14/344F dated 5th March, 1965.

(ii) Navy Office Letter 1228/52/65 dated 1st June, 1965.

(iii) GMGID Memorandum N20/14/367 of 15th November, 1965.

(CNTS 1228/52/83)

UNCLASSIFIED

334—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 16 (Ex TDL " AV ")

(*a*) *Item:* To remove existing Mark 10A handsets Pattern No. 12589 in sonar control room and sonar instrument space and fit Mark 15** telephones Pattern No. 32079 (Ships Drawing No. 820/21/2 R/2 Line D32). Run a three core AP 180256 cable between sonar control and sonar instrument space.

(*b*) Weight variation to be reported on completion of the item.

(*c*) *Reference:* HMAS MORESBY'S Form AS 1182 of 12th November, 1965, forwarded under cover of FOCAF Memorandum AF 1936/32 (undated).

(CNTS 1228/52/138)

UNCLASSIFIED

335—Alteration and Addition Item—Type 12 Destroyer Escorts

The following Alteration and Addition Item is approved to be carried out in Type 12 DE's—

Class List Item No. 319 (Ex TDL " NFDA ").

(*a*) *Item:* To remove daylight signalling lanterns and associated control equipment.

(*b*) Weight variations are to be reported on completion of item.

(*c*) *References:* (i) Navy Office Memorandum CO3748 (400/202/4) dated 1st September, 1965.

(ii) FOCAF Memorandum AF 1900/40 dated 7th September, 1965.

(CNTS 400/202/4)

UNCLASSIFIED

336—Machinery—Diesel Engines—Foden FD Series Engines—Exhaust Valves

(DCI (RN) 850/1965)

The current Maintenance Schedule covering Foden FD Series calls for the renewal of exhaust valves Pattern FD 1176 at top overhaul.

2. BR 3002, Chapter 1, Section 6, Mod. No. 27 refers to the introduction of improved material exhaust valves Pattern No. FD 10155. A further improved valve (Part No. 035 01 305) interchangeable with Part No. FD 10155 has also been introduced. Where either of these valves are fitted, the mandatory change at top overhaul will not apply.

3. These valves should only be renewed where warranted after inspection.

4. The maintenance schedules will be amended in due course.

(PME 400/2/622)

UNCLASSIFIED

337—Machinery—Thermometers, Pattern 0253/692—Repair and Issue

Thermometer, Pattern 0253/692, temperature range 25° to 200° F is provided for forced lubrication services and consists of a glass thermometer tube fitted in a metal sheath.

2. If the glass tube is broken in service it should be replaced with a spare tube Pattern 0253/L53886 which is available on demand from SNSO, Sydney.

(DNAS 506/51/252)

UNCLASSIFIED

338—Naval Stores (General) Group Classes 0264 and 0461—Cleaning Aids—ATO Mops and Pails—Introduction

As a result of satisfactory trials, it has been decided to introduce into service the undermentioned cleaning aids—

Group Class	*Patt. No.*	*Description*	*Acctg. Classn.*
0461	461013	ATO-MOP Model B, without brush, 10½-in. sponge	Consumable
0461	461014	Sponge for ATO-MOP, Pattern 461013	Consumable
0264	18628	Pail, mop, polythene, rectangular type, 11-in. x 7-in. x 8-in. deep, 2½-gal. capacity	Consumable

2. Supply of the mop and pail will be effected when stocks of the buckets and mops currently in use become exhausted.

3. Pattern 461013 mops are to be added to the list of attractive consumable stores shown in ABR 4 Article 0804.

(DNAS 501/52/32)

UNCLASSIFIED

339—Naval Stores—Returns by HM Ships and Ships of Other Commonwealth Navies

Returns of naval stores from HM ships and ships of other Commonwealth Navies are to be accepted at HMA dockyards and Naval Store Depots in the following circumstances—

(*a*) The items are of RAN pattern, or of Admiralty pattern, currently in use in the RAN.

(*b*) The ships concerned are operating for long periods from RAN bases.

(*c*) The ships are under refit at an HMA dockyard.

(*d*) When a new item is supplied in lieu.

2. The accounting arrangements in regard to such returns are to be as follows—

(*a*) Items surveyed as repairable or serviceable and which are replaced from RAN stocks.	To be taken on RAN charge and credited at serviceable or repairable value—less prescribed administration charges.
(*b*) Items surveyed as repairable or serviceable and which are replaced by items held on MOD (Navy) Account.	To be taken on charge on MOD (Navy) Account—no financial adjustment involved.
(*c*) Items surveyed for sale	To be taken on MOD (Navy) etc. Sale charge for disposal. Proceeds of sale to be credited to the Government concerned less prescribed charges.
(*d*) Items surveyed as arisings ..	To be taken on RAN sale charge. No credit to be given to the Government concerned.

(DNAS 501/56/43)

UNCLASSIFIED

340—Uniform Badges—Collar Badges for CPO's

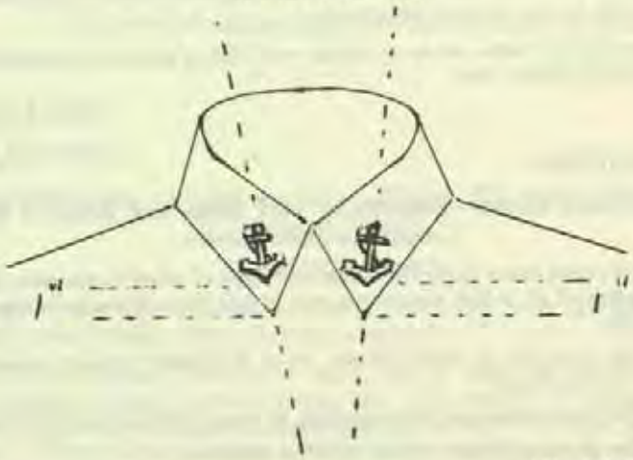
The gilt collar badges, Catalogue No. 67008, referred to in Navy Order 14 of 1966, are now available on demand from the Suptg. Victualling Store Officer, Royal Edward Victualling Yard. The issuing price is $0.50 per pair.

2. The badges are to be worn by Chief Petty Officers on the collars of white tropical shirts, Catalogue Nos. 35470-80, as shown in the appended diagram.

3. The anchor is to be pinned to the collar in a position where the crown of the anchor is one inch from the point of the collar and the shank lying along an imaginary line bisecting the angle at the point of the collar.

4. ABR 93, Part II., Section 2, Scales 3 (*a*) (*g*) and (*h*) will be amended.

Manner of Wearing



(D of V 917/96/61)

(*Navy Order 14 of 1966*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

341—BR 1920 Series—Revised Distribution

Navy Order 531 of 1965 is to be amended as follows—

Paragraph 3—add the following—

	BR 1920A Complete	*BR 1920B Excluding (11)*
	No of copies	*No. of copies*
HMAS SUPPLY	2	2

(DNAS 465/252/221)

(*Navy Order 531 of 1965*)

UNCLASSIFIED Cancelled vide N.O 488/66

342—Form AS 625—Accident Investigation Report

Navy Order 722 of 1965 is to be amended as follows—

Paragraph 2—insert after ' occurrence '.

" A report is not required for diving accidents and incidents as these are covered separately."

(DTWP 341/1/12)

(*Navy Order 722 of 1965*)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra
6942/66.—3

Registrar
DM

ANO 343/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
22nd June, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

6341/66.

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

343—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc., During April, 1966

The magazines, pamphlets and amendments to publications, etc., contained in the appendix to this order have been distributed to ships and services during April, 1966.

2. Article 2517 (6) of ABR 4 is relevant.

3. Copies of "P" Series Amendments referred to in the appendix to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2517 (6) of ABR 4.

APPENDIX

AMENDMENTS TO BR's, ETC.

BR No.	*Amendment No.*
ALP 4 (B)	RAN Amendment No. 1
ATP 10A Brit. Supplement No. 2	Change No. 4
ATP 10A	
Aust. Supplement No. 1 dated 1965	—
ATP 10A	
Aust. Supplement No. 1/1965	Change No. 1
BR 70 Cumulative Supplement	Corrected to 30.11.65
BR 125	Supplement No. 6 dated December, 1965
BR 125	New Entry No. 6 dated December, 1965
BR 125	Supplement No. 7 dated January, 1966
BR 125	New Entry No. 7 dated January, 1966
BR 226 D (14)	Aust. Amendment ANI
BR 763, Vol. 1	Supplement No. 2
BR 763, Preface 3rd Edition	Supplement No. 2 dated 1st August, 1965
BR 763, Vol. 3	Supplement No. 2 dated 1st August, 1965
BR 819 (1)	Change No. 95
BR 819 (1)	Change No. 96
BR 819 (1)	Change No. 101
BR 819 (1)	Change No. 102
BR 819 (1)	Change No. 103
BR 819 (1)	Change No. 104
BR 819 (1)	Change No. 105
BR 819 (1)	Change No. 135
BR 1658/57	Change No. 3

AMENDMENTS TO BR's, ETC.—*continued*

BR No.	*Amendment No.*
BR 1903 (1)	Change No. 3
BR 1917 (1)	Change No. 25
BR 1917 (1)(A)	Change No. 28
BR 1917 (2)	Change No. 20
BR 1917 (2)(A)	Change No. 27
BR 2169	Change No. 1
BR 2207	Aust. Change No. 1
BR 2247 (10)	Change No. 2
BR 2348	Change No. 4
BR 3002	Change No. 10
ABR 5020	Change No. 1
ABR 5028	Change No. 1
ABR 5038	Change No. 1
ABR 5045	Amendment No. 1

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date or Amendment No.*
Aeroplane and Commercial Aviation News	3.2.66
Aircraft, Vol. 45, No. 7	April, 1965
Signal, Vol. XX, No. 6	February, 1966
US Naval Institute Proceedings, Vol. 92, No. 2	February, 1966

AMENDMENTS TO AIR PUBLICATIONS

AP No.	*AL or Leaflet*
AP 1086 Book 1 (2nd Edition)	AL 41
AP 1086 Book 3 Part 2 (2nd Edition)	AL 188
AP 1086 Book 4 Part 1 (2nd Edition)	AL 174 and 175
AP 1086 Book 4 Part 4 (2nd Edition)	AL 92
AP 1086 Book 5 (2nd Edition)	AL 113
AP 1086 Book 7 (2nd Edition)	AL 164 and 166
AP 1086 Book 8 Part 2 (2nd Edition)	AL 29
AP 1086 Book 12 Part 1 (2nd Edition)	AL 281, 282, 285 and 287
AP 1086 Book 13 (2nd Edition)	AL 210, 211, 215, 216, 217 and 222
AP 1086 Book 15 (2nd Edition)	AL 254
AP 1182 (N) Vol. 2	(AL 213)-C 63 (Alt. 1 incorp.) (AL 214)-G 43
AP 1182E (N) Vol. 1	AL 36
AP 1234E Vol. 5	AL 22
AP 1275A Vol. 1 Section 13	AL 84
AP 1275A Vol. 1 Section 17	AL 63 and 64
AP 1275A Vol. 1 Section 24	AL 128, 129 and 130
AP 1275A Vol. 1 Section 27	AL 73
AP 1275A Vol. 2	(AL 232)-C 30 (Alt. 1) (AL 226)-Z 12
AP 1275A Vol. 6 Section 20	AL 34 and 35

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
AP 1275B Vol. 1 Section 11 ..	AL 62, 66, 67, 68, 69 and 70
AP 1275B Vol. 1 Section 15 ..	AL 9
AP 1275B Vol. 2	(AL 151)-Z 11
AP 1275E Vol. 2	(AL 244)-H 87
AP 1275G Vol. 1 (2nd Edition) Part 1	AL 9, 10 and 11
AP 1275G Vol. 1 (2nd Edition) Part 2	AL 31
AP 1275G Vol. 1 Part 3 (2nd Edition)	AL 30 and 31
AP 1275T Vol. 1 Section 3 ..	AL 21
AP 1275T Vol. 1 Section 7 ..	AL 18
AP 1275T Vol. 2	(AL 43)-Z 5
	(AL 44)-Z 6
AP 1355D Vol. 4 Part 6 (2nd Edition)	AL 1
AP 1355T Vol. 1	AL 12
AVP 1455	AID (AL 306)-A 4 Issue 1
	AID (AL 307)-D 1 Issue 3
	AID (AL 308)-L 4 Issue 1
AP 1464B Vol. 1	AL 215
AP 1464D Vol. 2	No. 22 (Amendment 3 incorp.)
AP 1464G Vol. 1	AL 203
AP 1641P Vol. 1 Parts 1 and 3 ..	AL 25
AP 1641P Vol. 1 Part 2 Vol. 5 ..	AL 66 and 67
AP 1661 Vol. 2	F 9
AP 1661B (2nd Edition) Vol. 1 ..	AL 130, 131 and 132
AP 1661C Vol. 1 (2nd Edition) ..	AL 101
AP 1661E Vol. 1 (2nd Edition) ..	AL 146 and 147
AP 1661F Vol. 1 (2nd Edition) ..	AL 154
AP 1664A (2nd Edition) Vol. 1 Book 1	AL 56
AP 1664A Vol. 2	A 214
	A 203 (AL 2 incorp.)
	D 40
AP 1664A (2nd Edition) Vol. 2 Part 3 Book 2	AL 103
AP 1664A (2nd Edition) Vol. 3 Part 3 Book 1	AL 84, 85 and 86
AP 1664D (2nd Edition) Vol. 1 Parts 1 and 3	AL 73, 74 and 75
AP 1664D (2nd Edition) Vol. 1 Part 2 and Vol. 5	AL 86, 87 and 88
AP 1664E Vols. 1 and 5	AL 36
AP 1664E Vol. 2	(AL 63)-D 19 (Alt. 1)
	(AL 62)-D 20
AP 1803 Vol. 2	V 72-(AL 1)
AP 1803D Vol. 2 Part 3	AL 291
AP 1803E Vol. 1	AL 178 and 179
AP 1803E Vol. 2 Part 2	AL 94
AP 1803E Vol. 2 Part 3	AL 99
AP 2234E Vol. 2	(AL 60)-E 4
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	(AL 14)-B 12 (Alt. 1)
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	(AL 116)-B 53 (Alt. 1)
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2535F Vol. 2	(AL 5)-B 2 (Alt. 2)
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Air Clues	February, 1966
Air Pictorial	March, 1966
	February, 1966
Collins Radio Part Catalogue 520-5970005-401215	Revision No. 4
DCA Aeronautical Information Publications	Gen. (AL 58)
	MAP/3 AUS RNC/9
	MAP/3 AUS RNC/10
	MAP (AL 20)
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ICAO Bulletins Vol. 21	No. 1/1966
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Retrospective Mod. Booklet Book 1 ..	AL 5
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Rolls Royce TSD Publication No. 594	Transmittal Letter No. 107
AAP 121	AL 30 (Revised June, 1962) dated 23.2.66
AAP No. 2 Table of Contents (16th Edition)	Sub AL 28 (AL 25990)
	Sub AL 29 (AL 26064)
	Sub AL 30 (AL 26390)
AAP No. 2 GCC 5826 (5th Edition)	Sub AL 2 (AL 25597)
AAP No. 2 GCC 5835 (7th Edition)	Sub AL 5 (AL 25496)
AAP No. 2 GCC 5841 (6th Edition)	Sub AL 3 (AL 25500)
AAP No. 2 GCC 5960	Erratum to Sub AL 25 (AL 25316)
AAP No. 2 GCC 5985 (8th Edition)	Sub AL 3 (AL 25503)
AAP No. 2 GCC 5995 (7th Edition)	Sub AL 3 (AL 25504)
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Air Diagrams	AD 8002 (Sheet 2)
	AD 6725AM/MIN. (Issue 1)
	AD 6725AN/MIN. (Issue 1)
	AD 6725AP/MIN. (Issue 1)
	AD 6725AQ/MIN. (Issue 1)
	AD 6725AR/MIN. (Issue 1)
	SR 1952/NB
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	SR 1955/NB
	SR 2018/NB
	SR 2025/NB
	SR 2026/NB
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	SR 2033/NB
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	SR 2126/NB
	SR 2127/NB
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	SR 2132/NB
	SR 2133/NB
	SR 2134/NB
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(DNAS 465/57/614)

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

Registrar

ANO's 344-360/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
28th June, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

7369 66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

344—Authorised Signal Addresses—RAN Experimental Laboratory and Australian Services Attache, Bangkok

Effective from the date of this order, the following are authorised signal addresses—

RAN Experimental Laboratory .. (Short Title—RANEL)

Australian Services Attache Bangkok .. (Short Title—ASA Bangkok)

2. Traffic routeing details will be promulgated in an RAN "S" Order.

(D of C 1426/202/148)

UNCLASSIFIED

345—HMAS VOYAGER—Lord Mayor's Fund

On the occasion of the loss of HMAS VOYAGER the Lord Mayor of Sydney opened a public appeal to raise funds for the benefit of dependants of officers and men who lost their lives.

2. The appeal resulted in an amount of $106,636.20 being raised. The Lord Mayor handed this money over to the Trustees of the RAN Relief Trust Fund with the request that they, with the information available to them from service sources, arrange for the distribution of the money to dependants.

3. Additional amounts totalling $17,556.29 were received from other sources with the result that the Trustees of the RAN Relief Trust Fund had available to them for distribution a grand total of $124,192.49.

4. A sum totalling $124,163.77 has been paid to the dependants and the Fund has been finally closed and the accounts audited.

5. A copy of the audited statement is appended.

HMAS VOYAGER FUND

(Administered by the Trustees of the RAN Relief Trust Fund)

Statement of Donations Received and Payments Made Between 1st March, 1964 and 22nd April, 1966

Receipts	$ c	*Payments*	$ c
Lord Mayor of Sydney—Fund	106,636.20	Dependants of deceased VOYAGER personnel	124,163.77
Department of the Navy	5,000.97	Administration expenses	16.15
RAN ships and Establishments	1,842.58	Balance transferred to RAN Relief Trust Fund on fund being closed	12.57
RAN Reservists ..	630.00		
Royal Navy	757.88		
Royal Canadian Navy ..	343.56		
Indian Navy	657.09		
Various associations, groups and citizens	1,304.38		
Non-public fund balances of HMAS VOYAGER	6,699.51		
Bank Interest	320.32		
	124,192.49		124,192.49

We certify that the above is a true and correct statement.

K. Cameron, Supply Commander MBE, RAN, (Ret'd) Hon. Treasurer
B. H. Worrall, Commander RAN .. .. Trustee
R. G. Craft, Captain, RAN .. .. .. Trustee
J. S. Mesley, Rear Admiral .. .. .. Trustee

We hereby certify that we have audited the above account. All books, bills and receipts have been produced to us in support of the above statement and we believe it to be correct.

Q. de Q. Robin, Instructor Captain RANVR
J. I. Moore, Acting Captain, RAN
R. Berry, Supply Lieutenant, RAN

18.5.66
(Date)

(DFSD 123/1/22)

UNCLASSIFIED

346—Medical Diagnoses—International Classification—Statistics

The above classification system is used throughout the Armed Services of all NATO and SEATO nations and by many others. In the RAN it is used for compilation of the annual statistical survey of the health of the Navy.

2. **Diagnosis**—The Medical Officer, before signing Form AF Med. 14/15 is to ensure that both the firm diagnosis and the international code number taken from the publication "International Statistical Classification of Diseases, Injuries and Causes

of Death—1957, Volumes I and II" are recorded in the relevant boxes. These manuals are issued with each Medical Officer's library and are not carried in HMA ships without a Medical Officer.

3. **Method of Recording Diagnosis**—The three digit category is to be used—

Examples—(*a*) 039 NSU
(*b*) 543 Gastritis
(*c*) 571 Gastro-enteritis.

4. As far as practicable, accidents, poisonings and violence should be tabulated separately under each category of both the E (external cause) and N (nature of injury) classifications. *See* Chapter XVII of Vol. I and Section II of Vol. II of the manuals.

Examples—(*a*) A member who received concussion in a road accident—
N852—Concussion
E825—Motor vehicle traffic accident of unspecified nature.
(*b*) A member who received a torn medial meniscus of the left knee whilst playing football.
N844—Sprains and strains of knee and leg.
E936—Other and unspecified accidents.

A brief note of the cause of the injury should be entered in the appropriate box of AF Med. 14.

5. Experience has shown that many errors in classification occur because the Index is consulted without referring to the tables themselves. For example, gastro-enteritis in adults is too often coded under 764 "Diarrhoea of the Newborn" instead of 571 or 572; adult pneumonia appears as 763 "Pneumonia of the Newborn" instead of 490 to 493 as appropriate.

6. It will be noted that Vol. I contains two sets of tables; a simplified general classification with 3 digit code numbers, followed by a more detailed classification with 4 digit numbers (i.e., the same 3 digits as the simple series, followed by one place of decimals for further sub-division). Only the first 3 digits are taken account of in Navy Office for statistical purposes, and it is therefore advisable to look up the 3 digit series first; if a suitable code number cannot be found therein, reference may be made to the 4 digit series for more exact diagnostic classification; if there is further difficulty the index may then be consulted, taking care to avoid the type of error described above.

7. Injuries may be coded under two separate classifications, according to their nature (N series) or cause (E series); both an E and N number should be allotted. (Injuries treated ashore are often coded incorrectly in this respect). It should be noted that some of the E numbers are not very specific, and a written notation of the cause of the injury should always be included on Form AF Med. 14, e.g., sporting injury, road accident, etc.

8. Arbitrary decisions sometimes have to be made at Navy Office for the sake of uniformity; e.g., "Internal Derangement of the Knee Joint" No. 734 refers to Osteomyelitis or other disease and not to traumatic derangement; the latter has to be given a number from the series N840 to N848 although this series is headed "Sprains and Strains".

9. In regard to cases sick-on-shore, or in civil hospitals, the code numbers are to be applied by the naval Medical Officer responsible for compilation of Form AF Med. 14.

10. Every endeavour is to be made to obtain a meticulous diagnosis from the medical practitioners who attend patients sick-on-shore or treated in hospitals other than naval hospitals.

11. Code numbers for cases who are treated and sent to duty in ships not carrying a Medical Officer will be applied at Navy Office.

(MDG 327/54/25)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

347—Ammunition—Propellant—Landing—Destruction—Reports

(DCI (RN) 517/1966)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached their age limits—

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3234 RNC 3589XA RNC 3634XA RNC 3706XA	SC 061	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in. (FA)
RNC 3241 RNC 3266 RNC 3283 RNC 3294 RNC 4023XB RNC 5473XF RNP 448XC RNP 476XC RNP 1179XF	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNC 3240 RNC 3618XA	SC 109	Cartridges— QF 4.7-in.
RNC 3265 RNC 3293 RNP 238XB	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 3239 RNC 3292 RNC 4010XB RNC 4021XB RNC 4462XC	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo
RNC 3282 RNC 4009XB	SC 150	Cartridges— QF 4.5-in. (SL) Impulse Torpedo

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3286 RNC 3310 RNC 3668XA RNC 3652XA RNC 4034XB RNP 204RXA	NF 029	Cartridges— QF 4-in. (FA)
RNP 210RXA	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 3639XA RNC 5485XF RNP 205RXA RNP 1173XF	NF 052	Cartridges— QF 4.7-in.
RNP 456XC RNP 457XC RNP 461XC RNP 231XB	NF 059	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 4470XC	NF 070	Cartridges— QF 4-in. (FA)
RNC 3267 RNC 3284 RNC 3299 RNC 3300 RNC 3626XA RNC 3655XA RNC 4002XB RNC 4015XB RNC 4032XB RNC 4051XB RNC 4051RUXB RNP 1174XF RNP 1183XF RNP 1188XF RNP 1197XF	NF/S 164/048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 6397 RNC 6398 RNP 2294 RNP 2347XA BS 22046 BS 22047 BS 22049	SUK/X 11	Motors Rocket 3-in. a/c
X 2468XB X 3122XB X 3123XB	N/S 164/048	Cartridges— QF 4-in. (FA)

2. *Action to be taken by HMA ships, establishments and proof ranges* — Return to nearest RAN armament depot as early as practicable; if unable to comply within three months from date of this order, report specially to DAS for instructions. NM and ER BR 862, Article 1126 refers.

3. *Action to be taken at RAN armament depots* — Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/63)

RESTRICTED

348—Boilers—Gauge Glasses—Rack Operated Parallel Slide Valves—Procedure for Correct Assembly

(*DCI (RN) 1242/1964*)

Attention has already been drawn to the need for care to be exercised in the assembly of rack operated parallel slide valves with particular reference to valves of this type fitted to Dewrance boiler water gauge glass mountings.

2. After further investigation, it has been decided that a more positive method of ensuring correct assembly should be used as detailed below. These instructions which are only applicable to Dewrance rack operated parallel slide valves involve the use of a locating pin which must be manufactured to suit the particular size of valve being refitted.

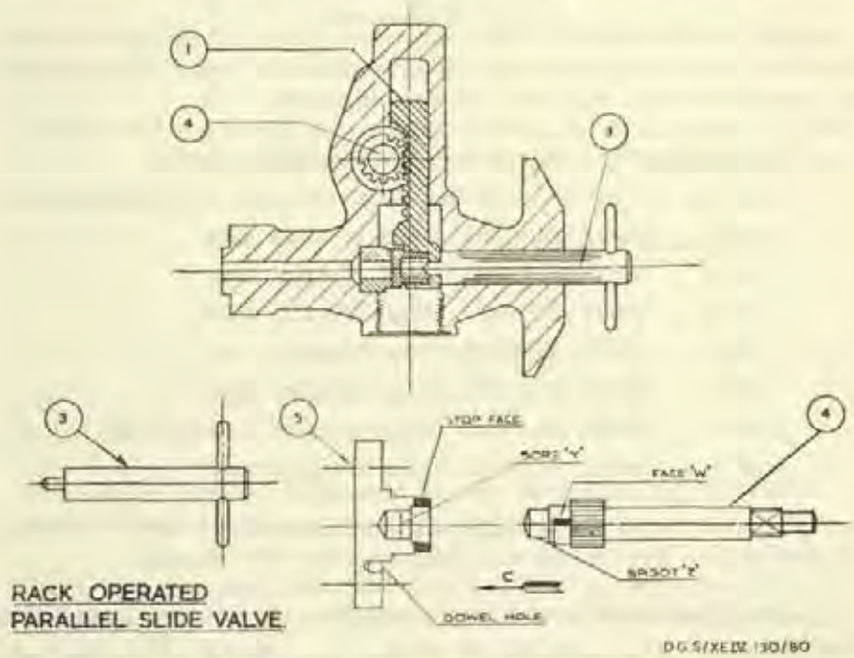
3. The Dewrance rack operated paralled slide valve is to be re-assembled in accordance with the following procedure which is to be read in conjunction with the DGS/XEIV/130/80 Drawing, below—

(*a*) Correctly position the rack (1) by engaging the locating pin (3) in the hole in the rack.

(*b*) Before attempting to assemble the valve, assemble the spindle and pinion (4) into the back cover (5) inserting spigot Z into bore Y and at the same time mating face W with the stop face on the cover by turning the spindle clockwise looking in the direction of the arrow C. This position must be maintained during the following assembly.

(*c*) The assembled spindle and pinion (4) and the back cover (5) are then fitted by sliding the spindle (4) into the valve body and engaging the rack and pinion teeth. The back cover (5) is finally located on the valve body by the ¼-in. diameter dowel. It may be necessary to remove the locating pin (3) at this stage to permit a very small movement to locate the dowel in the corresponding hole in the back cover. Fit the two cover nuts and remove locating pin.

(*d*) Check for correct engagement of the rack and pinion by looking through the valve and checking the position of the valve disc while operating the valve handle from the open position to the closed position.



4. As rack operated parallel slide valves of Johns manufacture, fitted to blowdown and other services in Destroyer Escorts Type 12, cannot be assembled with the aid of the locating pin (3), correct engagement of these valves can be checked by looking through the valve and operating it after the back cover with its limiting stops has been replaced.

(PME 1211/252/41)

RESTRICTED

349—Gunnery—4.5-in. Firing With Tampion in Place

(*DCI (RN) 535/1966*)

Cases continue to recur in the Royal Navy of damage caused to gun barrels by firing the gun with a tampion in place.

2. In most cases reported, the damage caused bulging of the barrel which necessitated barrel exchange.

3. However, it is possible for a barrel to split in these circumstances, causing damage to ship structure and injury to personnel.

4. Commanding Officers are to ensure that HMA ships continue to observe the proper drill.

(DWE 1624/101/82)

UNCLASSIFIED

350—Introduction of New Pattern Flying Boots

Supplies are now available of a new pattern flying boot which replaces the existing jungle boot. The new boot features a direct moulded acrylonitrile synthetic rubber sole, protective steel toe caps and a slide fastener opening.

2. The following vocabulary numbers and nomenclature apply—

Vocab. No.	*Nomenclature*	*Size*
45012	BOOT, FLYING, Direct Moulded Soles	5
45013	BOOT, FLYING, Direct Moulded Soles	6
45014	BOOT, FLYING, Direct Moulded Soles	7
45015	BOOT, FLYING, Direct Moulded Soles	8
45016	BOOT, FLYING, Direct Moulded Soles	9
45017	BOOT, FLYING, Direct Moulded Soles	10
45018	BOOT, FLYING, Direct Moulded Soles	11

3. The scale of issue of these boots is 1 pair for each aircrew member borne for full flying duties. The value for accounting purposes is $10.75 per pair.

4. Accounting for these boots shall be in accordance with the provisions of ABR 4, Chapter 26.

(D of V 917/61/148)

UNCLASSIFIED

351—Jabsco Pumps Fitted to Diesel Engines—New Wear Plate Dowel Pins

Instances have recently arisen in which excessive wear of the casings of Jabsco Pumps has been caused by failure of the wear plate locating pin and subsequent rotation of the wear plate with the impeller.

2. Arrangements have been made for manufacture of stronger wear plate dowel pins from Comsteel 316 Steel and supplies will be available on demand from SNSO, Sydney.

3. All Jabsco Pumps are to be examined for this defect, and modified as necessary, at the first convenient opportunity.

(PME 1236/53/67)

UNCLASSIFIED

352—Naval Stores—Disposals, Deletions and Obsolescence—Syringes Pattern 0562/5631

(DCI (RN) 551/1966)

Syringes Pattern 0562/5631 for use when removing acid from secondary batteries are no longer obtainable. Stocks should be issued until exhausted and future requirements met by utilizing Syringe Ball IR, Pattern 0253/3983.

(DNAS 519/74/55)

UNCLASSIFIED

353—Naval Stores—Helicopter Rescue Strop Ref. 6F/L20008—Introduction and Allowances

Helicopter rescue strops have proved useful aids for the recovery of men from the sea and for the transfer of personnel between ships by the Jackstay method. It has been decided therefore to standardise on and introduce into general service the undermentioned helicopter rescue strop which was designed at HMAS ALBATROSS.

Ref. No.	*Description*	*Accounting Classification*
6F/L20008	Strop Helicopter Rescue (Nowra Design)	Permanent

2. The Ref. 6F/L20008 Strop is to replace the Gosport (6F/320) and Bristol 26BV/690 Strops currently in use and will, having regard to prevailing conditions, be used as an alternative to the "Stirrup" method for transfer of personnel by jackstay.

3. With the exception of small craft the allowance of the Ref. 6F/L20008 Strop will be 2 No. to each HMA ship in commission. Supply will be effected by SNSO, Sydney, on demand, when strops presently in use are life expired and stocks become exhausted. Supply to ships under construction or on modernisation will be arranged by SNSO, Sydney, as part of the first outfit of sea stores.

4. Maintenance of the 6F/L20008 Strop is to be carried out along similar lines to the instructions for the Ref. 6F/320 Strop contained in AP 1182D (Naval) Vol. 1,

Section 2, Chapter 2. Ships not holding this publication and not having a Safety Equipment Section should carry out the following inspections before use, after each pick up or transfer and at regular 2 monthly intervals—

(*a*) Inspect webbing for damage or contamination by acid, salt, oil or blood.

(*b*) Check for acid contamination, deterioration and damage to the PVC coated nylon cloth, adhesive tape and expanded rubber pads.

(*c*) Check for defective or broken stitching, chafing, (with particular attention to the edges and where " D " rings rub) cuts and tears.

(*d*) Examine D rings and snap hook for corrosion, wear, fractures or distortion.

Notes—

When a batch of transfers is to take place, inspection in accordance with (*a*) to (*d*) above should be carried out before and after the operation and a quick visual inspection between each transfer.

5. After immersion in salt water the complete strop should be soaked in fresh water for a minimum of 2 hours and then rinsed in successive changes of fresh water until tests by tasting the water reveals all traces of salt water have disappeared.

6. Tears in the PVC coated nylon cloth that can be satisfactorily patched or renewed onboard should only be attempted. Repairs to webbing, snap hooks or D rings should not be attempted as damage to these items renders the strop unserviceable.

7. The life of the 6F/L20008 Strop is 12 months after the first pick up or 300 pick ups whichever is the earlier. However, when used in the tropics the life expectancy is reduced to 8 months or 150 pick ups.

8. In order to provide documentary evidence on the life and number of pick ups of each strop, records are to be maintained on Form A49 Aircraft Safety Equipment Log Card which will be issued by SNSO, Sydney, with each strop. Forms A49 for Ref. 6F/L20008 Strops presently in use should be obtained and appropriate details noted thereon. If and when a strop is transferred to another ship or establishment or returned to SNSO, Sydney, and is not life expired it is essential that the relevant Form A49 be also transferred.

9. On completion of their life and before disposal strops should be mutilated to prevent further use of webbing, snap hook and D rings.

10. The Ref. 6F/L20011 Strops issued in accordance with Navy Order 38 of 1965 or those used for " Wet Dinghy Drill " are to be kept solely for the purpose for which they were issued and under no circumstances should they be used for helicopter winching.

(DNAS 601/252/290)

(*Navy Order 38 of 1965*)

UNCLASSIFIED

354—Naval Stores—Identification and Reclassification—Group Class 0612—Transfer of Catalogues to Group Class 0559

(*DCI (RN) 558/1966*)

Transfer of Catalogue 31182 Contact Carbon and 802279 Brush Assembly to Group Class 0559

The undermentioned items have been re-identified as indicated.

2. Stocks are to be transferred to the new Group Class Catalogue No. quoting this order as the authority.

3. HMA ships and commissioned establishments are to adjust their accounts in accordance with ABR 4 Article 1812.

Old Identification		*New Identification*			
Catalogue	*Description*	*Catalogue*	*Description*	*NATO Supply Class*	*Acctg. Classification*
0612/31182	Contact Carbon	0559/31182	Brush Carbon	5977	C
0612/802279	Brush Assembly	0559/802279	Brush Carbon	5977	C

(DNAS 518/52/318)

UNCLASSIFIED

355—Naval Stores—V/S Equipment—Revised Allowances

The allowances of certain portable V/S Equipment have been revised and are now as shown in the appendix hereto.

2. HMA ships should adjust holdings accordingly.

APPENDIX

Item	Group Class	Pattern	Description	D of Q	Melb.	Syd.	Darings	Anzac	DE's Type 12	Diamantina	Queenborough	Moresby
1	0558	16409 or 198332	Signalling Lantern, 5-in.	No.	10	8	5	4	5	2	5	5
2	0558	402174 or 198499	Signalling Lantern, Intermediate	No.	5	4	4	3	2	1	4	2
3	0558	197881 or 1038	Signalling Lantern, Battery Operated	No.	1	1	2	1	2	1	1	Nil
4	0558	3782 or 16466	Lantern, Hether Type	No.	4	4	2	2	2	2	2	Nil

(DNAS 740/52/187)

UNCLASSIFIED

356—Ship Fitting—Galvanising of Structure and Fittings—HMA Ships

The maintenance of ship fittings has been found to be appreciably reduced by the use of galvanising.

2. When found defective, fittings listed in this navy order are to be galvanised or replaced by galvanised materials when appropriate, and in accordance with the current specification related to the particular item and the ship concerned.

3. Fittings in which appearance is important are to be dressed as necessary to remove surface roughness, hot dip galvanised, 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 Galvanised—

Guard rail stanchions (*) and sockets.
Lacing rails or jackrods.
Slips for guard rail fittings.
Awning stanchions and tackle blocks.
Rigging chains.
Important fittings connected with rig arrangements including deck sockets eye plates, etc.
Anchor and armament fittings.
Wire netting and gratings.
Ventilation trunks mushroom tops and fittings.
Windscoops.
Carrier plating in exposed positions.
Wash-deck lockers, etc.
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.

* For appearance these items to be buffed.

List of Fittings to be Galvanised in Bilge Areas (including gland spaces)—

Ladders.
Gratings.
Guardrails.
Propeller shaft guards.
Galvanised items in bilge areas are to be painted in accordance with instructions in ABR 19.

(PNA 1209/51/73)

UNCLASSIFIED

357—Sonar—Echo Sounders Types 771, 772, 773 and 776—Defective Paper

(DCI (RN) 319/1966)

Reduced marking intensity reported when using Paper, Pattern 191390 (SAFIR), in a Type 773 Echo Sounder Recorder, has been found to be caused by insensitive paper manufactured before February, 1962, when a system of quality control was introduced.

2. For most purposes, the sub-standard paper can still be used, but when an unacceptably faint record is obtained from any of the above equipments, the date of manufacture of the paper, which is printed along the edge opposite the Kelvin Hughes Code Number, should be noted.

3. Should the paper bear a date of manufacture which is prior to February, 1962, a new roll should be substituted and the marking intensity again checked before proceeding with the normal fault-finding routine.

(DNAS 501/80/90)

UNCLASSIFIED

358—Ton Class Minesweepers—Danger of Funnel Fires

Funnel fires are caused by the ignition of oil and oil soaked carbon which has been deposited in the funnel by either main engines or generators.

Main Engines

2. The formation of carbon and oil carry-over is at its maximum at shaft revolutions between (250) and (275) revolutions per minute and extended running in this range is to be avoided.

3. Damage to the funnel by fire, carbon build-up behind piston rings and carbon blockage of exhaust ports can be minimised if the following conditions are observed—

(*a*) Coolant and oil temperatures should be maintained as near as possible to the upper limit.

(*b*) Engines should not be idled for periods in excess of five minutes.

(*c*) Single engine running should be resorted to when circumstances permit. On normal passage steaming, single engine running above (275) revolutions per minute and preferably in the vicinity of (375) should be maintained, however the revolutions on one engine should not normally exceed (400) revolutions per minute.

(*d*) At shaft revolutions below (300), manifold exhaust cocks must be kept OPEN.

(*e*) Maintenance routines for exhaust system and funnel must be carried out conscientiously. In this respect the weekly examination may determine the requirement to advance the cleaning routine.

4. Sudden increases in speed after even short periods, say fifteen (15) minutes, at enforced low revolutions can cause ignition of accumulated oil and carbon. It is therefore essential that after running at speeds below (300) revolutions for extended periods speed increases should be made gradually. Revolutions should be increased

normally to (300) revolutions followed by a pause of five minutes. Speed increases should then be in steps of (25) revolutions with similar pauses at (325) and (350) revolutions. Beyond (350) revolutions, speed should be increased normally as there is little danger of fire at the higher speeds.

Foden Generators

5. Whilst operation of the generators is not as critical as the main engines, low load running is to be avoided and the dummy load tanks are to be used to maintain each generator at a load above 20-kW.

6. Excessive smoke or above normal temperatures in the exhaust system are indications of engine defects and should be investigated immediately and the suspect engine(s) stopped until the cause has been determined.

(DMED 1227/251/212)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

359—NBCD Form AS 3146—Report of Test of Gas Citadel—Introduction

The current policy for NBCD defence of ships is stated in BR's 2170, 2171 and Navy Orders 314 and 717 of 1965. An efficient pressurized citadel is an essential basic requirement for the defence of ships against nuclear, biological and chemical warfare. This requirement is particularly difficult to achieve and maintain in the older ships and even in new ships, which were initially satisfactory, continuous attention is necessary to ensure that the citadel tightness does not deteriorate during service.

2. In order that the department may be kept fully informed of the condition of citadels in HMA ships, it has been decided that shipbuilders, refitting authorities and ship's staff shall submit reports of citadel tests on Form AS 3146. These reports shall include the measurements taken during the test and a statement that all defects have been remedied, however, if this is not feasible, the reasons why particular defects cannot be made good shall be included. Recommendations for class defect action or class A and A action shall be made where appropriate. Instructions on how and when to carry out vacuum and pressure tests are given in Navy Order 717 of 1965.

3. All reports received will be scrutinised and guidance given to refitting authorities and ship's staff on proposed actions to improve the citadel arrangements. It is essential that prompt action be taken to remedy any design deficiencies. A and As, to improve NBCD defence will be allocated a high priority and it may be expected that most will attract " Mandatory " status in refit and conversion programmes.

4. Demands for Form AS 3146 should be placed on Superintending Naval and Air Stores Officer, Sydney.

(PNA 1211/51/531)

(Navy Orders 314 and 717 of 1965)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

360—Accidents—Overhead Cables—Danger from Siting Equipment Nearby

Experience in civil work has shown that the risks attendant upon bringing any equipment near to an overhead electric line are not generally known. It is not necessary for equipment actually to touch the overhead line for dangerous conditions to be created; it may well be made live even if it is only brought within the vicinity of the conductors; the extent of the danger area is in proportion to the voltage.

2. In the interests of safety, all temporary structures, the jibs of mobile machines and wireless aerials from mobile and static wireless stations should be kept well clear from all overhead lines.

3. Navy Order 509 of 1964 is hereby cancelled.

(PEE 177/51/22)

(Navy Order 509 of 1964)

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

Register

ANO 361/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
28th June, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

7403/66.

Section 2

PERSONNEL

UNCLASSIFIED

361—Posting, Compassionate Leave and Discharge Procedure

The principles governing posting in the RAN take into account the current manpower situation for the tasks in the Service and the need to stabilise posting, as far as possible, for the operational efficiency of the fleet. This order is divided into parts as follows—

Part 1—Posting Plan

Part 2—Exchange Postings

Part 3—Volunteering for Service

Part 4—Sea and Shore Rosters

Part 5—Compassionate Cases

Part 6—Discharge Procedure

Changes in posting policy contained in this order may be summarised as follows—

(*a*) The basic factors involved in manpower planning and posting—*see* Part 1, Paragraphs 2 to 9.

(*b*) Home Port posting policy—*see* Part 1, Paragraph 16.

(*c*) Preference localities. A sailor is allowed to nominate any recognised Home Port as a preference locality—*see* Part 1, Paragraphs 19 and 20.

(*d*) The introduction of Type Posting which will affect the majority of technical sailors—*see* Part 1, Paragraphs 23 and 24.

(*e*) The maximum length of service in one ship is limited to three years—*see* Part 1, Paragraph 25.

(*f*) Requests for exchange postings on receipt of a quarterly Posting Forecast or Posting Note are now permitted—*see* Part 2, Paragraph 31.

(*g*) HMS MULL OF KINTYRE is added to the list of localities in which volunteers may apply to serve—*see* Part 3, Paragraph 32.

(*h*) Introduction of a new definition of the starting date of sea service for Posting Roster purposes—*see* Part 4, Paragraph 35.

(*i*) The present policy of counting service of single or unaccompanied sailors in HMAS MELVILLE as sea service for posting purposes is now discontinued. Service in Clearance Diving Team No. 1 will only be counted as sea service when members of that team are embarked in ships—*see* Part 4, Paragraph 37.

(*j*) Introduction of a more flexible ruling concerning the practice by which a deserter forfeited all previous sea service for posting purposes—*see* Part 4, Paragraph 42.

Part 1—Posting Plan

2. The posting of sailors is dictated by the following major considerations—

(*a*) Billet requirements as laid down in Schemes of Complements;

(*b*) the sea shore roster;

(*c*) type posting requirements;

(*d*) Home Ports of sailors; and

(*e*) refit port of ships.

There are of course many other factors in posting which further complicate the task, including such matters as sickness, sudden discharges, course requirements, volunteers for certain duties, changes in the fleet programme, shortages in some categories, etc. It will be seen that on occasions the above requirements conflict, and it is not always possible for sailors to be posted for shore service to their home port or for sea service to a ship re-fitting in their home port. The following paragraphs enlarge on the above factors with the aim of informing all personnel concerned of the posting principles in use.

Schemes of Complement

3. The total number and categories of individual officers and sailors required to man the Action State in a ship's Watch and Quarter Bill and to maintain and steam that ship under normal conditions are summarised in the Schemes of Complement prior to commissioning. These Schemes of Complement are frequently amended to provide personnel to maintain and/or operate new equipment or to allow for changes of operational roles. A ship or establishment may have several Schemes of Complement, referred to as—

(*a*) *War Complement*—the complement required to fight, operate and maintain a ship in the most efficient manner under all likely circumstances in wartime;

(*b*) *Full Peace Complement*—the complement required for the full peace time role of the ship or establishment;

(*c*) *Reduced Peace Complement*—a reduced complement for use in times of shortages which takes account of—

(i) the tasks of the ship or establishment concerned;

(ii) the priority of the tasks compared with other ships or establishments.

4. The Complement Committee visits all establishments biennially to revise Full and Reduced Peace Complements in the light of changed tasks and requirements.

Stabilised Complements

5. An ideal posting plan would allow complete stabilisation of each ship's company throughout the operational period of a commission. However, changes are necessitated by—

(*a*) Replacement of Ordinary Seamen under training at intervals varying from 6 to 12 months.

(*b*) Changes of technical personnel by trickle posting throughout a commission to maintain as high a level of skill and experience as possible.

(c) Replacement of sailors in some categories who serve only 12 months afloat at a time.

(d) Removal of sailors due to training courses, promotions, sickness, discipline or discharges.

6. To these factors must be added the effect of changes to ships' planned programmes due to operational requirements, defects or maintenance delays. Every effort is made to stabilise HMAS MELBOURNE, DDG's, Daring Class Destroyers and Type 12 Destroyer Escorts within the above limitations.

7. Where manpower shortages exist, establishments must bear proportionately larger reductions in complements than ships fulfilling major operational roles. Shortages necessarily affect the sea shore ratio and a reduction in the periods of shore service is then inevitable, resulting in increased turnover of personnel ashore. Where shortages of senior sailors exist special consideration is given to filling essential billets in training establishments.

Losses and Ineffectives

8. When all the billets required for each rank of each category ashore and afloat are totalled to ascertain the RAN manpower requirement, a percentage is added to each category to allow for "ineffective" personnel. This percentage is calculated to offset losses when sailors are on courses, in transit, on leave or absent from duty due to sickness, disciplinary or other causes. It will be appreciated that this provision for additional personnel to meet the "ineffectives" requirement only becomes possible when at least full peace numbers are borne in a category. It should be noted that ineffectives are required to fill the billets allowed in the service and do not constiute a posting margin.

9. Losses due to causes outlined above must normally be borne by the unit concerned for a period of three months. Where key personnel (whose absence may adversely affect operational efficiency) are involved Navy Office should be advised.

Remote Localities

10. The period of service in the following units is one year for unaccompanied personnel and two years for accompanied personnel—

HMAS MELVILLE

HMAS TARANGAU

HMS MULL OF KINTYRE

11. Service in the RAN Communication Detachment Singapore is for a period of two years whether accompanied or not.

12. There are no facilities for accompanied service with the Range Support Unit, Maralinga, and the period of service in the area is for one year.

Forecasting and Posting Notes

13. In order to provide a period in which private affairs can be adjusted the majority of sailors are given from 3 to 6 months forecast of their next posting. The forecast takes into consideration all known factors which affect posting during the period involved, namely, ships' programmes, changes in schemes of complement and sailors completing their period of sea or remote area service.

14. Sailors are forecast for sea service in strict roster order with the exception of those who are medically unfit for sea service or whose engagements expire in the near future. Unforeseen requirements of sea service will inevitably arise and to meet these, sailors (where available) are nominated as "Standby for Sea Service".

15. In due course Forecast Postings are confirmed by Posting Notes which show specific movement dates. Changes in ships' programmes will, of course, affect forecast postings. Where possible Posting Notes are issued three months in advance of movement dates.

Home Port Posting—(Navy Order 487 of 1964 and Confidential Navy Order 54 of 1964 refer).

16. A general policy of refitting Type 12 Destroyer Escorts at Williamstown together with HMAS ANZAC has been promulgated. The remainder of the fleet will in general, refit in the Sydney area. To allow greater opportunities for personnel to spend short leaves with their families and friends during maintenance periods a sailor will be posted where possible to a ship whose refitting port is nearest his home port, i.e.—

Home Ports	*Associated Ships*
Melbourne Adelaide Hobart Fremantle	Type 12 Destroyer Escorts, ANZAC, DIAMANTINA (where vacancies permit)
Sydney Brisbane Canberra Nowra	Carriers, DDG's, DUCHESS, VAMPIRE, VENDETTA, SUPPLY, MORESBY, STALWART, QUEENBOROUGH and smaller units not named above

17. Subsequent changes of home port will not necessarily ensure posting to the associated ship. Due to the preponderance of personnel with home ports of Sydney, Brisbane, Canberra and Nowra all cannot be posted to ships associated with Sydney refits. Some of these sailors must therefore man Melbourne based ships. Where there is a tendency for ships to refit in ports other than in Paragraph 16 above, consideration will be given to posting sailors of the nearest home port to that ship.

18. In forecasting postings to shore an endeavour is always made to post sailors to establishments in or near their home ports, or first preference localities. The conflicting requirements of complement billets available, removals and the individual's rank, category and anticipated period of shore service must, however, be taken into account. Again due to the greater number of sailors with Sydney or Brisbane as their home port some will be required to serve outside the Sydney area when billets there are not available.

Preference Localities

19. Because of the limitations of complement billets it is not always possible to post sailors to their home port. It is therefore in the sailors own interests to nominate a second preference. Preference localities are restricted to recognised home ports.

20. On the other hand there are sailors who, for various reasons, do not wish to be posted to establishments in or near their home ports. These sailors should nominate another home port as their first preference for posting purposes.

21. It is stressed that preference is always given when filling billets in a particular area to sailors with home ports of that area unless they have indicated a desire not to be posted to their home port.

22. It is each sailor's personal responsibility to elect a preference if he so desires and to cancel such preferences if circumstances change at a later date. Captains are to forward such request direct to the Deputy Director of Manning, Navy Office. Applications must state clearly whether the nomination is in accordance with Paragraph 19 or Paragraph 20.

Type Posting

23. Technical equipment and modern weapons systems continue to become more complex, as does the technical training and knowledge required to achieve a high standard of operation and maintenance. No longer can each technical sailor cover many fields adequately: he must now specialise. To initiate this policy fleet ships have been grouped for the purpose of posting technical sailors into—

(*a*) DDG's and STALWART.

(*b*) Daring Class.

(*c*) Type 12 Destroyer Escorts.

(*d*) The remaining ships which are in general fitted with less complex mechanical and electrical equipment.

24. In general, the Marine Engineering and Electrical Branch complements as far as possible will be filled by sailors already experienced in the type of ship concerned. In the future a junior technical sailor's home port will, to an extent, determine in which type of ship he will serve and thus be most experienced. This principle may be extended to other categories in the light of further experience.

Normal Limit of Service in One Ship

25. Where a sea service period is expected to exceed three years, a sailor will be considered for posting to another ship after the first two years sea service. No sailor will be planned to remain in one ship for more than three years.

Posting Dates

26. The policy for granting long leave is contained in Regulations and Instructions for the RAN Article 0947. To avoid any variation in the interpretation of the action to be taken with regard to special instructions on Posting Notes, they are standardised as follows—

(*a*) Date of posting only shown—discharging authority is to dispatch the sailor on the date indicated. In some cases it will be necessary to discharge sailors on leave and posting to meet the rules of leave laid down in RI. In these cases the date a sailor should join his new ship is to be communicated by letter to the latter.

(*b*) Date of posting plus notation "HHLD" (Having Had Leave Due). The discharging authority is to ensure that the sailor has had all leave due and is dispatched so as to join the new ship on the date indicated.

(*c*) Date of posting plus notation "L & P" (Leave and Posting). The discharging authority is to dispatch the sailor on leave on the date indicated and the sailor is to join the receiving authority on completion of leave. Travelling time is to be borne by the receiving ship. The date on which a sailor should join the new ship should be communicated by letter.

(*d*) Date preceded by the notation "TJB" (To Join By). The discharging authority is to dispatch the sailor in sufficient time to enable him to join the receiving authority by the date indicated.

27. A ship or establishment which does not receive a sailor on the due date, is to communicate direct with the discharging ship or establishment including Navy Office as an information addressee. If it is known that a sailor will be unable to take up his posting on the due date, this fact is to be reported immediately to the Naval Board and the receiving authority.

Medical and Dental Fitness

28. To ensure fitness for posting, sailors, except those appropriated for service abroad (*see* RI Article 1733) are to be provisionally medically and dentally examined on receipt of the forecast (or notice for "Stand By") of the posting. Where a sailor is found unfit, the Naval Board are 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 Posting Note. If the posting is to a sea-going ship or a remote area any disability discovered at the time of the posting forecast, and which is in need of purely elective surgical correction, should be dealt with prior to posting, if time allows. Such non-urgent surgery should not be delayed until after posting merely for the convenience of the patient. If the operation prior to posting is advised and refused, the patient's fitness for posting should be assessed in the light of his disability and the possibility of urgent attention being required shortly after joining his new ship or establishment. If considered unfit under these conditions the Naval Board are to be notified. RI Articles 4446 and 4455 are relevant.

Part 2—Exchange Postings

29. Exchange postings are allowed only between two sea-going ships or between two establishments where—

(*a*) the sailors concerned are of the same rank and category;

(*b*) the period of sea or shore service is approximately the same;

(*c*) the requirements of the Service are still met; and

(*d*) normally no additional expense to the Commonwealth is involved.

30. When requests to exchange postings are presented, action is to be taken in the ships in which the requestmen are borne to forward the recommended request to Navy Office. At the same time the sailors' Certificates of Service are to be forwarded to their prospective Commanding Officers. No action will be taken in Navy Office on the requests until such time as the concurrence of the Commanding Officers is received, unless it is evident from a posting point of view that the request cannot be approved.

31. Requests for exchange postings may be submitted on receipt of a Posting Forecast or a Posting Note or at any time when the conditions in Paragraph 29 above are met.

Part 3—Volunteering for Service

32. The practice of volunteering for service is in the normal course limited to service in—

Submarines
HMAS TARANGAU
HMAS MELVILLE
HMS MULL OF KINTYRE
The Range Support Unit at Maralinga, and the RAN Communications Detachment in Singapore.

33. Lists of these volunteers are kept in the Posting Office and are consulted before making postings. Names of recommended volunteers for service in RANCD Singapore are to be forwarded, with Certificates of Service, and enclosures written up to date, to Navy Office.

34. Volunteers for submarines must comply with the requirements set out in current navy orders. When sailors are required for special billets, e.g., canteen manager, a call for volunteers is made. The procedure for reporting names of recommended volunteers for recruiting duties is to be found in Navy Order 655 of 1965.

Part 4—Sea and Shore Rosters

35. Posting Rosters for sea and shore service, on which sailors are listed according to rank and category are maintained in the Posting Office. Except for ERA's all sailors are placed on the roster on the date of first posting to sea to other than a training billet. ERA's are placed on the roster from date of first posting to sea. Sailors will hold a position on the roster for shore determined from the date of starting this sea service. The length of service at sea is different for the various categories depending on the ratio of sea billets to shore billets and the numbers borne in the category concerned.

36. Sailors posted to shore service after completing their period of sea service will be placed on the roster for sea after all sailors serving ashore. The roster date for sea will be the date of starting shore service. The sea-shore roster system can be seen to be a system of rotation from sea to shore and back to sea, and a man's position on the sea or shore roster is based on the date he last went ashore or went to sea. The fact that a sailor is serving in a stabilised ship will mean that he may not be posted ashore when due.

37. Sea service for posting purposes comprises—

(*a*) Service in a commissioned sea-going ship.

(*b*) Service in a front line air squadron.

(*c*) Service in a second line air squadron if required for service in a commissioned sea-going ship for periods exceeding one month.

(*d*) Service in HMAS TARANGAU and the Range Support Unit at Maralinga for unmarried sailors and married unaccompanied sailors.

(*e*) The period whilst undergoing a course of less than six months in length when posted for the course from a sea-going ship and when the sailor will continue sea service on completion of the course.

38. In addition to service in HMA establishments within Australia shore service comprises—

(*a*) Service in HMAS TARANGAU for married accompanied sailors. Only the actual period of accompanied time will count as shore service.

(*b*) Overseas service ashore and in HMS MULL OF KINTYRE.

(*c*) Service whilst standing by ships building.

39. The above definitions in no way affect the grant of remote locality leave.

40. Sailors promoted to a higher rank will assume a position on their new sea/shore roster in accordance with the date held on the roster in their former rank.

41. Re-entered men are normally posted to sea on completion of refresher training.

42. After disciplinary action following desertion sailors' names will be placed on the sea/shore roster in an adjusted position having due regard to their previous service, the period of desertion and the possible effect on the sea/shore position of other sailors.

43. Sailors posted for courses will be posted to sea or shore on completion of course depending on their position on the sea/shore roster.

Part 5—Compassionate Cases

44. 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 unformity in dealing with these cases should be preserved to avoid invidious comparisons.

45. This order applies to sailors and officers for the grant of compassionate leave and leave without pay.

46. Experience has shown that action to alleviate a man's domestic circumstances by compassionate posting, or exchange of postings, has far-reaching effects on many other sailors in the service and must inevitably upset Posting Forecasts and sea/shore rosters. Compassionate postings are an expedient which cannot be justified in an efficient fighting service.

47. The Naval Board have 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 seven days in any one leave year.

(ii) Advanced seasonal leave.

(iii) Leave without pay.

(*c*) Free discharge—in exceptional cases only (*see* Paragraph 78).

48. 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 Commonwealth 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

49. 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.

50. 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 49 (*e*).

51. Pregnancy or confinement are not normally to be regarded as adequate grounds for compassionate leave.

52. Compassionate leave should not be granted in respect of a fiancee as the relationship has no legal permanence.

53. 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.

54. 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.

55. 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 68 of this order, the man's Commanding Officer being informed by signal.

56. Where a man on compassionate leave desires to apply for further leave, the procedure in Paragraph 55 of this order is to be followed.

Travel

57. 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.

58. 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 Naval Pay Instruction 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 49. 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 49 are not satisfied.

Personnel Serving off the Australia Station

59. 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.

60. The circumstances in which compassionate leave may be considered by the Naval Board in such cases are as shown in Paragraph 49. However, compassionate leave will only be granted in exceptional circumstances.

61. 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

62. Authority for free travel is contained in Instruction 217/13 Naval Pay Instructions. 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 for compassionate leave is to include the proposed route by which the member would travel making use of any available official transport

and in addition is to include, where practicable, the recommendation of the Administrative Authority indicating whether the immediate or delayed presence of the member is required. The Naval Board, acting upon this information and other relevant details of the case, will assess the method of travel to be used. The Commanding Officer when signalling the sailor's discharge to leave is to make a recommendation to the Naval Board as to whether or not the member should return to his ship or establishment. If he recommends the return of the member, the Commanding Officer should indicate whether or not a delay in return is acceptable.

Procedure for Investigation and Report

63. 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. In the case of sailors, where subsequent action is necessary, a notation is to be made in the appropriate section of revised Form AS 264.

64. 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.

65. 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.

66. 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.

67. Documentary evidence, or confirmation by a Naval Authority or Welfare Organisation, is generally desirable before granting compassionate leave, but where immediate action appears essential, leave may be granted contingent on documentary evidence being produced on the man's return. 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*) Rank, Name and Personal Number.

(*b*) Nature of request, and reasons.

(*c*) Full name and address of next-of-kin or person to be contacted (including telephone number if available and any special instructions in locating the address).

(*d*) Religious denomination.

(*e*) Any other relevant details, e.g.—

(i) Full first names of patient if medical report is indicated.

(ii) Name, address and telephone number of doctor or hospital.

(iii) Times when person to be contacted is known to be away from home.

68. 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 seven days in any one leave year (plus essential travelling time under Paragraph 58 of this order) without deduction from recreation leave.

Where an application for compassionate leave is made under Sub-paragraph 49 (*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.

69. Should it be necessary to grant leave in excess of seven days, the excess over seven days is to be debited—

(*a*) against recreation leave accrued; or

(*b*) if recreation leave entitlements are exhausted, against leave accruing during the ensuring twelve calendar months (calculated at the basic scale—viz., 28 days a year).

70. 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.

71. 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 64 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 47 (*b*) or (*c*) would best meet the requirement.

72. 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 made in triplicate to avoid re-typing, and forwarded by airmail at the first available opportunity.

73. 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.

74. Where, in the opinion of the Commanding Officer, the case is likely to involve leave without pay or free discharge, the Naval Board are to be included as an addressee.

75. There are occasions when reports or assistance may be required in circumstances other than those in Paragraph 47 (*b*) and (*c*). In such circumstances requests should be made as in Paragraph 67.

76. 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. Instances have occurred where reports or signals have been shown to the member concerned. Under no circumstances are these reports or signals to be shown or read to the member, except that the Commanding Officer may, where considered necessary, inform

the member of the contents in general terms only. Practices contrary to the terms of this instruction may prejudice any future help that could be given by the Naval Welfare Service.

Leave Without Pay and Free Discharge

77. 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 as soon as possible to the Naval Board through the Administrative Authority unless otherwise directed.

78. Free discharge may be granted by the Naval Board in exceptional circumstances only. If the provisions of Sub-paragraph 47 (*b*) and Paragraph 77 cannot meet the situation, application for free discharge may be made in accordance with Paragraph 79. 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.

79. All applications for free discharge are to be made on Form AS 222 and whether recommended or not forwarded as soon as possible to the Naval Board through the Administrative Authority unless otherwise directed. 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;

(*c*) if the applicant states that employment is assured him, documentary evidence to that effect, and where possible a statement of the wages he is to receive; and

(*d*) copies of any relevant welfare reports.

80. If the applicant states financial considerations as the reason for his application, details of allotments in force should be given.

81. When forwarding the application, the Commanding Officer is to state whether after making full inquiries, he is satisfied that the case is genuine and whether or not the discharge is recommended. Should he have reached the conclusion that the sailor 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 6—Discharge Procedure

82. All men discharged from the Service are to be discharged to shore direct by ships or establishments in which they are serving. They should be dispatched so that they may be at their homes when they are due to leave the Service having had leave due.

83. Sailors 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.

84. 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 sailor's entitlement for travel warrant when deciding the port for discharge.

85. The following is a summary of action required when authority is received for a member to be discharged to shore.

Medical and Dental

86. Three months before a member is due for discharge the following action is to be taken—

(*a*) The member is to be instructed to complete Form AM 146Z—"Medical Statement of an Officer or Sailor on Discharge".

(*b*) A full medical examination including X-ray examination of the chest (70 mm or larger film) is to be made and recorded on Form AF Med. 1—"Medical Examination Record".

(*c*) A dental examination is to be made and recorded on Form AM 190X—"Monthly Dental Treatment Record".

(*d*) Any disability claimed or discovered is to be investigated and treated without delay.

(*e*) If it appears that the member will not be medically fit on the due date for discharge, and if the member so requests, application may be made for discharge to be deferred. The signal is to contain the following information—

(i) authority for discharge and due date for discharge;

(ii) nature of disability;

(iii) date member first became aware of disability;

(iv) date member first requested treatment of the disability;

(v) reasons for the time lag between dates given in (iii) and (iv);

(vi) where it is proposed to carry out the treatment;

(vii) anticipated duration of treatment.

The onus is on the member to request service medical treatment when a disability becomes apparent to him. The only type of case which will receive favourable consideration for retention is that in which it has been clearly established that the circumstances which prevent the member from being medically fit for discharge on the due date are beyond his control.

87. 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 Paragraph 94 (*a*) hereunder.

88. The procedure for discharge on medical grounds is laid down in RI Article 4489.

Captain's Office and Divisional Officer

89. (*a*) Complete character and efficiency assessments on Certificate of Service and AS 239 to date of discharge. Forward application for furlough (NPI 250/4) and forms required under ABR 18, Article 0213.

(*b*) Complete History Sheet and Trade Certificate to date of discharge.

(*c*) Destroy Forms AS 264 and duplicate copies of Forms AS 241.

(*d*) If a sailor is eligible for service in the RAFR (*see* current navy order) complete both front and back of Form AB 103. On completion, Form AB 103 is to be forwarded to the Director of Naval Reserves. Captains are responsible that conditions of service in the RAFR are explained to sailors including the effect on gratuity in the event of refusal to join the RAFR (forfeiture of up to $400—DFRB Act, Article 42 (3)).

(*e*) Withdraw and cancel Naval MT Driving Licence.

(*f*) Withdraw Identity Card and return cover to SNSO, Sydney. Issue temporary identity pass.

(*g*) Issue travel warrants in accordance with NPI 193 to 193/4 or as otherwise approved by the Naval Board having regard to the grant of removal on discharge.

(*h*) Complete Pages 2 and 4 of the Certificate of Service to the last day of service.

(*i*) Hand Certificate of Service, History Sheet, and Trade Certificate to sailor before he proceeds on final leave.

Naval Stores Office

90. Withdraw tool kit (if applicable) and loan bedding.

Victualling Office

91. (*a*) Withdraw loan clothing and bedding.

(*b*) In the case of dismissal or discharge SNLR recover kit in accordance with NPI Instruction 183.

Pay Office

92. 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 NPI Instruction 250/4. Travelling allowance is to be paid and is to be related to the time taken by normal means to home town or destination, whichever is the less.

93. Action is to be taken on discharge in relation to finalisation of sailors' pay accounts and rendition of forms in accordance with ABR 18, Article 0213.

94. 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 the Naval Defence Act—On account of a disability present on entry—

Travel Warrants.
Accrued Leave.
Travelling Allowance.

(*b*) Discharge at own request after completing twenty years continuous service—

Travel Warrants.
Travelling Allowance.

(*c*) Invalided (PUNS, BNPS)—except for causes within his own control—

Travel Warrants.
Travelling Allowance.
(Not eligible for accrued leave but to be retained on pay until date of discharge as communicated by the Naval Board.)

(*d*) Invalided (PUNS, BNPS)—through causes within his control—

Travel Warrants.
Meal Allowance.
(Not eligible for accrued leave but to be retained on pay until date of discharge as communicated by the Naval Board.)

(*e*) Services no longer required—Dismissal—

Travel Warrants.
Meal Allowance.

(*f*) Discharge at own request before completing twenty years continuous service—Free (Compassionate)—Fraudulent Entry—

Nil.

Notes—

(1) The authority and conditions governing the entitlement on discharge under this paragraph are shown hereunder—

Travel Warrants—NPI 193.
Travelling Allowance—NPI 200.
Meal Allowance—NPI 211.
Accrued Leave—RI 0956 (5).

(2) The following retiring benefits, where applicable will be paid in accordance with the relevant instruction or act—

(i) Furlough or Extended Leave	NPI 246-250/8.
(ii) Pay Code Gratuity	NPI 158/4.
(iii) Deferred Pay	NPI 151-157.
(iv) DFRB	DFRB Act.

95. Where sailors 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 sailor's pay account to be in debt on discharge are not to be made.

96. 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 94 (*a*). The date of discharge should be adjusted accordingly.

97. The foregoing discharge routine will apply where appropriate to officers and will be considered when postings for discharge are being issued.

98. A comprehensive extract of Parts 1 to 4 inclusive of this navy order will be included in the reprint of ABR 5019 (Explanatory Notes on the Pay and Entitlement Provisions of the Naval Pay Code and on General Posting Policy). Copies of this navy order are to be issued to Divisional Officers.

99. Navy Orders 373 and 485 of 1964 are hereby cancelled.

(HPB 333/3/1)

(*Navy Orders 373, 485, 487 of 1964, Confidential Navy Order 54 of 1964 and Navy Order 655 of 1965*)

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

REGISTRAR
Am 6/7

ANO's 362-363/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
4th July, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

8015/66.

CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

362—Repatriation and War Service Homes Benefits and Taxation Exemption—Service in the North Borneo and Malay Peninsula Areas

This order explains the manner in which benefits arise under Repatriation, War Service Homes and Tax Legislation for special service.

2. **Special Service** is performed if a member is allotted individually or as a member of a unit for special duty in a special area. It may also include the time of travel to and from the special duty.

3. **Special Duty** is duty relating directly to warlike operations or a state of disturbance. It does not include temporary duty in special areas, such as staff visits or other occurrences of a short-term nature, or service in ships engaged on conveying or escorting personnel to or from special areas.

4. **Special Areas** are defined by regulations. Areas presently defined are—

Vietnam (Southern Zone)	31st July, 1962
Northernmost area of Malaya	28th May, 1963
North Borneo States and an area seaward (50 miles) as defined in Appendix A	8th December, 1962
The Malay Peninsula and the territory of Singapore and an area seaward (50 miles) as defined in Appendix A	7th July, 1965

5. The allotment of RAN ships for special service is made on the following basis—

(*a*) *Minesweepers*. Minesweepers assigned to the British Commonwealth Strategic Reserve since mid-1964 are allotted for special service in the North Borneo Area for the complete period of absence from Australia, i.e., from date of leaving the last port of call in Australia to the date of first port of call on return to Australia.

(*b*) *Other Ships Assigned to FESR*. These ships are allotted from the date of leaving port for special duty or from the date of ceasing the previous duty, as appropirate, to date of return to port or to the next duty, as appropriate.

6. Appendix B to this order lists the ships which have been allotted for special service to date and the periods of allotment. This allotment will confer eligibility on permanently posted crew members for the following benefits—

(*a*) *Service in the Malay Peninsula Area*—

(i) Repatriation entitlements for occurrences during the periods of allotment;

(ii) War Service Homes Benefits; and

(iii) RAS badge.

(*b*) *Service in the North Borneo Area*—

(i) The benefits mentioned in the preceding sub-paragraph; and

(ii) Complete tax exemption for allotted periods of service since 1st July, 1965, and for leave accrued during allotted service.

7. A member permanently posted from Australia to a ship which is allotted for special service will himself be allotted from date of his departure from the last point in Australia.

8. Allotment for special service will continue during movements between allotted ships and, for purposes of tax exemption, whilst a member is in hospital because of illness or injury sustained during allotted service.

9. The position of a member who is temporarily on board a ship allotted for special service but who is not permanently posted to the ship, e.g., a Midshipman under training, will be considered in relation to whether his particular service satisfies the requirements of special service (*see* Paragraphs 2, 3 and 4). If so, he will be allotted individually for the period involved.

10. Service with the Royal Malaysian Navy will also be considered on an individual basis and allotment will be made if special service is considered to have been performed.

11. Should a member while serving overseas suffer death or incapacity from hostile action when he is not allotted for special duty, repatriation benefits may be applied as if he were so allotted. This provision in the Repatriation Act is effective from 18th December, 1965. Any such occurrence should be specially recorded and reported to Navy Office.

12. Members who become eligible for Repatriation or War Service Homes benefits and who desire to avail themselves of such benefits should apply direct to the Deputy Commissioner, Repatriation Department, or the Deputy Director, War Service Homes, Department of Housing, in the capital city of their state of residence, as appropriate (*see* RI 4861 (7)).

13. Advice of the allotment of RAN ships for special service subsequent to the dates shown in Appendix B of this order, will be promulgated from time to time.

14. **Pay Accounting Action** as described in Paragraphs 14 to 18 of this order is to be taken in relation to taxation exemption for allotted service in the Borneo Area.

15. Periods of allotment for Borneo service will be notified as far as possible by signal in advance.

16. Where the period of allotment is expected to continue for more than four full pay fortnights, a variation sheet is to be raised ceasing tax deductions and showing the total of all pay and allowance credits in the "Total Non-Taxable" box.

17. Where the period of allotment is expected to be for four full pay fortnights or less, the income tax deducted during the period may be re-credited on Form AS 9A (Miscellaneous Credit Voucher) instead of raising a Variation Sheet. When this method is used the fortnightly payment to members is to be increased by the amount of tax deducted.

18. As all earnings during a period of allotment are exempt from tax, separate adjustment vouchers are to be raised for miscellaneous earnings during such a period and are to be marked in coloured pencil "Exempt Earnings".

19. All re-credits of tax in respect of the relevant periods in Appendix B will be made from Navy Office as soon as possible.

20. To ensure that all members received the full benefit of the income tax provisions it may be necessary to withhold some group certificates from the general issue.

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

APPENDIX A

DEFINITIONS OF SPECIAL AREAS

(*a*) **North Borneo States**

All that area of land and waters (other than islands and waters forming part of the territory of the Republic of the Philippines) bounded by a line commencing at the intersection of the northern shore of Borneo at high-water mark with the boundary between Kalimantan and Sarawak; thence proceeding generally south-easterly, easterly and northerly along that boundary to its junction with the boundary between Kalimantan and Sabah; thence proceeding generally easterly along that boundary to its intersection with the eastern shore of Borneo at high-water mark; thence proceeding in a straight line easterly to the intersection of the western shore of the island of Sebatik at high-water mark with the boundary between that part of that island that forms part of Sabah and that part of that island that forms part of Kalimantan; thence proceeding generally easterly along that boundary to its intersection with the eastern shore of the island of Sebatik at high-water mark; thence proceeding in a straight line easterly to a point 50 miles east (true) of the intersection of the eastern shore of Borneo at high-water mark with the boundary between Kalimantan and Sabah; thence proceeding generally northerly and south-westerly parallel to and at a distance of 50 miles from the eastern and northern shores, respectively, of Borneo at high-water mark to a point 50 miles north (true) of the point of commencement; thence proceeding in a straight line southerly to the point of commencement.

(*b*) **Malay Peninsula and Territory of Singapore**

The territory of Malaysia, the territory of Singapore and the waters adjacent to those countries (other than the part of Malaysia described in the Second Schedule to these Regulations and any land and waters forming part of the territory of Indonesia) contained within the area bounded by a line commencing at the intersection of the boundary between Malaysia and Thailand with the western shore of the Malay Peninsula at high-water mark; thence proceeding in a straight line to a point 50 miles west (true) of that intersection; thence proceeding generally southerly, easterly and northerly parallel to, and at a distance of 50 miles from, the western, southern and eastern shores, respectively, of Malaysia at high-water mark to a point 50 miles east (true) of the intersection of the boundary between Malaysia and Thailand with the eastern shore of the Malay Peninsula at high-water mark; thence proceeding in a straight line to that intersection; thence proceeding along the boundary between Malaysia and Thailand to the point of commencement.

APPENDIX B

ALLOTMENT OF RAN SHIPS FOR SPECIAL SERVICE FOR THE PURPOSE OF THE REPATRIATION (SPECIAL OVERSEAS SERVICE) ACT 1962–1965 AND THE INCOME TAX ASSESSMENT ACT 1936–1965

HMA Ship	*Period*	
	From	*To*
CURLEW	2.6.64	29.1.65
*CURLEW	3.10.65	Date of arrival at first port of call on return to Australia
DERWENT..	15.12.64	11.1.65
DERWENT..	15.3.66	17.3.66
*DERWENT..	18.3.66	30.4.66
DUCHESS	31.8.65	7.9.65
DUCHESS	6.11.65	29.11.65
DUCHESS	16.12.65	20.12.65
*DUCHESS	4.1.66	5.2.66
GULL	6.5.64	18.9.64
GULL	7.1.65	30.6.65
*GULL	1.7.65	14.8.65
*GULL	24.1.66	Date of arrival at first port of call on return to Australia
HAWK	6.5.64	18.9.64
HAWK	7.1.65	30.6.65
*HAWK	1.7.65	14.8.65
*HAWK	10.1.66	Date of arrival at first port of call on return to Australia
IBIS	23.8.64	30.6.65
*IBIS	1.7.65	3.2.66
PARRAMATTA	7.7.65	9.7.65
*PARRAMATTA	17.7.65	3.8.65
SNIPE	2.6.64	29.1.65
*SNIPE	19.7.65	Date of arrival at first port of call in Australia
TEAL	23.8.64	30.6.65
*TEAL	1.7.65	3.2.66
VAMPIRE	16.3.66	31.3.66
VAMPIRE	4.4.66	12.4.66

APPENDIX B—*continued*

HMA Ship	*Period*	
	From	*To*
VENDETTA	12.10.64	2.11.64
VENDETTA	31.8.65	7.9.65
*VENDETTA	19.10.65	19.11.65
VENDETTA	29.11.65	29.12.65
VENDETTA	29.1.66	9.2.66
YARRA	17.6.65	30.6.65
*YARRA	1.7.65	17.7.65
YARRA	4.8.65	16.8.65

Notes.—1. All dates shown are inclusive.

2. * Periods so indicated are periods of service in the Borneo Area which qualify for the benefits shown in Paragraph 6 (*b*).

(HPB 302/201/25)

UNCLASSIFIED

363—Re-introduction of the Returned from Active Service Badge and Mothers and Widows Badge

The Returned from Active Service Badge and the Mothers and Widows Badge have been re-introduced in respect of operational service in South East Asia from 31st July, 1962.

2. A member will qualify for the Returned from Active Service Badge if allotted for special service (i.e., special duty in a special area) as defined under the Repatriation (Special Overseas Service) Act, 1962. (*See* Navy Order 362 of 1966.)

3. The Mothers and Widows Badge will be issued to mothers, widows or female guardians of members of the Royal Australian Navy who are killed or die while on special service. Where more than one son is killed or dies a star will be added to the Badge for each additional one.

4. The World War II designs of both the Returned from Active Service Badge and the Mothers and Widows Badge will be retained. Where the Returned from Active Service Badge or the Mothers and Widows Badge has been awarded in respect of previous operational service a further badge will not be issued; a star will be added to the Mothers and Widows Badge for each additional son who is killed on special service.

5. Issue of the badges will be made from Navy Office as soon as stocks become available.

(HPB 38/201/20)

(*Navy Order 362 of 1966*)

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

REGISTRAR
MR 6/7

RESTRICTED

ANO's 364-373/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
5th July, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

7626/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

364—Diving—Danger of Lowered Body Temperature

(DCI (RN) 702/1966)

There is evidence to suggest that an appreciable fall of body temperature occurs when divers are working in cold water. The extent of this fall appears to be related to the amount of insulation provided by under-suits and other clothing and in extreme cases lowered body temperature may lead to loss of consciousness.

2. In order to prevent this, it is important to ensure that divers wear adequate underwear when working in cold water. It is better to err on the side of being too hot than to have inadequate insulation. Particular attention is to be given to ensuring that the neck seal of the suit is intact before diving.

3. The practice of testing the fortitude of candidates and trainees by reducing their underwear is to be discouraged.

4. In all cases of diving incidents particular attention should be paid to the body temperature of the patient. The recording of temperature must not, of course, interfere with any first-aid measures but should be carried out at the first convenient opportunity.

(DTWP 1623/201/24)

UNCLASSIFIED

365—HMAS QUEENBOROUGH—Recommissioning

HMAS QUEENBOROUGH will recommission on the 28th July, 1966.

(AS (NS) 1606/203/47)

Section 2

PERSONNEL

UNCLASSIFIED

366—Commonwealth Employees' Compensation Act, 1930-1962, Section 9A—Travel to or from Employment

Members' attention is drawn to the provisions of Section 9A of the Commonwealth Employees' Compensation Act, and the effects and restrictions of its application.

2. Section 9A states—

"(1) Where personal injury by accident is caused to an employee while he is travelling to or from—

(*a*) his employment by the Commonwealth (including any school in relation to which sub-section (2) of the last preceding section applies); or

(*b*) any place which it is necessary for him to attend to obtain a medical certificate or to receive medical treatment or compensation in respect of a previous injury,

the Commonwealth shall, subject to this Act, be liable to pay compensation in accordance with this Act as if the accident were an accident arising out of or in the course of his employment.

(2) In this section, "travelling" means travelling by the shortest convenient route for the journey and does not include travelling during or after any substantial interruption of the journey or any substantial deviation from the route made for a reason unconnected with the employee's employment, attendance at the school or obtaining the certificate, treatment or compensation, as the case may be:

Provided that the Commissioner may, on behalf of the Commonwealth, accept liability, if he considers that in the circumstances of any particular case the nature, extent, degree and content of the risk of accident was not materially changed or increased by reason only of any such interruption or deviation."

3. It should be noted that the Commonwealth accepts liability for an employee's personal injury by accident while he is travelling to or from his employment, and not his place of employment. For a member to be covered for compensation while travelling from his employment he must depart on his journey as soon as practicable after ceasing duty. Similarly, for a member to be covered for compensation while travelling to his employment, he must be journeying at such a time that, having regard to the distance and duration of the journey involved, it is his intention to arrive at his ship or establishment at the time he is due to commence duty.

4. Where a member is travelling to his place of employment some hours before he is required to do so, the Commissioner for Employees' Compensation will not accept that he is travelling to comply with one of the requirements of his employment. If, however, his reason for travelling back early is necessitated by transport facilities and he produces satisfactory evidence of this, favourable consideration will be given to his claim.

5. Members travelling on duty are covered by other provisions of the Act.

6. Navy Order 533 of 1964 is hereby cancelled.

(HPB 125/1/47)

(Navy Order 533 of 1964)

UNCLASSIFIED

367—Medical—Obesity

Excess weight is injurious to health in general, and in particular predisposes to heart disease and high blood-pressure; gross obesity may cause serious illness, especially in tropical climates, and may impede operations in times of emergency.

2. The attention of all Medical Officers is drawn to the importance of giving due consideration to obesity when carrying out physical examinations for fitness for service in any circumstances.

3. The optimum weight for any individual is hard to define in terms of any height/weight/age table, as it depends on bone structure and body-build (somatotype), &c. The appendix to this order gives standard weight for height and age of the Australian population, but it is emphasised that these are average figures for the existing population, and not necessarily optimum. Life insurance records indicate that the best weight for health and longevity is a little less than the average in the vast majority of cases.

4. To allow for individual variations in body structure, variation of up to 20 per cent of the weight derived from the table will be allowed. Members whose weight is greater than this 20 per cent variation are to be informed that they are overweight, and given instructions on weight-reduction. Members who are unable to reduce their weight to this figure after reasonable trial of a reducing regime (and if necessary, referral to a Consultant Physician), are to be brought forward for Interim Medical Survey with a view to assessment of fitness and categorisation.

APPENDIX

TABLES OF PHYSICAL EQUIVALENTS

Men

WEIGHT FOR AGE AND HEIGHT

In ordinary clothing and wearing shoes with 1-in. heels.

Age Period ..	17–19	20–24	25–29	30–34	35–39	40–44	45–49	50–54
Height ..	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.
5-ft. 2-in. ..	119	123	128	132	134	138	140	142
5-ft. 3-in. ..	122	126	132	134	138	140	142	145
5-ft. 4-in. ..	126	130	135	138	140	143	145	148
5-ft. 5-in. ..	130	134	138	140	144	146	148	151
5-ft. 6-in. ..	134	138	142	144	148	150	152	154
5-ft. 7-in. ..	138	142	146	149	151	154	156	158
5-ft. 8-in. ..	142	146	150	153	156	158	161	162
5-ft. 9-in. ..	145	150	154	158	160	164	166	167
5-ft. 10-in. ..	150	154	158	162	165	168	170	172
5-ft. 11-in. ..	154	159	164	168	170	172	175	177
6-ft. 0-in. ..	158	164	168	173	176	178	180	182
6-ft. 1-in. ..	163	168	174	178	182	184	186	188
6-ft. 2-in. ..	168	173	180	184	186	190	192	194

Women

WEIGHT FOR AGE AND HEIGHT

In ordinary clothing and wearing shoes with 1-in. heels.

Age Period ..	17–19	20–24	25–29	30–34	35–39	40–44	45–49	50+
Height ..	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.
5-ft. 0-in. ..	108	110	112	116	118	122	128	132
5-ft. 1-in. ..	110	112	114	118	120	124	130	134
5-ft. 2-in. ..	113	114	116	120	123	126	132	136
5-ft. 3-in. ..	116	116	120	122	125	129	134	138
5-ft. 4-in. ..	118	120	122	125	128	132	136	140
5-ft. 5-in. ..	121	122	126	128	130	134	139	144
5-ft. 6-in. ..	124	125	130	132	134	138	143	147
5-ft. 7-in. ..	128	129	133	136	138	142	147	151
5-ft. 8-in. ..	132	133	136	140	142	146	151	155
5-ft. 9-in. ..	136	137	141	144	146	150	156	160
5-ft. 10-in. ..	140	142	146	148	150	155	161	165
5-ft. 11-in. ..	145	147	151	154	156	160	166	170
6-ft. 0-in. ..	150	152	156	158	160	164	172	176

(MDG 156/51/91)

Section 3
OPERATIONAL AND TRAINING

RESTRICTED

368—Standard of NBCD Knowledge—Officers

The attention of Commanding Officers is drawn to the requirement for all officers to be trained in current NBCD matters.

2. The NBCD Courses in Navy Order 221 of 1966, Appendix A, are not restricted to those officers for whom the course is considered essential, and, with the exception of Course 25000 and 25020, are open to all officers.

(DOA 312/203/81)

(Navy Order 221 of 1966)

Section 4
EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

369—Boilers—Sprayer Calibration Curves and Maximum Fuel Firing Rate—Destroyer Escorts Type 12

In the light of recent work by MOD (Navy) on atomiser calibration it has been found necessary to amend the sprayer calibration curves and allowable fuel supply pressures as given in the following graphs and tables.

2. BR 3209 is being amended accordingly.

Table I

Destroyer Escorts Type 12 Burning FFO

Maximum Firing Rate Permissible to Avoid Overloading the Saturated Pass
Condition of fuel at burning temperature:
SG = 0.89
Viscosity—15cS. (68 SR1)

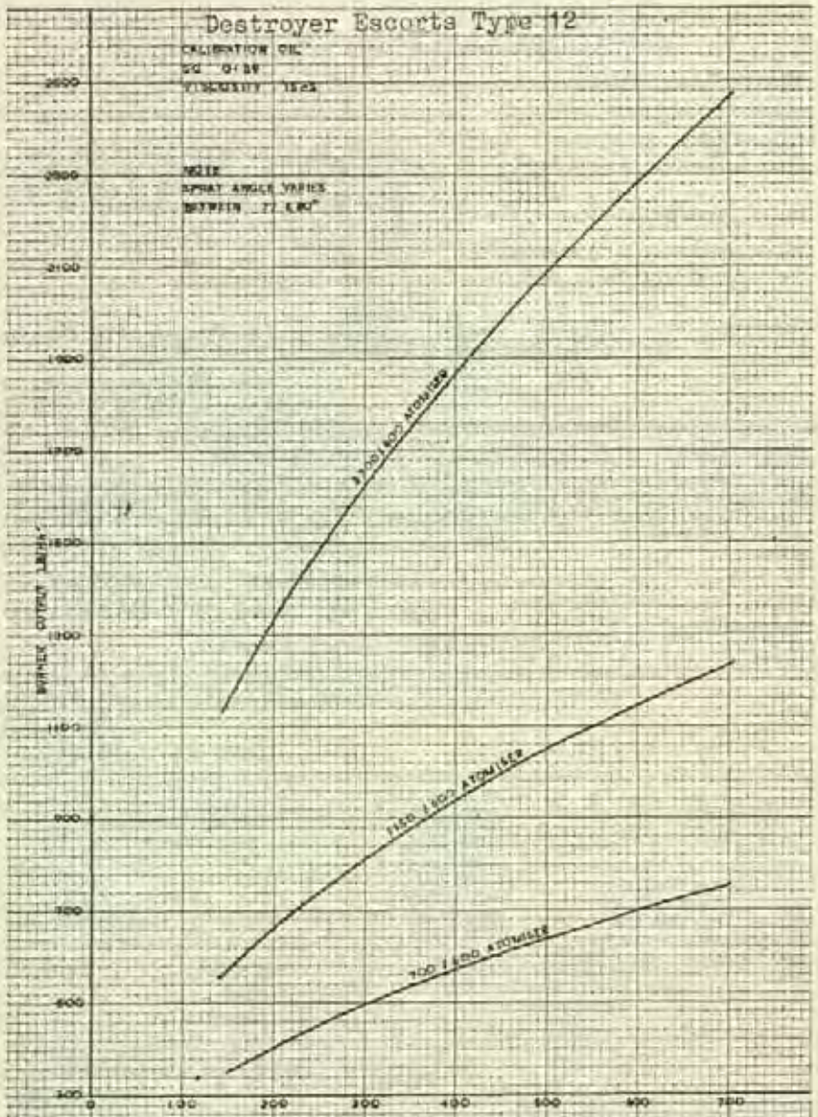
Position of Dampers		*Maximum Allowable Firing Rate lb/hr from Sprayers*	*Sprayer Combination Equivalent to Firing Rate*				
			No. of Sprayers				
Superheated Pass	*Saturated Pass*		5½	5	4½	4	3½
Wide open ..	Between wide open and fully shut	12,500	*Fuel Pressure at the Sprayers psig*				
			585				
Between wide open and half open	Wide open ..	11,350	485	585			
Between half open and quarter open	Wide open ..	10,000	375	435	560		
Between quarter open and shut	Wide open ..	8,000	240	290	365	455	590

Table II

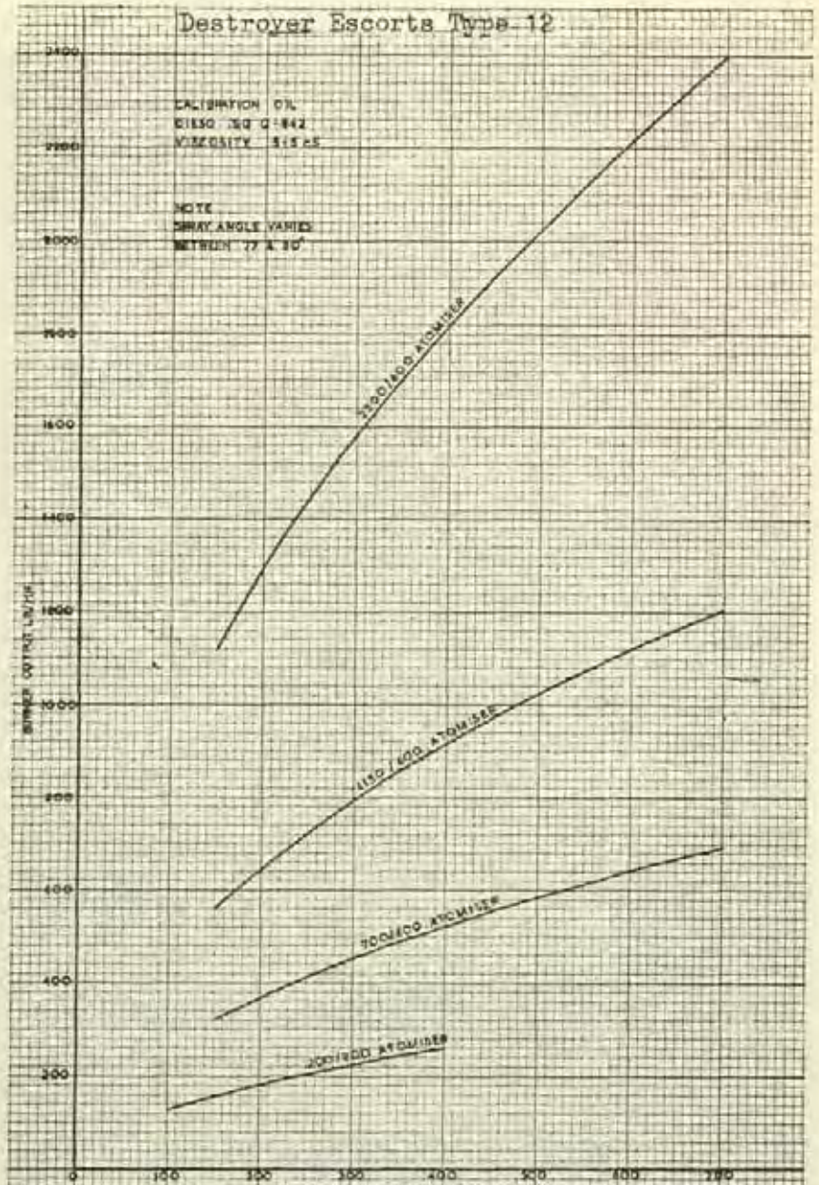
Destroyer Escorts Type 12 Burning Dieso

Maximum Firing Rate Permissible to Avoid Overloading the Saturated Pass
Condition of fuel at burning temperature:
SG = 0.84
Viscosity 5.5cS. (39 SR1)

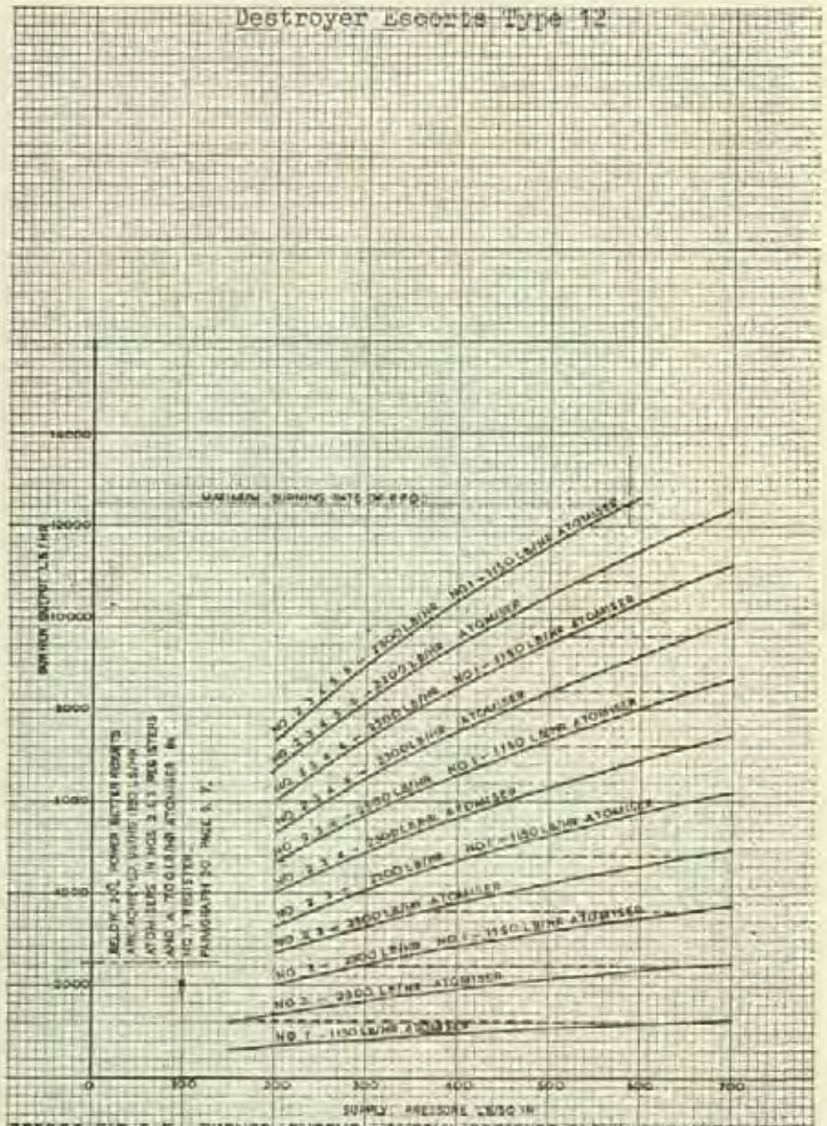
Position of Dampers		*Maximum Allowable Firing Rate lb/hr from Sprayers*	*Sprayer Combination Equivalent to Firing Rate*				
			No. of Sprayers				
Superheated Pass	*Saturated Pass*		5½	5	4½	4	3½
Wide open ..	Between wide open and fully shut	11,700	*Fuel Pressure at the Sprayers psig*				
			550	660			
Between wide open and half shut	Wide open ..	10,620	450	550			
Between half open and quarter open	Wide open ..	9,360	350	435	520	660	
Between quarter open and shut	Wide open ..	7,490	225	270	345	435	550



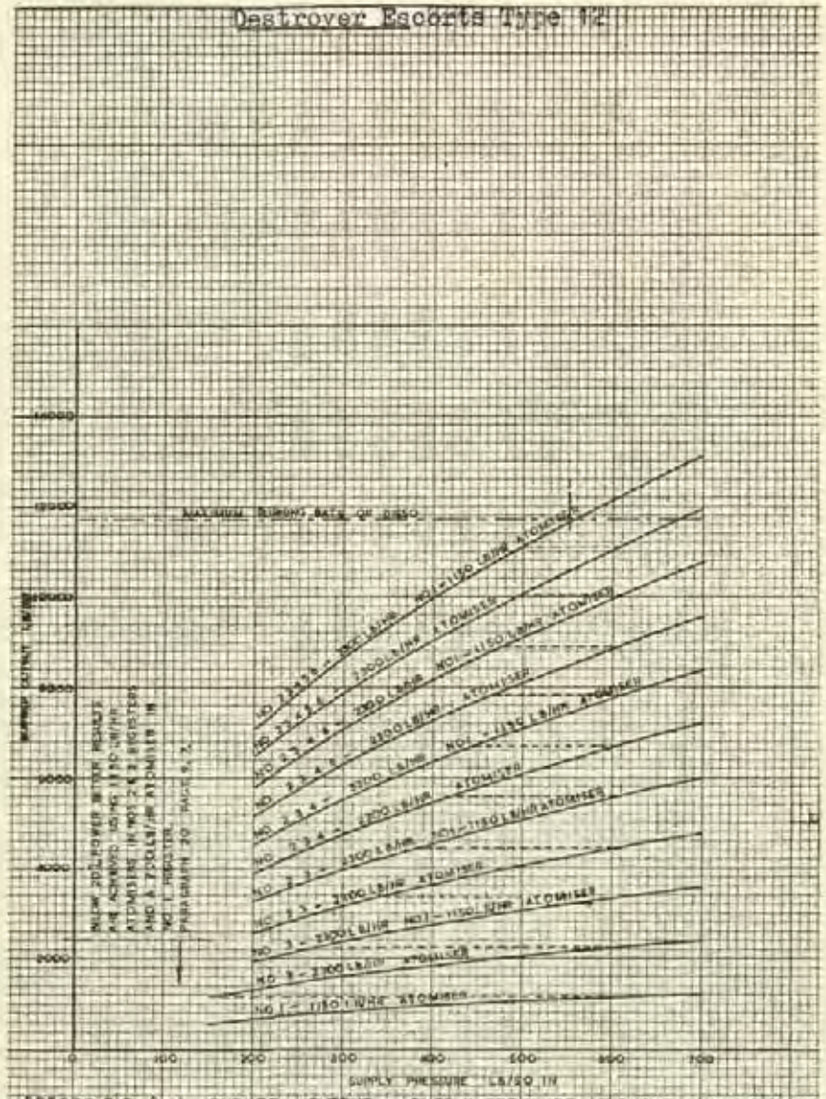
BR3209 FIG 9.1. BURNER OUTPUT - FUEL SUPPLY PRESSURE - F.F.O



BR3209 FIG 9.2. BURNER OUTPUT - FUEL SUPPLY PRESSURE - DIESO



BR3209 FIG 9.3. BURNER OUTPUT - SUPPLY PRESSURE SHOWING CHANGE-OVER POINTS - F.F.O.



BR3209 FIG 9.4. BURNER OUTPUT - SUPPLY PRESSURE SHOWING CHANGE-OVER POINTS - DIESO

Destroyer Escorts Type 12

OUTPUT OF LUCAS SIMPLEX ATOMISERS USED IN SFI REGISTERS BURNING FFO

FFO Supply Pressures psig

No. of Burners in Use	150	200	250	300	350	400	450	500	550	600	650	700
	Atomiser Output $\frac{lb\ FFO}{hr}$											
½	575	665	740	815	880	940	995	1,050	1,100	1,150	1,200	1,240
1	1,150	1,330	1,490	1,630	1,760	1,880	1,990	2,100	2,200	2,300	2,400	2,490
1½	1,730	1,990	2,230	2,440	2,640	2,820	2,990	3,150	3,300	3,450	3,590	3,720
2	2,300	2,660	2,970	3,260	3,520	3,760	3,980	4,200	4,400	4,600	4,790	4,970
2½	2,880	3,320	3,720	4,070	4,390	4,700	4,980	5,250	5,510	5,750	5,990	6,210
3	3,460	3,990	4,460	4,880	5,270	5,640	5,980	6,300	6,610	6,910	7,200	7,640
3½	4,020	4,650	5,200	5,700	6,150	6,570	6,970	7,350	7,700	8,050	8,380	8,700
4	4,600	5,310	5,950	6,510	7,030	7,520	7,970	8,400	8,810	9,200	9,580	9,940
4½	5,180	5,980	6,690	7,330	7,910	8,460	8,960	9,450	9,910	10,350	10,790	11,200
5	5,760	6,640	7,430	8,140	8,790	9,400	9,960	10,500	11,010	11,500	12,000	12,420
5½	6,330	7,310	8,180	8,950	9,670	10,330	10,980	11,570	12,120	12,650	13,200	13,680

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Destroyer Escorts Type 12

OUTPUT OF LUCAS SIMPLEX ATOMISERS IN SFI REGISTERS BURNING DIESO

Dieso Supply Pressures psig

No. of Burners in Use	150	200	250	300	350	400	450	500	550	600	650	700
	Atomiser Output $\frac{lb\ Dieso}{hr}$											
½	565	650	725	795	860	920	975	1,030	1,080	1,130	1,170	1,220
1	1,115	1,290	1,440	1,580	1,700	1,820	1,930	2,040	2,140	2,230	2,320	2,410
1½	1,680	1,940	2,160	2,370	2,560	2,740	2,910	3,060	3,220	3,350	3,490	3,620
2	2,230	2,570	2,880	3,150	3,400	3,640	3,860	4,070	4,270	4,460	4,640	4,810
2½	2,790	3,220	3,600	3,950	4,260	4,560	4,840	5,100	5,350	5,580	5,810	6,030
3	3,340	3,860	4,320	4,730	5,110	5,460	5,790	6,110	6,400	6,690	6,960	7,230
3½	3,910	4,510	5,040	5,520	5,960	6,380	6,760	7,130	7,480	7,810	8,130	8,440
4	4,460	5,140	5,750	6,300	6,800	7,280	7,720	8,130	8,540	8,910	9,270	9,620
4½	5,020	5,800	6,480	7,100	7,660	8,200	8,690	9,160	9,610	10,030	10,450	10,850
5	5,570	6,430	7,200	7,880	8,510	9,100	9,650	10,180	10,680	11,150	11,600	12,030
5½	6,140	7,090	7,920	8,670	9,360	10,010	10,630	11,210	11,770	12,290	12,970	13,270

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(PME 1224/51/337)

UNCLASSIFIED

370—Low Voltage Aircraft Inspection Lamps

"Litemaster" Low Voltage Aircraft Inspection Lamps were introduced for aircraft inspection purposes, and for use in the motor transport garage at HMAS ALBATROSS.

2. These inspection lamps operate from a transformed 32-volt supply.

3. Attention is drawn to BR 1754 "Regulations for Storing and Handling Gasoline and other Inflammable Stores" which prohibits the use of such lamps in hangars and workshops during the "Fuel Danger" state.

(PEE 603/55/825)

UNCLASSIFIED

371—Naval Stores—Identification and Reclassification—General Electrical—Group Class 0624

(DCI (RN) 365/1966)

Annex A to this order lists items which have been superseded by items of different specifications. The superseded items should continue in use until stocks are expended. Annex B lists items which have been re-referenced, involving change of pattern numbers but no change in specifications.

2. The items in Annexes A and B are arranged in order of existing pattern numbers and those in Annex C in order of new pattern numbers.

3. Naval Store Accounts in HMA ships and commissioned establishments are to be adjusted in the manner detailed in ABR 4 Article 1812.

ANNEX A

Existing Item		*Superseding Item*			
Patt.	*Description*	*Description if Different*	*Patt.*	*NATO Classn*	*Acctg Status*
0624/10W/17655	Thermister	Resistor, Thermal	0632/913-9418	5905	C

ANNEX B

Old Identification		*New Identification*			
Patt.	*Description*	*Description if Changed*	*Patt.*	*NATO Classn*	*Acctg Status*
0624/10A/17501	Knob		0569/951-6173	5355	C
0624/10AC/2803	Ring Earthing	Terminal Lug	0559/951-6780	5940	C
0624/10AC/2880	Screw Captive		0266/103-7423	5305	C
0624/10AC/4643	O Ring	Ring Sealing Toroidal	0413/971-0795	5330	C
0624/10AG/744	Tool, Unwrapping, Hand		0624/944-8676	5841	C
0624/10AG/745	Tool, Wrapping, Hand		0624/944-8673	5841	C
0624/10AG/750	Tool, Unwrapping, Hand		0624/944-8677	5841	C
0624/10AG/753	Tool, Wrapping, Hand		0624/944-8678	5841	C
0624/10AR/3926	Cap, Mechanical	Cap, Protective Dust and Moisture-seal	0624/954-4457	5340	C
0624/10AR/4441	Cap, Mechanical	Cap, Electrical Socket	0568/945-1149	5935	C
0624/10B/18097	Insulator	Terminal Post	0559/946-4252	5940	C
0624/10C/19260	Capacitor		0631/972-8931	5910	C
0624/10C/23917	Capacitor Unit		0631/103-6488	5910	C
0624/10F/18707	Relay Magnetic		0634/053-0471	5945	C
0624/10F/20432	Switch		0567/103-7362	5930	C
0624/10H/10269	Fuse		0559/059-0110	5920	C
0624/10H/21430	Socket, Electrical		0568/580-1653	5935	C
0624/10K/19905	Transformer		0627/103-7372	5950	C
0624/10W/21354	Resistor Variable		0632/933-0676	5905	C
0624/10W/23608	Resistor		0632/932-0968	5905	C
5841/215815	Pad Rubber	Washer Non-metallic	0413/953-3107	5330	C

ANNEX C

New Identification		*Old Identification*	
Patt.	*NATO Supply Classn*	*Patt.*	*Accounting Status*
0634/053-0471	5945	0624/10F/18707	C
0559/059-0110	5920	0624/10H/10269	C
0631/103-6488	5910	0624/10C/23917	C
0567/103-7362	5930	0624/10F/20432	C
0627/103-7372	5950	0624/10K/19905	C
0266/103-7423	5305	0624/10AC/2880	C
0568/580-1653	5935	0624/10H/21430	C
0632/913-9418	5905	0624/10W/17655	C
0632/932-0968	5905	0624/10W/23608	C
0632/933-0676	5905	0624/10W/21354	C
0624/944-8673	5841	0624/10AG/745	C
0624/944-8676	5841	0624/10AG/744	C
0624/944-8677	5841	0624/10AG/750	C
0624/944-8678	5841	0624/10AG/753	C
0568/945-1149	5935	0624/10AR/4441	C
0559/946-4252	5940	0624/10B/18097	C
0569/951-6173	5355	0624/10A/17501	C
0559/951-6780	5940	0624/10AC/2803	C
0413/953-3107	5330	0624/5841/215815	C
0264/954-4457	5340	0624/10AR/3926	C
0413/971-0795	5330	0624/10AC/4643	C
0631/972-8931	5910	0624/10C/19260	C

(DNAS 519/58/826)

UNCLASSIFIED

372—Sonar—Type 170 Series—Pattern 0612/803244, 0612/803325 and 0633/192753 Plug, HT with Lead and Pattern 0612/803735 Socket—Failure of Watertight Glands

(DCI (RN) 212/1966)

Many instances of low insulation resistance of Type 170 series transducer have been found to be due to loss of watertight integrity of the plug/socket connection between the plug, HT with lead and the transducer. The most common cause of the failures has been found to be inadequate compression of the rubber gland washers contained in the plug of the plug, HT with lead, and the socket of the transducer. This arises from looseness of the gland nut and/or incorrect fitting of the gland assembly in the plug or socket body.

Note.—The plug and socket are identical in so far as the relevant details are concerned. SMA's Defect Acquaint S2022 (a) Serial No. 1216C/64, dated 15th June, 1965, refers.

2. Modification action is in hand to provide a positive indication that the rubber gland washers in the plugs of Pattern 0612/803244 and 0633/803325 Plug, HT with lead, and the Pattern 0612/803735 Socket of the transducers, are adequately compressed. Future production of these items will include the modification. The facility already exists in the plugs of Pattern 0633/192753 Plug, HT with lead, and, to date, no relevant defect reports have been received concerning this item.

3. The modification consists of the provision of a spew hole in the plug/socket body 1.06-in. from the end which accepts the gland nut. The hole is $\frac{1}{8}$-in. diameter counterbored $\frac{1}{4}$-in. diameter to a depth of $\frac{1}{16}$-in. and is at 90° to the plug mounting bracket on the dowel pin side of the plug or socket body. When the spew hole is provided the gland nut should be tightened until the gland rubber is seen to be extruded to the top of the $\frac{1}{8}$-in. diameter hole.

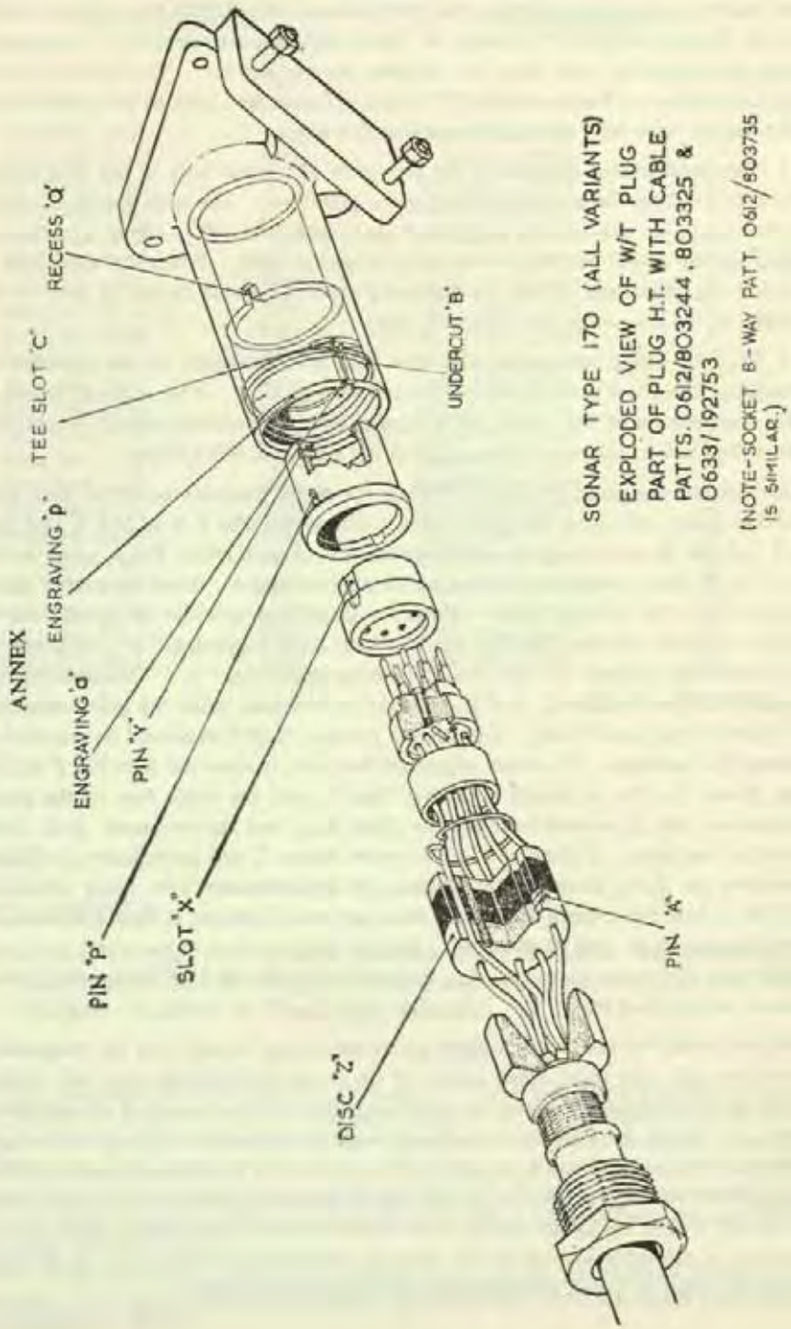
4. Prior to fitting new plugs, HT with lead or transducers, either modified or unmodified, the gland nuts should be checked for tightness. If there is any doubt as to the compression of the rubber gland washer then the assembly should be checked as described below, reference being made to the Annex to this Order.

5. Unscrew the gland nut and withdraw the gland assembly complete with plug or socket insert, etc., from the gland body. Check that Pin Y is in Slot X and that Pin P and Pin A are located at approximately 45° to each other, Pin A being to the left of Pin P when looking on the end of the plug or socket. Serve the rubber gland washer with a little silicone grease. Enter the gland assembly into the gland body so that Pin P enters between the two marks which form engraving " p ", followed by Pin A entering between the two marks forming engraving " a ". Maintaining the alignment of gland assembly and gland body so obtained, push the gland assembly right home in the gland body. Light finger pressure is all that should be required to achieve this condition. If correct alignment has been maintained then Pin P should be in Recess Q, Pin A should be in Tee Slot C, and the outer face of the gland compression disc, Z, should be inside the gland body and approximately $\frac{7}{16}$-in. from the end of the body. Failure of Pin P to enter Recess Q will be indicated by failure to achieve the $\frac{7}{16}$-in. dimension, a distance of approximately $\frac{1}{4}$-in. being obtained; or if Pin A in moving down Tee Slot C does not pass Undercut B, then a distance of approximately $\frac{5}{16}$-in. will be obtained. Engage the gland nut in the gland body and tighten up taking care to ensure that the gland assembly is kept in the fully home position in the gland body.

6. Providing the above precautions are taken, water leakage into the plug-socket connection can only result from failure of the 0 seal between the plug and socket, and/or the presence of a puncture(s) in the insulation of one or more of the individual cables. In fitting the plug to the socket it must be ensured that the 0 seal bearing surfaces are clean, the 0 seal is in good condition, and the three securing nuts holding the plug and socket together are evenly and progressively tightened on their studs. The 0 seal should be lightly served with silicone grease immediately before fitting. Puncture of the cable insulation can only be prevented by taking care in handling during all stages of fitting of transducer and plug, HT with lead.

(DWE 740/52/189)

ANNEX



SONAR TYPE 170 (ALL VARIANTS)
EXPLODED VIEW OF W/T PLUG
PART OF PLUG H.T. WITH CABLE
PATTS. 0612/803244, 803325 &
0633/192753
(NOTE-SOCKET 8-WAY PATT 0612/803735
IS SIMILAR.)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

373—Wrapping of Parcels—Procedure

Navy Order 218 of 1966 is to be amended as follows—

Paragraph 2 (a) (ii) and (iv)—

Amend Cat. No. 4020-660-11-9643 *to read* 4020-66-011-9643.

(DNAS 68/201/19)

(*Navy Order 218 of 1966*)

With reference to Navy Order 794 of 1965, Navy Orders 369–458 of 1964 are now over two years old and may be disposed of.

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

REGISTRAR
Jm 6/7

ANO 374/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
5th July, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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7625/66.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

374—Laboratories and Test-Houses Registered by the National Association of Testing Authorities (NATA)—Use by Inspection Services of the Department of the Navy

The National Association of Testing Authorities (NATA) is a voluntary association of governmental and private authorities operating laboratories and testing houses (hereinafter referred to by the single term "laboratories") which was brought into being at the beginning of 1947 to meet the urgent needs of commerce, industry and the Services. It has the full recognition and support of the Commonwealth and State Governments. NATA is incorporated in the State of Victoria as a company limited by guarantee.

Approval of the Use of NATA Laboratories

2. The Defence Standards Laboratories (DSL) alone cannot meet even the peace-time demands of the Services for all routine testing, and the Naval Board have approved in principle of laboratories holding current registration by the NATA being used by its inspection and overseeing organisation for tests within the fields and classes of test for which they hold registration. Further, as far as practicable (but subject to the provisions of this order), routine testing should be carried out at NATA registered laboratories other than the DSL so that the latter may be correspondingly freed to perform its higher functions for all Departments in the Defence Group.

Special Role of Inspecting and Overseeing Officers Regarding Efficiency of NATA Laboratories

3. As described later, the NATA plays a most important part in ensuring the necessary standards of its laboratories and it may confidently be expected that test reports issued by these laboratories will, in general, be of a high order of reliability. The NATA, however, is not in a position to guarantee that the staffs of its laboratories are without human frailties and it is inevitable that errors will be made. It has been decided, therefore, as a matter of policy, that inspecting officers of this Department are to maintain a system of safeguards such that the incidence of errors will be reduced to a minimum and, in particular, that a significant drift in the efficiency of any individual laboratory will be detected, and appropriate action taken, at the earliest possible moment. In this connection it must be borne in mind that many of the industrial and commercial users of NATA laboratories are likely to accept all reports at their face value. The Service Departments' Inspection Services, however, have the standing, the knowledge and the means to keep laboratories on their mettle and in exercising this function they will not only be safeguarding themselves but performing an important service for the NATA organisation. The later clauses of this order are promulgated for the information and guidance of all officers concerned regarding the more important aspects of NATA.

Control of NATA

4. The association is controlled by a Council through an Executive Committee, State Committee and a small permanent staff headed by the Registrar of NATA, located in Sydney, and the Deputy Registrar located in Melbourne. The Departments of Navy, Army and Air each have permanent representation on the council. Details of the NATA organisation are contained in booklets entitled—

Constitution.
By-Laws.
Memorandum and Articles of Association.
Regulations of the Association.

The more important activities of the Association are included in their Annual Report.

Scope of Testing by NATA Laboratories

5. Laboratories may be registered by the NATA for the performance of a wide variety of tests in the following fields—

(*a*) Metrology.
(*b*) Mechanical testing.
(*c*) Electrical testing.
(*d*) Photometry.
(*e*) Heat and temperature measurement.
(*f*) Industrial radiography and crack detection.
(*g*) Chemical testing.
(*h*) Biological testing.
(*i*) Acoustic and vibration measurement.

6. Each of these fields of testing is subdivided into a number of classes of test, e.g., mechanical testing embraces upwards of fifteen classes including metals, concrete, textiles, timber, plastics and so on. Full details regarding each field of testing are given in separate booklets issued by the NATA and entitled "Classes of test, and requirements for registration of laboratories".

Standards of Laboratories for Registration

7. On application for registration by the NATA, the laboratory concerned is examined by officially appointed specialists in the field of testing concerned, and must comply with a high standard with regard to qualifications of staff, accuracy and sensitivity of testing equipment and laboratory practices in general. Registration is notified in a NATA publication known as the "Register of Laboratories". This register gives the name and address of each laboratory concerned together with details of the fields and classes of testing for which registered, and the names of persons approved for the signing of test reports.

Supervision by NATA of Standards of Laboratories Subsequent to Registration

8. The NATA has a fully established and comprehensive system for the periodical re-examination of each laboratory and for the periodical recalibration of all laboratory equipment covered by its registrations. It issues amendments to all holders of the Register of Laboratories to cover any change in particulars of registration including changes in personnel authorised to sign test reports. Registration of any laboratory is withdrawn by NATA whenever in any respect its standard is found to have fallen below that required for its initial registration.

Relationship of the Naval User to NATA

9. In the normal course of his testing work, the inspecting or overseeing officer should deal directly with the staff of the NATA laboratory concerned. He should need to contact officials of the Association only when requiring information and

advice. Policy matters should be dealt with through the Co-ordinator (*see* Paragraph 18). To assist in maintaining good relations with NATA, it is desirable when making arrangements for testing, that officers should bear the following points in mind—

(*a*) NATA laboratories are under no compulsion whatever by the NATA to carry out any tests required by a Service Department but under normal circumstances, it is unlikely that they would refuse to do such work.

(*b*) The NATA has no control over its registered laboratories with regard to the following points—

(i) The prices charged for testing.

(ii) Priorities of testing work.

(iii) Arrangements for the witnessing of tests.

(iv) The number of copies of reports issued.

(v) The final disposal of test pieces and the unexpended portions of test samples (after a certain period of retention required by NATA).

All the foregoing points are matters for arrangement between the naval user and the laboratory.

(*c*) The testing of the products of one firm at the laboratory of a rival firm would be a possible source of friction and embarrassment and should be avoided if possible.

Safeguards in the Use of NATA Laboratories

10. The principal safeguards available to the naval user of NATA laboratories are set out in the following paragraphs.

Choice of NATA Laboratory

11. In principle, the choice of NATA laboratory to be used for any testing work rests solely with the Service user and this point is appreciated both by the Council and the officials of NATA. Bearing in mind that good relations must be maintained wherever possible, the naval user should be sure of his ground before deciding against the testing of the products of a firm in that firm's own laboratory (when it is registered for the classes of test concerned).

Special Tests

12. Where the reliability of test results of a particular product may be of exceptional importance (e.g., in the case of most explosives) naval users may use their discretion in having all such tests carried out at a laboratory (preferably DSL) other than that of the producing firm. Such procedure should be decided before the first test of the product is made.

NATA Laboratories Suspected of Unsatisfactory Testing

13. If at any time there are reasons for suspecting the test reports issued by a laboratory, immediate action should be taken as follows—

(*a*) Arrange for the witnessing of tests, if practicable.

(*b*) Heavily increase the percentage of check testing. (*See* Paragraph 14.)

(*c*) Inform the Naval Co-ordinator (*see* Paragraph 18) of the circumstances.

If the risk of continuing to test at the laboratory concerned is, however, considered to be too great, testing may be transferred to a Government laboratory without notice and without explanation to the former laboratory. Such action would almost certainly have repercussions at higher levels and a full report should be made immediately to the Naval Co-ordinator.

Check Tests

14. A percentage of all samples selected for testing should be taken in duplicate so that the relevant properties of both samples in the pair are as nearly as possible identical. One of the samples is to be sent to the firm's laboratory and the other to a Defence Standards Laboratory. The occasions on which these check tests are selected should be on a random basis and the greatest care should be taken to prevent firms from knowing when it is done. Significant differences between results obtained by DSL and another NATA laboratory on check tests will usually be discussed by the Naval Co-ordinator with NATA officials (*see* Paragraph 18 (*e*)) and it is therefore important that the DSL results should be of the highest practicable order of accuracy. For this reason and to provide inspecting officers with expert advice on the significance of differences between test results, the following procedure has been arranged with DSL regarding check testing—

(*a*) Each check sample (and its accompanying documents) sent to DSL should be clearly marked "CHECK TEST" and be identifiable with the corresponding test being carried out at the NATA laboratory concerned.

(*b*) A copy of the relevant NATA laboratory test report should be sent to DSL as early as practicable for comparison.

(*c*) DSL will compare their own results with those of the NATA laboratory concerned and will forward to the inspecting officer a copy (or copies) of the DSL report with an endorsement as to which (if any) of the results are significantly different from those of the NATA laboratory.

15. Any significant difference shown by DSL on check tests should be immediately reported in detail to the appropriate authority in the naval branch concerned, and a copy sent directly to the co-ordinating officer. Complete records should be kept of all check-testing results on each NATA laboratory. These records should also show the numbers of check tests and the numbers of normal tests carried out over the whole period in which each laboratory is used.

Witnessing of Tests

16. It is left to the discretion of individual naval branches to decide on the extent to which the witnessing of tests may be necessary. If witnessing is regarded as necessary, the man selected should be fully competent for the purpose intended.

Scrutiny of NATA Test Reports

17. Officers responsible for the sentencing of materials or products on the results of NATA test reports are, *inter alia*, to check all reports as follows—

(*a*) The report should bear the NATA emblem and be endorsed, "This laboratory is registered by the National Association of Testing Authorities. The tests reported herein have been performed in accordance with its terms of registration."

(*b*) An up-to-date Register of Laboratories should be checked to verify that the laboratory is in fact registered for the field and class of test reported and that the person signing the report is an approved signatory.

(*c*) The report should be fully identifiable with the sample and batch concerned.

(*d*) Where specification limits are expressed quantitatively the report should give quantitive results. When the actual results of a test are stated by a laboratory on an endorsed test document, either

(i) the results shall be accompanied by a statement of the order of accuracy of the measurements,

or

(ii) the last figure in a number shall be adopted as a significant figure unless shown as a subscript figure or otherwise appropriately qualified.

Co-ordination within Department of Navy on NATA Matters

18. Experience has shown that there are several directions in which co-ordination is rquired on NATA matters within the Department of Navy, and that this work is closely allied to representation on the Council of NATA. Both functions are carried out by—

The Chief Inspector of Naval Ordnance,

Department of the Navy,

CANBERRA, A.C.T.

On all aspects of co-ordination, senior officers of local inspecting and overseeing organisations and Directors at Navy Office may communicate directly with him. In each branch which uses NATA laboratories, one officer is to be deputed for co-ordination purposes within his branch and his name (and any subsequent change of such officers) is to be furnished to the CINO to facilitate overall co-ordination within the Department of Navy. As Co-ordinator, the CINO will be responsible for such matters as the following—

(*a*) To arrange with NATA for the issue of the Register of Laboratories (and all subsequent amendments) to officers as required to meet the needs of the Department.

(*b*) To handle matters of policy between Department of Navy and NATA.

(*c*) When NATA facilities may be inadequate (concerning either the shortage of laboratories in certain areas, the fields or classes of test covered or the volume of testing required and so on) he is to co-ordinate naval requirements and initiate action with NATA to try and meet the situation.

(*d*) To call for such reports from naval users of NATA laboratories as to enable him to maintain a check that the important safeguard of check-testing is consistently and effectively operated. In this connection and having in mind the past history of laboratories, he may call on any branch to increase its percentage of checktesting in any or all the laboratories it is using. On the other hand he may only advise any branch when a reduction in percentage checktesting seems appropriate.

(*e*) To initiate with NATA such action as he may consider necessary when it has been brought to his notice that there are significant discrepancies in check tests or suspicions that any laboratory may have fallen below the required standards.

(*f*) To warn other naval users as may be necessary when circumstances as at (*e*) above are brought to his notice. The CINO may not direct the discontinuance of testing at any NATA laboratory. This is a matter for the responsible officer in the branch concerned. Nevertheless, because of CINO's overall knowledge of the NATA situation, his advice should generally be sought and considered.

(*g*) To maintain liaison with the NATA organisation to reasonably assure himself that it is maintaining effective control (by re-calibration, etc.) of the standards of laboratory staffs, equipment and practice.

Use of Laboratories not Registered by NATA

19. The only safe criterion that any laboratory is of the standard required for naval testing is that it has NATA registration. Laboratories which are not registered by NATA are not to be used for naval testing except where it is impracticable to make other arrangements. However, General Overseers may allow or disallow certification of test at such contractors' premises as he may consider to be satisfactorily staffed and equipped, reserving to himself the right to witness any test. In such exceptional cases, the precaution should be taken to select a higher proportion of check tests than is normally taken at registered laboratories. At the same time a Senior Officer should discuss the position with the firm and encourage them to seek registration.

20. The fact that a non-registered laboratory is being used is to be reported to the CINO for his general information on the overall laboratory situation in Australia. If possible the CINO should be furnished with the reasons given by the firm for not seeking registration. Firms sometimes have misconceptions of NATA which can be cleared up by a visit from a NATA Officer.

21. Navy Order 573 of 1964 is hereby cancelled.

(DNOA 178/1/21)

(*Navy Order 573 of 1964*)

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

Registrar.

RESTRICTED

ANO's 375-389/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
11th July, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

375—HMAS SYDNEY—General Instructions

Navy Order 563 of 1965 is to be amended as follows—

Paragraph 8—delete and *insert* the following in lieu—

8. HMAS SYDNEY's allowance of mobile handling equipment is—

2 No. Massey Ferguson 205 Mark 11 Tractors, with Haudraulic Fork Lift Attachment capacity 4,000-lb.

3 No. Crown Type W227, 2,500-lb. capacity Pallet Trucks.

1 No. Crown Model W2T90, 2,000-lb. capacity, Pedestrian Fork Truck. Its maintenance is an RAN responsibility.

Additional equipment required will be provided and maintained by the Army. The RAN will assist with minor maintenance when this equipment is embarked; when not in use it will be removed from the ship.

(DNAS 1213/201/27)

(Navy Order 563 of 1965)

Section 2

PERSONNEL

UNCLASSIFIED

376—Air Travel to Darwin—Meals

Attention is drawn to the fact that full meals are not supplied by the airlines to tourist class passengers, e.g., on flights between the southern capitals and Darwin.

2. The light meals provided by the airline to tourist class passengers on these flights consist of tea or coffee and sandwiches or biscuits and conform to the standards applied on all airlines which carry both first and tourist class passengers. The restriction on food served is one of the essential differences between the two classes of travel in the one plane.

3. The airlines have no objection to tourist class passengers taking additional food such as sandwiches, cakes, etc., and it would appear desirable that this be done in all cases.

4. The class of travel to be used on flights to or from Darwin is laid down in NPI 190/16 and 231/16. Under these provisions male members below Chief Petty Officer rank travel tourist class unless accompanying families on removal.

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

6. Navy Order 552 of 1964 is hereby cancelled.

(HPB 252/8/69)

(Navy Order 552 of 1964)

UNCLASSIFIED

377—Dental Fitness of Personnel and Their Families Proceeding to HMAS TARANGAU

As dental treatment is only available in HMAS TARANGAU during the periodical visit by a Dental Officer, all personnel posted to that establishment are to be made dentally fit before departure.

2. All personnel concerned are to ensure that their families are dentally fit before leaving Australia. Paragraph 5 of Navy Order 34 of 1966 is relevant. As only emergency treatment may be available, personal inconvenience and distress may be avoided if these precautions are taken.

(MDG 156/51/86)

(*Navy Order 34 of 1966*)

UNCLASSIFIED

378—Sailors—Trade Certificates

In future, stocks of all Trade Certificates will be held in Navy Office. Prior to discharge engagement expired, or as soon as discharge is approved in other cases, the appropriate certificate will be forwarded without demand to the sailor's Commanding Officer for completion and insertion in his service documents.

2. Stocks of existing Trade Certificates held by HMA ships CERBERUS, NIRIMBA, LEEUWIN and ALBATROSS are to be forwarded to Navy Office as soon as possible.

3. Trade Certificates which have already been placed in Service documents under the old rules, are to be removed from the documents of all sailors who have more than six months service remaining from the date of this order and destroyed.

4. Ships and establishments discharging sailors will be responsible for fully completing the Trade Certificates of those sailors whose Trade Certificates have been retained in their Service Certificates pursuant to Paragraph 3 above.

5. In all other cases Navy Office will complete the Trade Certificate as far as possible and will forward it to the Captain for insertion of any special remarks and his signature.

6. RI Article 1071 will be amended.

(DMT 464/54/434)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

379—Manhandling Techniques

The following principles of manual handling of heavy weights and stores are promulgated for guidance in ships and establishments, and should be applied whenever the requirement arises. Importance is attached to training in this subject,

as a knowledge of the correct methods of manhandling, spread throughout the RAN, will go far to lessen the frequency of personal injury or accident and will reduce wasted time and effort.

2. Load lifting requires a high degree of muscle co-ordination. For any given load, the nearer the body is to the upright position, the more the work required of muscles is reduced.

3. It is emphasised that manhandling techniques are best taught by practical application, and that the subject eminently lends itself to instruction "on the job". The following points are important—

(*a*) Never bend over to pick up a heavy weight—this is the most frequent cause of back injury and strain—note how a trained weight-lifter, lifts with the powerful muscles of the legs and buttocks and how he rises from a squatting position holding the upper part of the body erect and tense.

(*b*) Keep the chin in and don't look down when lifting—this helps to keep the back straight.

(*c*) Arms should be kept close to the body by keeping the elbows tucked in. This ensures that the weight being lifted or carried is kept close to the body, thereby causing less strain.

(*d*) When pushing or pulling weights place the feet carefully so that the body weight can be used to do the work.

(*e*) Always use a proper grip using the palm of the hand where possible. Using the fingers only is wrong—they can easily slip.

(*f*) When moving or lifting heavy boxes, drums, etc., with sharp edges, gloves should be worn. Many accidents can occur to unprotected hands.

(*g*) When moving heavy drums lay them down and push them with both hands, keeping the back as straight as possible and bending the knees.

(*h*) Always keep both hands on the shafts of hand barrows, trolleys, etc., when pushing loads. If this is not done an obstruction may cause the barrow to swing, driving the handle into the groin or stomach.

(*i*) When negotiating a ramp, always pull a barrow or trolley. Always pull an empty barrow or trolley back to the loading point.

4. Maximum permissible weights for occasional lifting are listed below. It is important to note the significant loss of lifting ability if the back is bent. It is equally important to remember that these figures are for OCCASIONAL lifting and if frequent lifting is required the maximum permissible is reduced by at least 25 per cent—

Angle of Back from Vertical	*Straight Back*	*Bent Back*
0°	800-lb.	400-lb.
15°	400-lb.	300-lb.
45°	200-lb.	100-lb.
90°	100-lb.	50-lb.

The safe rule for the supervisor to follow is to restrict loads to 50-lb. unless men have been properly trained in manhandling techniques.

5. *Summary*—

Straight back—and keep upright.
Distribute the load evenly.
Chin in.
Arms into body.
Use the legs.
Place the feet carefully.
Use the body weight.
Proper grip.
Use both hands.
Use gloves for awkward loads—and harnesses or straps, if appropriate.
Remember—your back is not a crane.

(DMT 311/3/31)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

380—Corrosion of Hull by Shore Supply Electrical Cable

(DCI (RN) 1436/1965)

Recently, an RN submarine under refit afloat developed a serious leak through a hole about one inch diameter in the pressure hull just below the waterline. This hole was at a position where a 100 volt DC supply cable from shore had become accidently jammed between the submarine and a catamaran, and had remained unnoticed for an unknown period.

2. The cable was abraded to the extent that the conductor was exposed and it has been established that the hole in the submarine was caused mainly by electrolytic action rather than by arcing. Thus the action continued without visual warning that it was occurring.

3. Attention of refitting authorities and ships' officers is drawn to the necessity of—

(*a*) keeping all temporary electrical supply cables clear of the water, and ensuring that due allowance is made for the tidal movement of the ship;

(*b*) providing special protection for cables at points where insulation may be subject to abrasion;

(*c*) ensuring that welding cables are connected in accordance with DNC Welding Handbook (DNC/28/SC2), and that hull connections are kept clear and efficient;

(*d*) taking insulation to earth readings of temporary electrical supply systems daily and correcting faults without delay;

(*e*) thoroughly examining all electrical cables between ship and shore periodically, and particularly after any occurrences which could have caused damage to insulation and sheathing.

(PEE 177/1/73)

RESTRICTED

381—Gun Mountings—4.5-in. Mark 6 Series Mountings—Firing Circuits

The first stage of modification to the firing circuits of 4.5-in. Mark 6 series mountings to prevent "sympathetic" firings (Mod. No. 84 to Mark 6 and 6* mountings and Mod. No. 27 to Mark 6* Mod. 1 mountings) is now complete and the second stage (Mod. No. 120 to Mark 6 and 6* mountings and Mod. No. 58 to Mark 6* Mod. 1 mountings) has been promulgated.

2. The second stage consists of totally enclosing the primer firing circuits within the mounting by fitting firing transformers and relays and using the present remote firing circuits to operate the relays to complete the firing circuits.

3. The most common effect of induced voltage on firing circuits has been that if both guns of one mounting are ready to fire, the firing pulse to one gun has caused the other to fire; this effect on occasion can be delayed by about ¼ to ½-second after the first firing. These can be avoided by the use of the following drill—

(*a*) Initially loading both guns and closing the left gun safety switch, followed by the right gun safety switch at least ½-second after the left gun has fired. Thereafter, both safety switches remain closed. Guns are reloaded on gunfire.

(*b*) Should sympathetic firing still occur in conditions of drill above, guns must be loaded and fired alternately, left gun commencing, i.e., the right gun must not LOAD until the left gun has fired. This should not be necessary if the rate of fire set is kept close to the mounting's crew's limit.

4. On completion of the second stage of this modification described in Paragraph 2 above, ships should revert to the normal drill of closing both gun safety switches at the start of an engagement. Ships experiencing any form of sympathetic firing after both stages of this modification have been carried out should report to Director of Weapons and Electrical Engineering, Navy Office, immediately on Form AS 2022 and enclose the event record where possible.

(DWE 736/259/88)

UNCLASSIFIED

382—GWS Mark 20—Modification to Director Mounting Bracket—Modification No. AN4

(*a*) *Ships, establishments and authorities concerned*	Ships so fitted and weapon equipment depots.
(*b*) *Type and mark of equipment* ..	GWS Mark 20 Director.
(*c*) *Part of equipment affected* ..	Mechanical Stop Mounting Bracket.
(*d*) *Purpose of modification* ..	To prevent failure of stop.

(*e*) *Nature of modification* ..	(i) Remove existing mounting bracket and carry out modification in accordance with Drawing 220/B9-03/25 Issue 3. (ii) Replace existing special bolt, 220/B9-03/27 and metalastick bush, 13/1014 in mounting bracket with special bolt, 220/B9-03/31, ⅜-in. spring washer, ⅜-in. UNF nut and metalastick bush 13/878. (iii) Drill and fit 2 in No. 12-in. UNF wire inserts in rotating base to take additional securing screws for training bracket. (iv) Replace modified training bracket on rotating base.
(*f*) *Drawings*	220/B9-02 Sheet 2 Issue 5. 220/B9-03/31 Issue 1. 220/B9-03/25 Issue 3.
(*g*) *By whom to be done* ..	Dockyard.
(*h*) *Supply of modification parts* ..	To be supplied by dockyard.
(*j*) *Priority*	Category 1.
(*k*) *How to be treated*	As a defect.
(*l*) *Requirement for testing* ..	On completion of modification, action of stop is to be tested under normal operating conditions.
(*m*) *How to be recorded*	As modification AN4 to GWS 20.

(DWE 1224/72/161)

RESTRICTED

383—Minesweeping—Sweep MM Mark 11—Prevention of Damage to Insulation by Metal Components

(*DCI (RN) 723/1966*)

Attention is invited to the importance of giving protection to MM Mark 11 sweep cables from metal components, i.e., stocking eyes, etc., when the sweep is stowed on the cable reel. Failure to take this precaution can result in damage to the cable cores and insulation.

2. The points at which protection is required are—

(*a*) cable sockets on occasions when rubber socket covers AP0633/195006 and AP0633/195007 are not available;

(*b*) recovery stocking including stocking eyes and shackle;

(*c*) towing stocking including stocking eyes;

(*d*) the AP8993 Acorn Grips if the Elbow Former Rig is still in use of the stockings and stocking eyes in the case of the Bar and Stocking Rig.

Note—Under no circumstances should the Bar of the Bar and Stocking Rig be kept on the sweep when stowed.

3. In addition to wrapping metal components in canvas it is also necessary to see that they lie on the cable, when stowed, in a way least likely to cause distortion. This applies also to the eyes of canvas gaiters to which it is not practicable to apply protective wrappings.

4. The most suitable canvas for wrapping is AP0310/942-7816 and Outfit Schedule 01Z is being amended to show an onboard allowance of seven yards per ship.

5. Outfit Schedule 01Z at present shows base allowances of Canvas AP0310/942-7516 which were provided originally for repairs to magnetic sweep electrodes. This canvas, although less suitable because it is unproofed, may also be used for covering metal components. However, these allowances will, in due course, be replaced by the same quantities of AP0310/942-7816 which is suitable for both purposes.

6. Demands for the new onboard allowance should be raised by the ships and authorities concerned, quoting this order as authority.

7. BR 2215 (11) already makes some mention of the need to wrap metal components but the relevant sections need some amplification. MOD (Navy) has advised that an amendment will be issued in due course.

(DWE 501/252/57)

UNCLASSIFIED

384—Naval Stores—Introductions—Oil OM-490 in 1-Pint Tins

(*DCI (RN) 372/1966*)

Item Concerned—The following item has been introduced—

NATO Supply Classn.	*Pattern No.*	*Description*	*Den.*	*Acctg. Status*
9150	0475/220-1255	LUBRICATING OIL, MINERAL, OM-490 in Pt tin.	TI	C

Form D 518 has been issued.

2. **Purpose**—For lubrication of gyro-compass bearings. The pint tin will replace Pattern 0475/910-0555 Oil OM-490 in special 8-oz. bottles. These bottles are no longer obtainable.

3. **Allowances**—First outfit allowances of Pattern 0475/220-1255 Oil OM-490 in pint tins will be the same as at present shown for the 8-oz. bottle.

4. **Item Obsolete or Obsolescent**—Pattern 0475/910-0555 Oil OM-490 in special 8-oz. bottle. Services should, however, continue at present to demand under the old pattern number, and dockyards to supply accordingly until stocks are exhausted. At this point, dockyards should supply Pattern 0475/220-1255, and thereafter ships should demand this pattern.

(DNAS 512/91/61)

UNCLASSIFIED

385—Naval Stores—Miscellaneous—(Technical)—Electronic Stores—Group Class 0621—Replacement Electronic Valves for Sonar Type 183

(DCI (RN) 569/1966)

Valve CV 2104 in position V7 in receiver Pattern 803818 may be replaced by valve CV 2371 with negligible change in performance. CV 2371 has, however, a metal envelope of oval cross section and is smaller than the glass CV 2104.

2. As from the date of this order valves CV 2371 are to be demanded as replacements for defective valves CV 2104 used in this position.

3. Valve mounting clips are to be packed out or adjusted to suit the shape of the valve CV 2371.

4. There is no suitable alternative for the valve CV 2104 used in the modulator Pattern 838202.

(DNAS 519/54/329)

RESTRICTED

386—Nomenclature—Weapon Equipment—Designation Prior to Full Production—Short Title—Ante-production

(DCI (RN) 592/1966)

Although ideally it is not good practice to put any piece of engineering equipment into service until the design has been fully proven, there are many cases in the weapon field where the advantages of ship fitting the equipment at the earliest possible date outweigh the disadvantages.

2. When production is carried out in these circumstances, or when prototypes are ship-fitted operationally, it is important to be able to differentiate between these equipments and the fully tested production equipment, not only to ensure that their subsequent modification is not overlooked, but also to avoid the danger that they will be judged by the standards of fully tested production equipment.

3. **Action**

The following system of designation by categories and suffixes has, therefore, been brought into force—

(*a*) All ante-production equipment will be allocated to one of the following three categories—

(1) Experimental.

(2) Protoype.

(3) Pre-production.

and designated by the suffixes "X", "Y" and "Z", respectively.

(*b*) In allocating equipment to categories, the following definition will be used as a guide—

Experimental Model—A model constructed for the purpose of translating ideas and theories into practice.

Prototype—The first model subjected to tests and on which all subsequent models are based. A prototype is not necessarily produced by the technique which will be used for production in quantity.

Pre-production Models—Equipments made from production drawings ahead of the main production line—

(i) to test production conditions and to confirm production drawings; or

(ii) in advance of final design approval in conditions of R and D/Production overlap.

(*c*) When it is important to make a distinction between different models in any category, this will be done by the addition of a numerical suffix, e.g., Y1, Y2, Y3, etc.

(*d*) These suffixes are to be dropped only when the piece of equipment involved is brought up to the full production modification standard.

(*e*) The term "First-off", which is defined as first completed equipment off the production line, will be used to indicate the first equipment from a production as opposed to ante-production contract.

4. This nomenclature will be applied progressively to the Ikara Project.

(DWE 400/201/150)

UNCLASSIFIED

387—Sonar—Hull Outfits—18-20 Dome Watertightness Tests—Alternative Method

(DCI (RN) 1812/1965)

The following items have been introduced as accessories to Sonar Hull Outfit 18 and 20 series—

NATO Supply Classn.	*Pattern No.*	*Description*	*Denom.*	*Acctg. Classn.*
5845	0633/194056	STANDPIPE ASSEMBLY	No.	C
5845	0633/194057	DIPSTICK	No.	C

2. These accessories are required to facilitate carrying out dome watertightness tests under light draught conditions.

3. The standpipe is to be fitted, in place of the air venting pipe, to the straight-way cock on the well, and can then be used to test both watertightness of the dome in a light draught condition, and for a suspected blockage in pressure balancing pipes.

4. To check watertightness of the dome, the following procedure can be followed—

(*a*) With the dome in the fully housed position either raise or lower the water level approximately 9-in.

(*b*) After 30 minutes, check the water level, when any change will indicate a leak.

The above procedure is additional to that in the handbook.

5. One of each pattern is allowed as an accessory to each Hull Outfit 18 and 20 fitted.

6. **Supply Arrangements**

(*a*) Ships in commission, or under refit and reserve	To be demanded from SNSO, Sydney.
(*b*) Ships under construction, modernization, conversion or extended refit	Supply will be made without demand by SNSO, Sydney, as part of Hull Outfit 18 and 20 allocation.

7. MOD (Navy) has advised that BR 2232 will be amended in due course.

(DNAS 519/67/171)

UNCLASSIFIED

388—Valves (Electronic)—Use of Substitute Valves

(*DCI (RN) 321/1966*)

When stocks of certain valves, electronic, used in shipborne and shore station radio equipment, are approaching exhaustion and cannot be replaced from new production, consideration is given to the use of substitute valves which are more readily available.

2. Details of alternative valves and of any modifications to radio equipments which may be involved are promulgated in BR 1917 (1)(A) and BR 1917 (S) in a separate section entitled "Valve Replacements".

3. Demands should continue to be made for the original valve which will be supplied as long as stocks exist. When stocks are exhausted, the substitute will be issued in lieu and reference should then be made to determine the use of the substitute. Subsequent demands should be raised only for the substitute valve.

4. To reduce the confusion which can result from a valve becoming obsolete and being superseded, it is intended that, when an E List is amended to show allowances of a substitute valve, some indication of the valve which it supersedes will be given.

5. ABR 4 Article 0662 will be amended.

(DNAS 519/54/327)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

389—Naval Air Stores—Withdrawal of Obsolete Air Publications

The following Air Publications are now obsolete and are to be withdrawn from service. Arrangements should be made to return all copies of the publications to the RAN Air Store Depot, Randwick. The superseding publication is also shown opposite—

Obsolete Air Publication	*Superseding Publication*
AP (RAN) 4 Volume 5 Issue 2	AP (RAN) 4 Volume 5 Books 1, 2 and 3
AP 4487A, B, D and E Volume 5 Part 2 (RAN) Issue 3 AP 4487A, D and F Volume 4 Part 3 (Naval) Issue 2	AP (RAN) 26 Volume 5 Flexible Servicing Schedule Books 1, 2 and 3
AP (RAN) 7 Volume 5 Parts 2 and 3 Issue 2 AP 4269C Volume 5 Part 2 (RAN) Issue 3 AP 4269C Volume 4 Parts 3 Issue 2	AP (RAN) 17 Volume 5 Flexible Servicing Schedule Books 1, 2 and 3
AP (RAN) 14 Volume 5 Part 2 AP 4360C Volume 5 Part 2 (Naval) Issue 2 AP 4360C Volume 4 Part 3	AP (RAN) 14 Volume 5 Flexible Servicing Schedule Books 1, 2 and 3
AP (RAN) 10 Volume 5 Part 2	AP (RAN) 10 Volume 5 Flexible Servicing Schedule Books 1, 2 and 3
AP (RAN) 8 Volume 5 Part 2	AP (RAN) 8 Volume 5 Flexible Servicing Schedule Books 1, 2 and 3
AP (RAN) 6 Series—All volumes AP 4361D Series—All volumes AP 2102D, F and H Series—All volumes	

2. The Director of Aircraft Maintenance and Repair will retain one copy of each of the above obsolete publications for reference purposes.

(DNAS 465/53/895)

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

REGISTRAR.

ANO 390/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
11th July, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

7900/66.

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

390—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc., During May, 1966

The magazines, pamphlets and amendments to publications, etc., contained in the appendix to this order have been distributed to ships and services during May, 1966.

2. Article 2517 (6) of ABR 4 is relevant.

3. Copies of "P" Series Amendments referred to in the appendix to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2517 (6) of ABR 4.

APPENDIX

BR AMENDMENTS

BR No.	*Amendment No.*
BR 70	Cumulative Supplement Corrected to 31.12.65
ACP 131 (A)	Commonwealth Corrector No. 2
BR 292	Australian Amendment AN 4
BR 763 Vol. 4 Parts A, B, C and D	Supplement No. 2—3rd Edition
BR 810, RAN Suppt. Numeric Group 0330	Amendment No. 3
BR 810, RAN Suppt. Numeric Group 0310	Amendment No. 2
BR 810, RAN Suppt. Numeric Group 0231	Reprint Incorporating Amendments 1–3 (incl.)
BR 1049 (1)	Change No. 1
BR 1077	Change No. 3
BR 1492A (1)	Amendment 7
BR 1492A (1)	Amendment 8
BR 1492A (1)	Amendment 9
BR 1492A (1)	Amendment 10
BR 1768 (2)	Change No. 2
BR 1768 (1)	Change No. 2
BR 1771 (34)	Change No. 3
BR 1898 (10)	CNO 603/63—Amendment to Chapter 4, Paragraph 3
BR 1921	Change No. 6
BR 1921	Change No. 7
BR 1921	Change No. 8
BR 1921	Change No. 9
BR 1923 (1)	Change No. 1
BR 1977 (1)	Change No. 1
BR 1977 (1)	Change No. 2
BR 2014B Vol. 2	Australian Amendment No. 7
BR 2047A (17)	Change No. 3
BR 2111 (2)	Change No. 1

BR AMENDMENTS—*continued*

BR No.	*Amendment No.*
BR 2111 (2)	Change No. 2
BR 2500 (5)	Change No. 10
BR 2500 (5)	Change No. 11
BR 2500 (5)	Change No. 12
BR 2500 (5)	Change No. 13
BR 2500 (5)	Change No. 14
BR 2500 (5)	Change No. 15
BR 2500 (5)	Change No. 16
BR 3009	Australian Supplement No. 1

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date or Amendment No.*
Aeroplane and Commercial Aviation News	Dated 10.2.66
Aeroplane and Commercial Aviation News	Dated 17.2.66
Aeroplane and Commercial Aviation News	Dated 24.2.66
Aeroplane and Commercial Aviation News	Dated 3.3.66
Aeroplane and Commercial Aviation News	Dated 10.3.66
Aeroplane and Commercial Aviation News	Dated 17.3.66
Aeroplane and Commercial Aviation News	Dated 24.3.66
Civil Defence Pamphlets Information Bulletin	No. 157 dated 11.3.66
Flight	Dated 10.2.66
Flight	Dated 17.2.66
Flight	Dated 10.3.66
International Electronics Vol. 11 No. 3	March, 1966
International Electronics Vol. 11 No. 4	April, 1966
Journal of Naval Engineering Vol. 16 No. 1	December, 1965
Joint Services Recognition Journal Vol. 20 No. 10	October, 1965
Joint Services Recognition Journal Vol. 20 No. 11	November, 1965
Signal Vol. XX No. 7	March, 1966

ESTABLISHMENT LISTS AND AMENDMENTS

"E" List No.	*Amendment No.*
E 850 dated 27.3.57	Amendment No. 13
E 854 dated 4.2.57	Amendment No. 6
E 1127 dated 30.11.62	Amendments Nos. 2, 3, 4 and 6

It is requested that Item No. 10 on the BR amendments attachment to SNSO Memorandum N65/10/7 dated the 18th May, 1966, be amended to read BR 226D (14)—Australian Amendment ANI instead of BR 226D (1)—Australian Amendment ANI.

AMENDMENTS TO AIR PUBLICATIONS

AP No.	*AL or Leaflet*
957C Vol. 4 Part 6	AL 18
1086 Book 2 (2nd Edition)	AL 160
1086 Book 3 Part 1 (2nd Edition)	AL 108 and 111
1086 Book 4 Part 3 (2nd Edition)	AL 122 and 123
1086 Book 4 Part 4 (2nd Edition)	AL 87, 88, 90, 91 and 92
1086 Book 10 (2nd Edition)	AL 164
1086 Book 12 Part 1 (2nd Edition)	AL 283 and 288
1086 Book 13 (2nd Edition)	AL 218, 220, 223 and 224
1086 Book 15 (2nd Edition)	AL 246, 253 and 255
1181 Vol. 2	(AL 210)–B 164
1182 (N) Vol. 1	AL 56
1182 (N) Vol. 4 Part 6 (Issue 1)	AL 20 and 21
1182A (N) Vol. 1	AIL 1/66 AIL 2/66 AIL 3/66
1182C (N) Vol. 1	AIL 1/66
1234C Vol. 3	AL 18
1275A Vol. 1 Section 13	AL 85
1275A Vol. 1 Section 14	AL 14
1275A Vol. 1 Section 20	AL 129
1275A Vol. 1 Section 22	AL 49
1275A Vol. 1 Section 24	AL 131 and 132
1275A Vol. 1 Section 27	AL 74 and 75
1275A Vol. 2	(AL 233)–A 4 (Alt. 5)
1275A Vol. 3 Part 1 (N) Book 1	AL 14
1275B Vol. 1 Section 11	AL 71
1275G Vol. 1 (2nd Edition) Part 1	AL 9, 10 and 11
1275G Vol. 1 (2nd Edition) Part 3	AL 32
1275G Vol. 3 Part 1 (N)	AL 4
1275Q Vol. 1	AL 23
1355D Vol. 1 (2nd Edition)	AL 16
1355F Vol. 1 (2nd Edition)	AL 5
1464G Vol. 1	AL 204
1464G Vol. 2	No. 110 No. 111
1661 Vol. 2	L 3
1661E Vol. 1 (2nd Edition)	AIL 1/66
1664A Vol. 1 Book 1 (2nd Edition)	AL 59, 60 and 62
1664A (2nd Edition) Vol. 2 Part 3 Book 1	AL 89 and 90
1664D (2nd Edition) Vol. 1 Part 2 and Vol. 5	AL 89
1803 Vol. 2	D 179
1803D Vol. 1 Book 1	AL 94
1803D Vol. 1 Book 3A	AL 60
1803D Vol. 1 Book 4	AL 126
1803D Vol. 2 Part 2	AL 262
1803D Vol. 2 Part 3	AL 292
1803U Vol. 1 Book 1	AL 25
1803U Vol. 1 Book 3	AL 24, 25 and 26
1803U Vol. 1 Book 5	AL 66
2239A Vol. 2 Part 3	AL 122
2239B Vol. 1	AL 24

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
2240A Vol. 2	No. 167
2306M Vol. 2	(AL 20)–B 11 (Alt. 1)
2528P Vol. 2	(AL 184)–B 135
2531J Vol. 2	(AL 199)–B 36 (AL 205)–B 73 (Alt. 2) (AL 203)–B 139 (AL 204)–B 140
2531L Vol. 2	(AL 20)–B 16
2531N Vol. 2	(AL 12)–B 8 (Alt. 1)
2531S Vol. 2	(AL 28)–B 12 (Alt. 2)
2531S Vol. 3 Part 1 (N)	AL 4
2533K Vol. 3 Part 1 (N)	AL 4
2534N Vol. 1	AL 32
2534N Vol. 2	(AL 125)–B 42 (Alt. 3) (AL 124)–B 58 (Alt. 2) (AL 121)–B 76 (AL 122)–B 77 (AL 123)–B 78
2534N Vol. 5 Part 6 (N) (Issue 1) Office Copy	AL 11
2876E Vol. 2	(AL 22)–B 8 (Alt. 1)
2887N Vol. 2	(AL 109)–B 68
2887N Vol. 3 Part 1 (N) Book 1	AL 3
2892F Vol. 2	(AL 131)–B 106
AVP 4089E	E 191 (Issue 1)
4099J Vol. 3 Part 2	AL 64
4117B Vols. 1 and 6 Book 1	AL 27
4117B Vols. 1 and 6 Book 2	AL 27
4269C Vol. 2	AL (RAN) 1
4282C Vol. 1	AL 49
4288 (N) Vol. 1 Parts 1 and 2	AL 116
4288A Vol. 1	AL 48, 49, 50 and 51
4288C Vol. 1	AL 12 and 13
4288C Vol. 5	AL 22
4288D Vol. 1	AL 19
4340 Vol. 4 Part 6 (3rd Edition)	AL 1
4343B Vol. 1 Book 1	AL 36, 37, 38, 39, 40, 41, 42 and 43
4343B Vol. 1 Book 2	AL 96
4343B Vol. 1 Book 3	AL 93 and 94
4343B Vol. 2	(AL 288)–H 25 (Alt. 1) (AL 290)–S 5 (Alt. 1)
4343B Vol. 3 Part 1 (N)	AL 16
4343C Vol. 1 Book 4	AL 133 and 134
4343C Vol. 2	(AL 122)–D 17 (Alt. 1) (AL 124)–H 7
4343C Vol. 6	AL 78
4343D Vol. 1 Book 4	AL 70
4343D Vol. 2	(AL 139)–N 23
4343E Vol. 1 Book 4	AL 242, 243, 244, 245 and 246
4343J Vol. 1	AL 11
4343K Vol. 1	AL 33, 34, 35 and 36
4343S Vol. 1 Book 4	AL 164

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
4343X Vol. 1 Book 1	AL 71, 72 and 73
4343X Vol. 2	(AL 179)-E 17
	(AL 180)-P 4
	(AL 181)-V 16
4350A Vol. 2	(AL 12)-B 8
	(AL 13)-B 9
	(AL 14)-B 10
	(AL 16)-B 12
4360C Vol. 3 Part 1	AL 11, 12 and 13
4361 Vol. 6 Parts 1 and 2	AL 30, 31 and 32
4471A Vol. 1 Part 2 Book 2	AL 158
4483A Vol. 1 Part 1	AL 85
4487D, E and F Vol. 5 (N) Book 1 ..	AL 10
4487D, E and F Vol. 5 (N) Books 1 and 2	AL 12 and 19
4685 Vol. 1 Parts 1 and 2 Sections 1 and 2	AIL 1/66
	AL 89 and 90
4685 Vol. 1 Part 2 Section 4	AIL 1/66
4685 Vol. 1 Part 2 Section 5	AL 84
4685 Vol. 5 Part 6 (N) Issue 1 Section 1	AL 14
4685T Vol. 1 Section 1	AL 78
4707A Vol. 1 Section 1	AL 27 and 28
4723 Vol. 6 Part 4	AL 33, 34 and 35
4723A PN	AL 5
4723A Vol. 1 Book 1	AL 113 and 114
4723A Vol. 1 Book 2	AL 84
4723A Vol. 5 (N) Book 1	AL 17
4737A Vol. 4 Part 6 (1st Edition) ..	AL 3
4758A and B Vol. 2	(AL 42)-L 2
4758C Vol. 3 Part 1	AL 1
AP (N) 400 (Wessex)	AL 6
AP (N) 1024 Vol. 4 Part 6 (Issue 2) ..	AIL (RAN) 4
	AL 21
AP (RAN) 8 Vol. 1 Book 3	AIL (RAN) 14
	AIL (RAN) 15
	AIL (RAN) 16
AP (RAN) 8 Vol. 2	AIL (RAN) 65
	AIL (RAN) 90
AP (RAN) 8 Vol. 6 Part 3	AIL (RAN) 25
	AIL (RAN) 26
	AIL (RAN) 27
	AIL (RAN) 28
	AIL (RAN) 29
	AIL (RAN) 30
	AIL (RAN) 31
	AIL (RAN) 32
	AIL (RAN) 33
	AIL (RAN) 34
	AIL (RAN) 35
AP (RAN) 18 Parts 1 and 2	AL 4 and 5
AP (RAN) 19 Vol. 1 Book 2	AL 6
AP (RAN) 19 Vol. 2 Book 1	AL 3
AP (RAN) 19 Vol. 5 Book 2	AL 25

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
AP (RAN) 140	AL 23, 30, 34, 35, 39 and 40
Air clues	March/66
DCA Aeronautical Information Publications	No. 54 and Corrigendum
	AGA (AL 54) and Corrigendum
	MAP (AL 20)
	MAP (AL 21)
DCA Aeronautical Information Circular	20/1966
	22/1966
DCA Aviation Safety Digest	No. 45 (March/66)
DCA JASAP	AL 17
DCA NOTAMS	6/1966
RAN Retrospective Modification Booklet (3rd Edition) Book 1	AL 6
RAN Retrospective Modification Booklet (3rd Edition) Book 2	AL 5
RAN Retrospective Modification Booklet (3rd Edition) Book 3	AL 4
RAN Retrospective Modification Booklet (3rd Edition) Book 4	AL 5
Standardisation Design Memoranda ..	Alphabetical Index—Issue 21
	Numerical Index—Issue 50
	No. 16 Section 1 Issue 5
	No. 224 Issue 4
	No. A207 Issue 3
	No. IS 53 Issue 9
	No. IS 291 Issue 3
AAP No. 2 Table of Contents (16th Edition)	Sub AL 31 (AL 26678)
	Sub AL 32 (AL 26875)
AAP No. 2 GCC 5820 (6th Edition) ..	Sub AL 4 (AL 25451)
AAP No. 2 GCC 5910 (4th Edition) ..	Sub AL 3 (AL 27136)
AAP No. 2 GCC 5945 (5th Edition) ..	Sub AL 4 (AL 25681)
AAP No. 2 GCC 5960 (5th Edition) ..	Sub AL 24 (AL 26835)
	Sub AL 25 (AL 26955)
AAP No. 2 GCC Group A 65 (4th Edition)	Sub AL 2 (AL 25226)
AAP 316 Book 2 (2nd Edition) ..	AL 146 and 147
AAP 382 Vol. 1	AL 14
AAP 382 Vol. 2	AL 13
AAP 702.1 Part 24	AL 172
AAP 702.1 Book 3 Parts 16–23 ..	AL 171
AAP 721.79 Vol. 2 Part 2	AL 332
AAP 730.30	Correction to AL 7, AL 8 and AL 9, Correction to AL 10, Correction to AL 11, Correction to AL 12
AAP 741.61 Vols. 1 and 6	AL 8
AAP 751.52 Vols. 1 and 6 Book 1 ..	AL 22
RAAF Flight Digest Vol. 4	Dated 1965
RAAF Support—Command Publication Orders	11/66
	12/66

AMENDMENTS TO AIR PUBLICATIONS—*continued*

	AP No.	*AL or Leaflet*
Air Diagrams	SR 2142/NB	
	SR 2143/NB	
	SR 2144/NB	
	SR 2145/NB	

(DNAS 465/57/614)

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

REGISTRAR.

RESTRICTED

ANO's 408-418/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
25th July, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

9348/66.

RESTRICTED

CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

408—Hard-Lying Money for Personnel in Ships Undergoing Refit or Whilst Reducing to Reserve

With reference to NPI 119/6 the Naval Board have approved that in the case of seagoing ships, Hard-Lying Money is payable during periods of refit or whilst reducing to reserve.

2. With effect from 1st July, 1966, the following ships when in commission are to be regarded as seagoing for the purposes of the preceding paragraph—

HMA Ships

ANZAC
BANKS
BASS
BRISBANE (on commissioning)
CURLEW
DERWENT
DIAMANTINA
DUCHESS
GULL
HAWK
HOBART
IBIS
KIMBLA
MELBOURNE
MORESBY
PALUMA
PARRAMATTA
PERTH
QUEENBOROUGH (on commissioning)
SNIPE
STALWART (on commissioning)
STUART
SUPPLY
SYDNEY
TEAL
VAMPIRE
VENDETTA
YARRA
PNF manned patrol boats (on commissioning)

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 normal rules governing payment to personnel serving in a sea-going ship as contained in NPI 119-119/5 and 119/7-119/10 inclusive.

5. The list of ships shown above will be amended as required.

6. Navy Order 395 of 1965 is hereby cancelled.

(HPB 252/6/4)

(Navy Order 395 of 1965)

UNCLASSIFIED

409—RNZN Personnel Serving with the RAN—Pay Arrangements

The following instructions are issued at the request of the New Zealand Naval Board for guidance in dealing with personnel of the Royal New Zealand Navy serving in ships and establishments of the Royal Australian Navy apart from those members of the RNZN on loan service with the RAN.

2. The pay accounts of these personnel are held by—

The Supply Officer,
HMNZS PHILOMEL,
Devonport,
Auckland,
NEW ZEALAND.

3. The address of the Royal New Zealand Naval Liaison Officer in Australia is—

The Royal New Zealand Naval Liaison Officer,
C/o New Zealand High Commissioner,
CANBERRA.

Commencement of Pay in Australia

4. HMNZS PHILOMEL is to be advised by signal of the date and time of arrival of RNZN personnel in Australia. The Supply Officer, HMNZS PHILOMEL will advise Supply Officers of RAN ships in which RNZN personnel are borne, of the fortnightly drawing rates of such personnel and any variations thereto. Payments to RNZN personnel are to be made by cash voucher using Form AS 22 or AS 27 as appropriate. Four copies of the cash voucher are to be raised, the original and duplicate being included in the cash account and the triplicates forwarded to the Supply Officer, HMNZS PHILOMEL, at the end of each month and upon completion of service of RNZN personnel with the Royal Australian Navy.

5. Should RNZN personnel be borne and no advice has been received of pay entitlement, inquiry is to be made by signal message to the Supply Officer, HMNZS PHILOMEL.

Changes in Circumstances Affecting Pay and Allowances

6. So that prompt action may be taken in the pay accounts of RNZN personnel serving in the Royal Australian Navy, it is essential that the Supply Officer, HMNZS PHILOMEL, be advised of all changes in circumstances which affect pay entitlement. A monthly report is to be prepared for each RNZN officer and rating and forwarded to HMNZS PHILOMEL with the copies of the payment vouchers mentioned in Paragraph 4 of this order. Examples of changes in circumstances are—

(*a*) Dates of commencement and completion of Long Leave.

(*b*) Dates personnel are checked to or victualled from other ships or establishments, or cease to receive service victualling and accommodation (e.g., are given permission to live out in circumstances under which, in the Royal Australian Navy, living out allowance is payable).

(*c*) Details of—award or deprivation of Good Conduct Badges; award of a Specialist Qualification; advancement or disrating; any special duties performed for which miscellaneous extra pay is payable; mulcts; all punishment, detention, etc.; marriage; date upon which RNZN Midshipmen join the RAN Fleet for training.

Rent Allowance

7. A Rent Allowance may be payable to married accompanied personnel and application for this is to be made to the Royal New Zealand Naval Liaison Officer, Canberra.

Charges for Stores Lost

8. Charges for stores lost are to be recovered through the Cash Account of the ship in which RNZN personnel are serving, corresponding advances of pay being made at the same time.

Allotments

9. The Supply Officer, HMNZS PHILOMEL is to be advised by letter of any alterations required, giving the following information—

(*a*) Name and official number of allottor.

(*b*) Full name and address of allottee.

(*c*) Action required, i.e., commenced, increased, decreased, stopped.

(*d*) The amount required to be allotted.

(*e*) Date action is required.

10. The following periods should be allowed from the anticipated date of receipt of the letter by the Supply Officer, HMNZS PHILOMEL, and the actual allotment change—

Five weeks where the allottee is resident in Australia.

Three weeks where the allottee is resident in New Zealand.

RNZN personnel are permitted to make two allotment changes only per quarter.

Personal Copies of Pay Forms

11. Personal copies of pay forms will be forwarded fortnightly by the Supply Officer, HMNZS PHILOMEL, to the Supply Officer of the RAN ships where RNZN personnel are serving. The pay forms should be handed to the officers and ratings concerned but may be perused by the RAN authorities if required.

(DNA 201/2/14)

UNCLASSIFIED

410—Ship's Sporting Colours

The appendix to Navy Order 253 of 1966 is to be amended as follows—

	Ship/Establishment	*Jumpers*	*Socks*
Add	PLATYPUS	Red and gold quarters	Gold with red tops

(DPS 138/6/31)

(*Navy Order 253 of 1966*)

UNCLASSIFIED

411—Uniform Badges—RAN Submarine Badge—Introduction

Approval has been given to the introduction of a distinctive badge for wear by qualified RAN submarine personnel.

2. The badge consists of a gold plated gilding metal brooch depicting two dolphins, nose to nose, supporting a crown and is fitted with friction pins for attachment. It will be available in two sizes, large (2⅞-in. x ⅞-in.) and miniature (2-in. x ⅝-in.) to be accounted for as follows—

Vocab. No. 67108 Badge, Qualification, Submarine.

Vocab. No. 67109 Badge, Qualification, Submarine, Miniature.

3. **Conditions of Award**

The award of the submarine badge will be made by the Captain of the submarine concerned when authorised by the Australian Naval Representative, UK, or by SM 4, as appropriate, under the following conditions—

(*a*) *Officers*—

(i) The award should be requested after six months' service in a seagoing submarine following completion of the submarine training course. The award will be subject to a written report by the Captain of the submarine to the effect that the officer concerned is considered to be a competent and satisfactory submarine officer.

(ii) The Captain may delay recommending the award for up to three months. Should the officer not be considered a competent and satisfactory submarine officer by that time, a full report is to be rendered to the administrative authority concerned (in the United Kingdom, Australian Naval Representative, UK, copy to the appropriate Captain, SM; in Australia, SM 4). Unless extenuating circumstances exist consideration should be given to recommending that the officer be placed under report or reverted to general service.

(*b*) *Sailors*—

(i) The award should be requested after they have passed the sea test conducted by the appropriate Squadron/Division Board. Sailors who are recommended by their Captains to take this examination will normally do so after sixteen weeks service in a seagoing submarine following completion of the submarine training course.

(ii) Details of this test are laid down in Submarine General Memoranda 946 together with the action to be taken in the event of failure. A similar form of examination will be introduced in the Australian Submarine Division in due course.

(c) PERSONNEL ALREADY QUALIFIED IN SUBMARINES – QUALIFIED SUBMARINE ~~(ii) Sailors dressed as seamen—The badge is to be worn in~~ personnel will be awarded the submarine badge without request provided that—

(i) *Officers* have served in a seagoing submarine for at least six months after completion of the submarine training course.

(ii) *Sailors* have passed the test laid down in SGM 946 or the earlier test which was replaced by that in SGM 946.

(iii) They are not under report or subject to charges which might result in their reversion to general service. (Australian Naval Representative, UK, is requested to take the necessary action for personnel serving in the United Kingdom.)

4. **Withdrawal of the Award**

Personnel awarded the submarine badge will normally be required to wear it on the uniforms specified for the remainder of their Naval service. The Naval Board may, however, withdraw the award from personnel who—

(*a*) Fail to serve five years in the submarine service; or

(*b*) Are reverted to general service for disciplinary or other discreditable reasons.

5. The grant or withdrawal of permission to wear the submarine badge is to be recorded at the foot of Page 3 of the Sailor's Service Certificate. The award of the badge is to be reported to the Naval Board on Form AS 161a.

6. **Manner of Wearing**

Large Badge—

(*a*) *Blue Uniform (excluding mess jacket)*—

(i) Officers and sailors not dressed as seamen—The badge is to be worn in the position normally occupied by the top row of medal ribbons, that is, on a level with the point of the lapel. If worn, medal ribbons are to be placed immediately below the badge.

(ii) Sailors dressed as seamen—The badge is to be worn in the position normally occupied by the top row of medal ribbons, that is, 4½-in. below the point of shoulder (measured over the front of the jumper).

If worn, medal ribbons are to be placed immediately below the badge.

(*b*) *Serge, Working Dress (Officers No. 8's)*—The badge is to be worn above the left breast pocket of the blouse.

(*c*) *White Uniform*—

Officers and sailors not dressed as seamen—

(i) The badge is to be worn 1½-in. above the left breast pocket of the white tunic. If medal ribbons are worn, the badge is to be immediately above the top row of ribbons.

(ii) Sailors dressed as seamen—The badge is to be worn in the position normally occupied by the top row of medal ribbons, that is, 4½-in. vertically below the point of shoulder (measured over the front of the jumber). If worn, medal ribbons are to be placed immediately below the badge.

(*d*) This badge will not be worn on tropical shirts, flannels, action working shirts, greatcoats or raincoats.

Miniature Badge—

The miniature badge is to be worn on officers' mess jackets on the left lapel, 1-in. below the point of the shoulder or, if medal ribbons are worn, immediately above the ribbons. The miniature may be worn in the same manner by Chief Petty Officers who have provided themselves with white mess uniform.

7. **Scale of Issue**

Qualified serving personnel will receive a gratuitous issue of 2 No. large badges, and officers an additional 1 No. miniature badge. Gratuitous issues on this scale will be made in future to members on qualifying for the award.

8. Supplies of the large badge, Vocab. No. 67108, are available on demand from the Superintending Victualling Store Officer, Royal Edward Victualling Yard. The issuing price is 90 cents each.

9. The availability and issuing price of the miniature badge will be notified when supplies are received.

10. ABR 93, Part II, Scales 1 and 9, will be amended.

(D of V 37/3/93)

UNCLASSIFIED

412—United Services Institutes

The United Service Institute, which was founded in New South Wales in 1888 for the promotion and advancement of science and literature in the Services, is seeking new members. There are now United Service Institutes in each capital city in Australia and in other British Commonwealth Countries. The mother Institute is The Royal United Service Institute in London.

2. The object of the United Service Institutes today is to promote the study of Naval, Military and Air art, science and literature, by officers of the different Services. The Naval Board attach importance to officers adding to their overall military knowledge by reading and study.

3. Commissioned Officers of the Navy, Army and Air Force, either active, reserve or retired, may become members. Women officers of the Services are also eligible for membership.

4. In addition to the provision of an excellent library, other activities of the Institute include—

(*a*) Publication of a journal.

(*b*) Evening lectures.

(*c*) Monthly luncheon.

(*d*) Social activities.

5. Further particulars may be obtained from the Secretary of the various branches whose addresses are as follows—

NSW ..	8 Young Street, Circular Quay, SYDNEY, NSW	Tel. 27 2066
QLD ..	Victoria Barracks, BRISBANE, QLD	Tel. 33 4420
WA ..	Swan Barracks, Francis Street, PERTH, WA	Tel. 28 5021
VIC ..	William Street, MELBOURNE, VIC	Tel. 329 7051
TAS ..	C/o Naval, Military and Air Force Club, 31 Davey Street, HOBART, TAS	Tel. 2 3498
SA ..	Torrens Hall, King William Road, ADELAIDE, SA	Tel. 23 4373

(DPS 108/2/59)

UNCLASSIFIED

413—Wearing of Shoulder Flashes "Australia"—Extension of Issue

Navy Orders 579 of 1965 and 74 of 1966 are varied in that the wearing of shoulder flashes "AUSTRALIA" has been extended to all members of the following—

WRANS.

Naval Dockyard Police.

Citizen Naval Forces

RAN Emergency Reserve.

2. Gratuitous issues are to be made as follows—

(*a*) Metal flashes (Vocab. No. 67116) are to be issued to WRANS officers (three pairs each) and officers of the NDP, CNF and RANER (one pair each).

(*b*) Woven and embroidered flashes are to be issued to all members on the basis of one pair of the appropriate flashes for each garment in their authorised kits, as shown hereunder—

Vocab. No.	*Description*	*For Wear on*
67117	Gold on black ..	Blue uniforms of all members of WRANS, CNF and RANER, for wear with gold badges.
67118	Red on blue (embroidered)	Blue uniforms of sailors of CNF and RANER, for wear with red badges.

Vocab. No.	Description	For Wear on
67119	Red on blue (woven)	Jacket, working dress, by entitled sailors of RANER and CNF.
67120	Blue on white ..	White dresses (WRANS), flannels, blue working dress shirts, white drill coats and jumpers, tropical shirts.
67121	Blue on blue ..	Blue uniforms of WRANS, for wear with blue badges.
67122	Silver on black ..	Blue uniforms of NDP officers and sailors.
67123	Blue on khaki ..	Khaki shirts of NDP officers and sailors.

3. Issues of shoulder flashes, Vocab. Nos. 67117, 67118, 67119 and 67120, are to be made, at the first opportunity, to all entitled members whose engagements are not due to expire before 31st December, 1966. Stocks of flashes, Vocab. Nos. 67121, 67122 and 67123, are being procured and their availability will be notified by navy order in due course.

4. Issues to WRANS and Naval Dockyard Police are to be recorded on Form AS 149, supported by a certificate similar to that shown in Paragraph 8 of Navy Order 579 of 1965. Issues to Citizen Naval Forces members are to be recorded on Form AS 149 and also noted on the Clothing Issue Record. Issues to members of the RAN Emergency Reserve are to be recorded on a separate copy of Form AS 149.

5. ABR 93, Part II, Scales, will be amended.

(D of V 917/54/86)

(Navy Orders 579 of 1965 and 74 of 1966)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

414—GWS Mark 20—Modifications

Listed hereunder as Appendixes A, B and C are modifications applicable to the GW Launcher Mark 20 Mod. 1, GW Launcher Console Mark 20 Mod. 0 and GW Director Mark 20.

2. Ships and weapon equipment depots are to raise Defect List Items for outstanding applicable modifications to be carried out by dockyard as Priority 1 items.

3. Modification kits are available from Weapon Equipment Supply Officers.

4. Equivalent weight surrender proposals are to be forwarded to Navy Office for approval before carrying out Launcher Mod. No. 5 and Director Mod. No. 2.

Modification	Surrender Weight Required
Launcher Mod. No. 5	25-lb.
Director Mod. No. 2	27-lb.

5. Completion reports are to be forwarded to DWE Navy Office.

APPENDIX A

GW LAUNCHER MARK 20 MOD. 1

Modification No.	Description	Drawings	Remarks
1	To fit a modified catch to the catcher of all platforms to prevent the slide from disengaging when the launcher is in power	BR 2500 (5) Leaflet No. G1	
2	To fit an aerial swivel assembly DWS 3201 with an increased length cable when launcher is fitted onto a pedestal	BR 2500 (5) Leaflet No. G2	
4	To fit modified stop and interlock mechanism to platform to facilitate loading at 6° depression when launcher is fitted onto a pedestal	BR 2500 (5) Leaflet No. G4	
5	To fit modified elevation and training lock assemblies incorporating micro switches to ensure launcher cannot be put into power unless lock is withdrawn	BR 2500 (5) Leaflet No. G5	
6	To provide replacement flexible exhaust pipes from power unit to oil servo unit. Existing hose unsuitable in tropical conditions	BR 2500 (5) Leaflet No. G6	

APPENDIX B

GW LAUNCHER CONSOLE MARK 20 MOD. 0

1	To fit modified cam to FSU Mod. 0 to amend tuning of transmitter unlock to suit the introduction of "canted nozzle" missiles	240/K-02 240/K-03/73E and 73K DW 7925	Previously promulgated as Navy Order 280 of 1965

APPENDIX C

GW DIRECTOR MARK 20

1	To adapt Mark 20 Director for the fitting of outfit Theta/HRQ	BR 2500 (5) Leaflet No. C1	
2	To fit an additional flight controller at the CO's position	BR 2500 (5) Leaflet No. C2	
3	Alteration to director wiring to ensure compatibility of flight controller demands with modified or re-engineered shaping units outfit MAA	BR 2500 (5) Leaflet C3	

Navy Order 280 of 1965 is hereby cancelled.

(DWE 740/252/350)

(Navy Order 280 of 1965)

UNCLASSIFIED

415—Naval Stores—Group Class 0330—Duck and Canvas Bags for Safe Hand Dispatch—Return to SNSO, Sydney

The following bags, used for safe hand dispatch, are required to be returned to SNSO, Sydney, and are marked accordingly—

Pattern No.	*Description*
0330/L74103 ..	.. Bag, Duck, Eyeletted.
0330/L74104 ..	.. Bag, Canvas, 28-in. x 18-in.
0330/L74102 ..	.. Bag, Canvas, 20-in. x 12-in.

2. It will be noted that bags, hessian, 28-in. x 18-in., Pattern 0330/L74100, have been superseded but those bags will continue to be used until exhaustion of stock.

3. Negligible returns of the abovementioned bags have been effected during the past six months and, although the items are non-accountable, every effort should be made to prevent their loss or mis-use, and to return holdings, surplus to requirements, to SNSO, Sydney, for re-issue.

(DNAS 456/51/74)

UNCLASSIFIED

416—Naval Stores—Introductions—Group Class ~~0442~~ 8010 and 5660—Paints in ½ Gallon Tins

(Ton Class Minesweepers)

(DCI (RN) 1065/1965)

Items Concerned.—The following range of paints in ½-gallon tins has been introduced for issue to Ton Class Minesweepers—

NATO Supply Classn.	*Catalogue No.*	*Description*	*Denom.*	*Acctg. Classn.*	*Initial Outfit*
8010	66-023-2979	PRIMER ~~Prime Coating (paint, metal anti-corrosive, zinc chromate yellow PR 5)~~	TN	C	4
8010	66-023-2971	Paint, Oil (interior fire retardant flat white FR 61)	TN	C	2
8010	66-023-2972	Paint, Oil (interior fire retardant gloss white FR 60)	TN	C	5
8010	66-~~023~~ 022-~~2969~~ 1616	Enamel (exterior marine finishing white EN 30)	TN	C	5
8010	66-~~013~~ 023-2970	Enamel (exterior marine finishing light grey EN 36)	TN	C	10
8010	66-013-5590	Surfacer Liquid (undercoat for enamel exterior white UC 70)	TN	C	2

NATO Supply Classn.	*Catalogue No.*	*Description*	*Denom.*	*Acctg. Classn.*	*Initial Outfit*
8010	66-023-2973	Surfacer Liquid (undercoat for enamel exterior, french grey UC 71)	TN	C	4
5610	66-023-2978	Walkway Compound Non-Slip (deck, hard setting, non-slip Type B traffic green DK 78)	TN	C	3
8010	66-023-2974	Enamel (heat resisting enamel interior gloss aluminium HR 47)	TN	C	4
8010	66-023-2976	Paint Anti-fouling (composition, vinyl, anti-fouling CPC 4595)	TN	C	3
8010	66-023-2977	Paint Anti-fouling (composition, conventional anti-fouling red CPC 92025)	TN	C	3
8010	66-023-2975	Enamel (exterior, finishing, signal red EN 12)	TN	C	2

2. **Purpose.**—To enable minimal stocks to be carried in order to reduce fire risk and magnetic signature.

3. **Supply Arrangements.**—Ton Class Minesweepers in commission should replenish ½-gallon containers when stocks in larger containers have been expended.

(DNAS 512/80/245)

UNCLASSIFIED

417—Waste Disposal Units (Triturators)—Flushing Arrangements

There is a hazard of contamination of food in a galley due to aerosol formation when the waste disposal units are used in crowded harbours or otherwise polluted waters.

2. To meet the requirements of hygiene in harbour, alternative supplies of fresh and salt water are to be provided to the waste disposal units. A notice is to be displayed in a conspicuous position adjacent to each unit, worded as follows—

"WASTE DISPOSAL UNIT
FRESH WATER IS TO BE USED IN HARBOUR
AND SALT WATER AT SEA."

3. It should be noted that before changing over from fresh to salt water, the precaution should be taken to flush the firemain by discharging overboard for a short period in open sea after leaving a harbour suspected of contamination.

(PNA 1211/51/391)

Section 7

CANCELLED LIST

UNCLASSIFIED

418—Cancellation of Navy Orders

Navy Orders 681 of 1965 and 98 of 1966 are hereby cancelled.

(PNA 400/202/377)

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

REGISTRAR.

RESTRICTED

ANO's 419-438/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
8th August, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

8867/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

419—ACNB General Messages

In accordance with Navy Order 724 of 1965 the state of ACNB General Messages as at 1st July, 1966, is shown in the appendix to this order.

APPENDIX

The following F messages may now be withdrawn—

1965
151—*see* ANO 221/66

1966
066—sufficiently promulgated
035—*see* ANO 361/66
353—*see* ANO 365/66

2. At 0001Z 1st July, 1966, the following F messages were in force—
1965 118 130 132 161 162 163 176
1966 020 022 023 024 026 029 031 039 045 046 047 050 052 055 057 058 060 062 064 068 069 070 071 072 073 075 076

3. The following RF message may now be withdrawn—
1966
005—Cancelled.

4. At 0001Z 1st July, 1966, the following RF message was in force—
1966
006.

(AS (NS) 77/201/38)

(*Navy Order 724 of 1965*)

UNCLASSIFIED

420—Aviation—Instrument Rating Scheme

Instrument Rating System—Bad weather operations require that a pilot be able to fly his aircraft solely by reference to instruments within the limits of the aids available. Instrument flying to fine limits in bad weather is an exacting task which can only be carried out well by efficient and confident pilots. This efficiency and confidence can only be obtained by experience, knowledge, skill and continuous flying practice; these four requirements form the basis of the instrument rating system. The system is administered by a Command Instrument Rating Examiner who is assisted by Squadron Instrument Rating Instructors. Each squadron is to have one or more Squadron Instrument Rating Instructors who are responsible to the Command Instrument Rating Examiner for the standard of instrument flying within the squadron.

2. **Instrument Ratings**—Authorisation of flights in Naval aircraft in bad weather is governed by pilot instrument ratings, which are as follows—

(*a*) *White Instrument Rating*—This rating is the minimum standard acceptable to service and civilian authorities for flight in a controlled airspace in instrument meteorological conditions (IMC).

(*b*) *Green Instrument Rating*—This rating embraces a higher standard of instrument flying and greater experience than the qualifications for the White Rating.

3. A Commanding Officer may withdraw a pilot's instrument rating at any time if the pilot is considered incompetent to hold the rating. The withdrawal is to be noted in Appendix D of the Pilot's Flying Log Book, and Navy Office, FOICEA and the Command Instrument Examiner are to be informed of the action taken.

4. Pilots are to keep their Instrument Rating Cards available to show to flight authorising officers if required. Instrument Rating Cards and similar qualifications approved by other services are to be regarded as equivalent to RAN cards.

5. **Instrument Flight Authorisations**—A pilot who does not hold an instrument rating is not to be authorised to fly in other than Visual Meteorological Conditions (VMC) except for specific cloud flying exercises, when the cloud base is not to be less than 1,500-ft. AGL and VMC must be maintained below cloud. Pilots so authorised must have completed at least 30 minutes "actual" instrument flying dual, and the exercise is to be carried out in a local exercise area cleared for cloud flying.

6. A pilot who holds a White Instrument Rating is not normally to be authorised to flight plan in IMC unless he has three hours instrument flight time in the past three months, or else has qualified in accordance with Table 2 in the same period. Nor is he to—

(*a*) take off or land when conditions are worse than the minima laid down in Paragraph 12 of this order or in the air force or civil approach procedure charts for the airfield and aid concerned;

(*b*) make a ground controlled approach when the cloud base is less than 200-ft. and visibility less than one mile;

(*c*) make an extended flight under Instrument Meteorological Conditions (IMC) unless an alternative airfield is within range for diversion—

(i) with NDB, TACAN or D/F, forecasting cloud base at least 500-ft above break-off altitude and at least three miles visibility; or

(ii) with GCA, forecasting cloud base at least 400-ft. above the airfield level and not less than one mile visibility.

7. A pilot who holds a Green Instrument Rating is not normally to be authorised to flight plan in IMC unless he has three hours instrument flight time in the past three months, or else has qualified in accordance with Table 2 in the same period. Nor is he to—

(*a*) take off or land when conditions are worse than the minima laid down in Paragraph 12 of this order, or in the air force or civil approach procedure charts for the airfield and aid concerned;

(*b*) make a ground controlled approach when the cloud base is less than 200-ft. and visibility less than one-half mile;

(*c*) make an extended flight under IMC unless an alternative airfield is within range for diversion—

(i) with NDB, TACAN or D/F, forecasting cloud base at least 200-ft. above the break-off altitude and not less than two miles visibility; or

(ii) with GCA, forecasting cloud base at least 300-ft. above the airfield level and not less than one-half mile visibility.

8. Where a pilot holds a White or Green Instrument Rating, the Commanding Officer may authorise a flight under worse conditions by day than those detailed in Paragraph 6 or 7 as applicable, if he is satisfied that the flight is within the pilot's capability. Conversely, where the pilot is not in flying practice on the type of aircraft, the Commanding Officer may stipulate greater minima than those indicated.

9. The assessment of a pilot's ability to fly in particular weather conditions, either prevailing or forecast, is the responsibility of the officer authorising the flight.

10. If helicopters enter cloud on extended flights, normal Instrument Flight Rules (IFR) applicable to fixed wing aircraft may be observed.

11. 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 authorisation is given.

12. **Minimum Operating Conditions for RAN Air Station, Nowra**

Table

	White Instrument Rating		*Green Instrument Rating*	
	Cloud Base (ASL)	*Visibility*	*Cloud Base (ASL)*	*Visibility*
Take-off	550-ft.	1 nm	350-ft.	500 yds.
Landing (TACAN, NDB, D/F)	1,500-ft.	3 nm	1,300-ft.	2 nm
Landing (GCA)	550-ft.	1 nm	550-ft.	1,000 yds.

(Airfield Elevation 350-ft.)

13. **Award of Instrument Rating**

A pilot who is qualified in accordance with Tables 1, 2 and 3 will be awarded an initial or renewed White or Green Instrument Rating valid for one year.

14. 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 Squadron Commander. The application is to be made not less than one month before an instrument rating is due to become invalid.

15. The Squadron Commander may make arrangements for the Instrument Fight Test and Ground Oral Examination to be conducted by an Instrument Rating Instructor or exceptionally by the Command Instrument Rating Examiner. The Instrument Rating Instructor is to complete Sections 2 and 3 of Form AA 26, and forward copies to the Command Instrument Rating Examiner, who makes the award in Section IV of the Form AA 26 and Appendix D of the Pilot's Flying Log Book if the pilot is considered suitable for the issue or renewal of an instrument rating. One copy of Form AA 26 is to be retained by the Command Instrument Rating Examiner, the other is to be returned to the squadron. Instrument Rating Cards are to be issued as in Paragraphs 18 and 19.

16. A pilot who has been awarded a White Rating may, during the course of the year of its validity and after becoming qualified in accordance with Tables 1, 2 and 3 apply on Form AA 26 (in duplicate) to the Command Instrument Rating Examiner for award of a Green Rating. If the award is approved, the Command Instrument Rating Examiner is to take action on Form AA 26 and the Pilot's Log Book as in Paragraph 15.

17. Pilots of other services on attachment, loan or exchange are to qualify in accordance with Paragraph 13, and are to be issued with an RAN Instrument Rating endorsed for the type or types of aircraft on which they are qualified.

18. At the time of forwarding Form AA 26 the Command Instrument Rating Examiner is to issue a White or Green Instrument Rating Card, endorsed for the types of aircraft the pilot is authorised to fly under IMC. A pilot who has been awarded a rating on one type may, during the course of the year of its validity, on becoming qualified on another type in accordance with Table 2, apply for endorsement on Form AA 26. Under these circumstances, Sections 1 and 3 of the form should not be used.

19. Pilots who hold an Instrument Rating Card endorsed for more than one type may have it renewed on any type of aircraft. However, each endorsement can only be renewed by passing the flight test for the type of aircraft concerned.

20. Appendix D of Pilots Log Books is to be amended as shown in Appendix A of this order.

21. A revised Form AA 146Z (Instrument Rating Card) is being prepared. Pending the introduction of the form, the existing form (revised 1963) is to be used having been suitably amended.

22. A revised Form AA 26 is being prepared for distribution as soon as possible. This form (revised 1966) is to replace the existing form which may be destroyed. Until new forms are available, copies should be manufactured locally to conform to the sample in Appendix B of this order.

23. The duties of the Command Instrument Rating Examiner and Squadron Instrument Rating Instructors will be promulgated in RI which will be amended to include the contents of this order.

TABLE 1

QUALIFICATIONS FOR INITIAL GRANT OR RENEWAL OF INSTRUMENT RATINGS

White Instrument Rating	*Green Instrument Rating*
Initial 1. Pass Instrument Flight Test and Ground Oral Test as described in Tables 2 and 3. 2. 50 hours as first pilot in past year. 3. 100 hours as first pilot. 4. 12 hours " actual " and " simulated ". At least 2 hours to be " actual ". 5. 10 hours " actual " and " simulated " in last six months, including 10 GCA approaches.	*Initial* 1. Pass Instrument Flight Test and Ground Oral Test as described in Tables 2 and 3. 2. 50 hours as first pilot in past year. 3. 500 hours as first pilot. 4. 50 hours " actual " and " simulated ". At least 20 hours to be " actual ". 5. 10 hours " actual " and " simulated " in last six months, including 10 GCA approaches.
Renewal 1. As in 1 above. 2. 25 hours as first pilot in past year unless a Green Instrument Rating has been held within the last year. 3. 10 hours " simulated " and " actual " in last six months, including 10 GCA approaches.	*Renewal* 1. As in 1 above. 2. 25 hours as first pilot in past year. 3. 10 hours " simulated " and " actual " in last six months, including 10 GCA approaches.

Notes—1. " Actual " instrument flying is that flying time, day or night, when the aircraft cannot be controlled except by reference to flight instruments.

2. " Simulated " instrument flying is that time when instrument flying conditions are created by use of special equipment.

TABLE 2

INSTRUMENT FLIGHT TESTS

Test	*Remarks*		*Requirements and Limits*	
	Fixed Wing	*Helicopter*	*White*	*Green*
1. Take off	To be made solely by reference to instruments after nosewheel lifted from runway	Use visual reference for take off, transferring to instruments for the transition	Safe in all respects	
2. Climb	Best climbing speed to be maintained, levelling out at a specified altitude		± 10° ± 10 kts. ± 200-ft. for level out	± 5° ± 5 kts. ± 100-ft. for level out
3. Rate 1 climbing turns through 360° in each direction	A rate of scan and co-ordination test. Best climbing speed, and constant rate of turn are to be maintained		± 10° ± 10 secs. ± 200-ft.	± 5° ± 5 secs. ± 100-ft.
4. Steep turns (full panel) ..	A minimum of 50° of bank to be held through 360° in each direction. Mach. number or IAS to be maintained	30° of bank through 360° in each direction. Nominated speed to be maintained. Auto pilot to be disengaged	± 200-ft.	± 100-ft.
5. Recovery from unusual attitudes	To include recovery from a spiral dive and a near stalled condition. Entry to and recovery from a high-speed dive	To include recovery from a spiral dive and a vertical descent. Entry to and recovery from autorotation. Auto pilot to be disengaged	Safe in all respects	
6. Limited panel appropriate to aircraft type	Straight and level turns in both directions. Climbs and descents ..		Safe in all respects	
7. High or low level controlled descent (limited panel)	Where possible to feed into a precision approach. The pilot should be tested in the operation and interpretation of the pilot operated navigation aids during homing and descent		± 10° ± 10 kts.	± 5° ± 5 kts.
8. Precision approach and missed approach procedure (full panel)	The approach is to be simulated by the testing officer if no aid is available		Adequate for a safe approach and overshoot, to reach BOA + 50, − 0-ft.	
9. Flight with asymmetric power	Simulated engine failure in multi-engined aircraft		Appropriate action to be taken without delay	
10. Practice engine failure ..	To be simulated at any time during the test. Appropriate action and checks to be performed. Recovery from resulting glide to be on a specified heading at a specified height	To be simulated at any time during the test. Appropriate action and checks to be performed. Recovery from resulting autorotation to be on a specified heading at a specified height	Appropriate actions to be performed quickly and safely	

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TABLE 3

GROUND EXAMINATION

The Command IRE is to ensure that suitable syllabuses are prepared and disseminated. A thorough working knowledge is required of—

(*a*) Air Traffic Control Regulations.

(*b*) Meteorology—special attention should be given to practical flying techniques in various meteorological conditions.

(*c*) Aerodynamics—factors affecting performance, particularly range and endurance flying.

(*d*) Flight Instruments—broad principles of operation, power supplies, limits, errors and indications of failure.

(*e*) Airmanship.

(*f*) Aircraft Knowledge—special attention to be given to systems management and emergency procedures. The syllabus will be largely common to all pilots but special sections will be necessary in some subjects according to the type or types on which rating is sought.

APPENDIX A

APPENDIX D TO PILOT'S LOG BOOK

INSTRUMENT RATING AWARD RENEWAL OR WITHDRAWAL

(To be completed by Command IRE)

Column A—Enter "White" or "Green".

Column B—Enter aircraft types for which rating is valid.

Column C—Enter "Awarded", "Renewed" or "Withdrawn".

Column D—Enter date.

A	*B*	*C*	*D*	*Ship or Air Station*	*Signature*

APPENDIX B

Form AA 26
(Revised)
1966

CONFIDENTIAL

ROYAL AUSTRALIAN NAVY

INSTRUMENT RATING APPLICATION AND REPORT

Name..... Application for.....

Rank.....

Section 1 Flying Experience

Rating	*First Pilot (Hours)*		*Instrument Flying (Hours)*			
	All Types	*Last 12 Months*	*Sim. and Act. in Last 6 Months*	*Total Actual*	*Total Sim. and Act.*	*GCA in Last 6 Months*
White—Initial ..	100	50	10	2	12	10
Renewal ..		25	10			10
Green—Initial ..	500	50	10	20	50	10
Renewal ..		25	10			10
Hours attained by applicant ..						

Applicant.....

Section 2 Flight Test Report

Examiner.....

Section 3 Ground Examination Report

Examiner.....

Section 4 Qualification and Approval
(Note type(s) on which qualified).

Command IRE.....

(DNAP 303/201/44)

UNCLASSIFIED

421—Electronic Data Processing (EDP) Introduction into Department of the Navy

This Navy Order brings up to date the information given in Navy Order 496 of 1965 on the project to introduce electronic data processing into the administrative work of the Department of the Navy. It discusses some general considerations in the Navy approach to EDP and gives some detail on the immediate aims of the Navy Phase 1 system and the present position in regard to those aims.

2. It is a complex matter to convert even quite simple tasks into a form suitable to be operated upon by a computer. Analysis of the problems, design of the computer systems, discussion and agreement throughout the Service, design of forms, installation of equipment, programming the system, writing and promulgating detailed instructions—all these are important and time-consuming tasks.

3. These difficulties underline the need to proceed with caution in the early stages of introducing EDP and the essence of the present project in the Navy is guided by three important considerations—

(*a*) that everyone will need time to become accustomed to an EDP system, and we must allow for this and not try to be too sophisticated too soon;

(*b*) that we should introduce a system that is simple enough to be able to be put into effect successfully; and

(*c*) that while the subjects selected for conversion to EDP systems need to be and are worthwhile in themselves, the really important thing is that they will afford opportunities for spreading experience in the use of EDP techniques. When there are sufficient numbers of people in the Service, both inside and outside the EDP Branch, who are familiar with EDP requirements, it will become possible to undertake more complex tasks and so reap the benefits of the possibilities afforded by computers.

4. Work is now well advanced on the Navy Phase 1 system and details of the present situation are given in the following paragraphs. Phase 1 does not now include any development of a pay system, and planned dates have been put back from the dates previously expected.

5. The initial system ("Phase 1") being developed will encompass the following activities—

(*a*) **Supply**

(i) *Stores Cataloguing*—production of stores catalogues within a general specification agreed with Supply Directorates.

The computer programmes for this part of the system are now ready for production work. Computer print-outs of stores catalogues for DDG items have been produced for the Central Cataloguing Section at Navy Office. Printing of catalogues for victualling stores will be the next task to be undertaken.

The transfer of naval store items to the EDP system has commenced, but it will be some months before a significant portion of the range of naval stores is on the EDP records because of the comprehensive editing of existing catalogue data necessary to be done in the Naval and Air Store Branch prior to transfer. Consequently, computer production of catalogues for naval store items will be on a limited scale until 1967.

(ii) *Stock Control and Store Accounting for Store Depots*—Maintenance (on magnetic tape at the EDP Centre) of a comprehensive accounting record of the current stock situation and transaction history for each item of stores, production of issue vouchers, inability advices, stock status reports, stock cards, stocktaking sheets, overdue dues-in reports and other stock control reports. This part of the system will commence with general naval stores and victualling stores and will be extended later to other categories of stores. The activities comprising this part of the EDP system are scheduled for introduction during March-June, 1968.

(iii) *Assessment and Provisioning*—production of provisioning review statements incorporating assets and liabilities, provisioning data, stock control data, etc., in accordance with a cyclic review programme or when stock of an item falls to a certain level; again the work will commence with general naval stores and victualling stores. This sub-system is closely related to the Stock Control and Store Accounting sub-system; it is also scheduled for introduction during March-June, 1968.

(iv) *Allowances of Technical Spares*—maintenance (on magnetic tape at the EDP Centre) of a record of naval stores allowed to ships as spares for technical equipment; production of various consolidations of data from this record as required. Most of the computer programmes for this area have been written and tested. Data collection from existing allowance lists is complete. Some sample printouts by the computer of consolidated lists of allowances have been produced. It is expected that all aspects of the sub-system will have been tested and proved by September, 1966.

(*b*) **Technical Services**

PERT Network—analysis processing for control of ship refits. This system is now being used by both Garden Island and Williamstown Dockyard for repair and refit work.

Dockyard Costing—this is to cover the following activities at Garden Island—

Processing of requisitions and shop orders, including estimates.

Recording daily the labour hours booked jobs.

Comparison of actual labour hours with estimates.

Preparation of cost control reports to Dockyard Management and to Navy Office on a weekly basis and with daily exception reporting.

System definition is complete, forms are being designed and programming is proceeding. The system is scheduled for introduction in July, 1967.

(*c*) **Service Personnel Administration**—to embrace the following—

(i) *Administration*—the creation and maintenance (on magnetic tape at the EDP Centre) on a daily basis of a complete and up-to-date record of the current status and personal and service histories of every member of the PNF, CNF and Auxiliary Services. The production from the EDP record of information to ships, establishments and Navy Office authorities on a regular basis and as required. This information will include a "Service Record" which will supersede the present "Service Certificate". The EDP record is to contain more information than held at present and to provide comprehensively for this it has been decided to hold a census during 1967. This part of the system is scheduled to commence operating in May, 1968.

(ii) *Complements*—the creation and maintenance (on magnetic tape at the EDP Centre) of a record of all complements. The production from the EDP record of complete complements and replacement pages on request. As a pre-requisite to the processing of movements in the Administration sub-system, provision is being made for the recording of the occupants of billets. This part of the system is also scheduled to commence operating in May, 1968.

(iii) *Promotion of Sailors*—this sub-system aims to provide Navy Office personnel management every two weeks with a list of names and details of sailors whose records indicate that they are due for promotion. Upon a decision on the promotions being given by management, promotion advice notes will be printed at the EDP Centre for despatch to ships and establishments, and the EDP record will be adjusted to accord with the decision. This part of the system will follow soon after the introduction of the Administration sub-system, i.e., soon after May, 1968.

6. Navy Order 496 of 1965 is hereby cancelled.

(AS (EDP) 178/1/81)

(Navy Order 496 of 1965)

UNCLASSIFIED

422—Naval Hospitals—Official Titles

The Naval Board have decided that, in future, the official names and titles of the RAN hospitals, to be used in all official references, correspondence and documents, will be as follows—

(*a*) Flinders Naval Hospital (FNH) will be known as "Royal Australian Naval Hospital, HMAS CERBERUS, Westernport, Victoria", short title "RANH CERBERUS".

(*b*) Balmoral Naval Hospital (BNH) will be known as "Royal Australian Naval Hospital, HMAS PENGUIN, Balmoral, NSW", short title "RANH PENGUIN".

(*c*) Naval Hospital, Manus Island, will be known as "Royal Australian Naval Hospital, HMAS TARANGAU, Lombrum, New Guinea", short title "RANH TARANGAU".

(2NM 2/4/68)

Section 2

PERSONNEL

UNCLASSIFIED

423—Sailors Titles and Abbreviations

It has been decided that, with effect from 1st October, 1966, a sailor promoted on an acting basis to one of the following ranks because he is filling a particular billet will be designated Chief Petty Officer (Temporary)—

Chief Petty Officer Coxswain

Chief Boatswain's Mate

Chief Petty Officer Steward } In Flag Officer's Retinue.
Chief Petty Officer Cook }

2. For abbreviations in title the prefix T/ is to be used, e.g., Chief Petty Officer Coxswain (Temporary) . . . T/CPOCOX.

(HPB 302/1/13)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

424—Allowance List of Musical Instruments in HMA Ships and Establishments—LE 60

RAN Allowance List of Musical Instruments to HMA ships and establishments—LE 60 has been printed.

2. Distribution of LE 60 and subsequent amendments will be effected to HMA ships and establishments concerned, without demand, by the Superintending Naval and Air Store Officer, Sydney.

(DNAS 512/69/682)

UNCLASSIFIED

425—Naval Stores (General)—Detection of Freon Gas Leaks—Introduction of "Port-O-Gas" Equipment

Navy Order 645 of 1965 is to be amended as follows—

Paragraph 3

Delete—

9210-66-012-9212	Propane (Port-O-Gas) Consumable.	14-lb.

Insert in lieu—

6830-66-012-9212	Propane (Port-O-Gas) Consumable.	14-lb.

(DNAS 512/80/240)

(Navy Order 645 of 1965)

UNCLASSIFIED

426—Naval Stores—Identification and Reclassification—Electrical

(DCI (RN) 1687/1965)

Annex A to this Order lists items which have been superseded by items of different specifications. The superseded items should continue in use until stocks are expended. Annex B lists items which have been re-referenced, involving change of pattern numbers but no change in specifications.

2. The items in Annexes A and B are arranged in order of existing pattern numbers and those in Annex C in order of the new pattern numbers.

3. Naval store accounts in HMA ships and commissioned establishments are to be adjusted in accordance with ABR 4 Article 1812.

ANNEX A

Existing Item		*Superseding Item*		
Pattern	*Description*	*Description if Different*	*Pattern*	*Acctg. Status*
0624/10AL/16	SCREEN	VALVE HOLDER AND CATHODE CONNECTOR SCREEN ASSEMBLY	0624/10H/25006	C
0624/10AL/1924	LINING SCREEN VALVE		0623/5960-00-601-0994	C
0624/10AL/1925	LINING SCREEN VALVE		0623/5960-00-600-5825	C
0624/10AL/1926	LINING SCREEN VALVE		0623/5960-00-601-0995	C
0624/10AL/1927	LINING SCREEN VALVE		0623/5960-00-601-0996	C
0624/10AL/1928	LINING SCREEN VALVE		0623/5960-00-601-0997	C
0624/10AL/1943	LINING SCREEN VALVE		0623/5960-00-578-1388	C
0624/10H/24333	GLAND, Sealing		0624/10H/23517	C

ANNEX B

Old Identification		*New Identification*		
Pattern	*Description*	*Description if Changed*	*Pattern*	*NATO Classn.*	*Acctg. Status*
0624/10AC/3011	SCREW CAPTIVE		0266/947-1204	5305	C
0624/10AC/3616	WASHER BONDING	WASHER KEY BRASS	0266/948-7727	5310	C
0624/10AC/4318	PIN, Taper	PIN, Tapered, Plain	0266/942-0934	5315	C
0624/10B/20554	POLARISING SHIELD		0624/954-4997	5841	C

ANNEX C

New Identification		Old Identification	
Pattern	*NATO Supply Classn.*	*Pattern*	*Acctg. Status*
0624/10H/23517	—	0624/10H/24333	C
0624/10H/25006	—	0624/10AL/16	C
0266/942-0934	5315	0624/10AC/4318	C
0266/947-1204	5305	0624/10AC/3011	C
0266/948-7727	5310	0624/10AC/3616	C
0624/954-4997	5841	0624/10B/20554	C
0623/5960-00-578-1388	—	0624/10AL/1943	C
0623/5960-00-600-5825	—	0624/10AL/1925	C
0623/5960-00-601-0994	—	0624/10AL/1924	C
0623/5960-00-601-0995	—	0624/10AL/1926	C
0623/5960-00-601-0996	—	0624/10AL/1927	C
0623/5960-00-601-0997	—	0624/10AL/1928	C

(DNAS 517/51/810)

UNCLASSIFIED

427—Naval Stores—Identification and Reclassification—General Electrical—Group Class 0624

(DCI (RN) 683/1966)

Navy Order 371 of 1966 is to be amended as follows—

Annex B

Amend line 9, Column 4—0624/954-4457 *to read* 0264/954-4457.

(DNAS 519/59/826)

(Navy Order 371 of 1966)

UNCLASSIFIED

428—Naval Stores—Identification and Reclassification—Group Classes 0451 and 0245—Sanitary Earthenware

(DCI (RN) 555/1966)

The items listed below, at present held under Group Class 0451 will in future be held under Group Class 0245—

Old Identification		*New Identification*				
Patt. No.	*Description*	*NATO Supply Classn.*	*MOD(N) Group Class*	*Catalogue No.*	*Description*	*Acctg. Classn.*
9451/30	Urinal, stoneware white, corner type	4510	0245	923-4060	Urinal Stationary	C
0451/8664	Urinal, stoneware white	4510	0245	923-4061	Urinal Stationary	C

2. Arrangements should be made to transfer stocks of Patterns 0451/30 and 8664 to the new Group Class. HMA ships and commissioned establishments should take action in accordance with ABR 4 (Naval Storekeeping Manual), Article 1812.

(DNAS 514/51/112)

UNCLASSIFIED

429—Naval Stores—Miscellaneous—Gas Cylinders—Precautions in Handling

(DCI (RN) 696/1966)

A fatal accident occurred recently as the result of the breaking of the valve on a full CO_2 cylinder. In this case it was reported that no provision was made on the cylinder for the fitting of a protective cap for the valve, which was therefore particularly vulnerable to the rough handling it received.

2. The attention of all personnel handling gas cylinders should be drawn to the following—

(*a*) Gas cylinders whether charged or empty must always be handled with extreme care to avoid the danger which could result from damage to the valves, particularly if they are not fitted with protective caps.

(*b*) Protective caps must be fitted to all cylinders capable of taking them. Action should be put in hand forthwith to replace any missing caps, both for cylinders in service and those in store.

3. ABR 4 (Naval Storekeeping Manual), Article 1718, Item 45, will be amended.

(DNAS 512/80/263)

UNCLASSIFIED

430—Naval Stores—Miscellaneous—Periscopes and Spare Parts—Revised Stockholding and Provisioning Policy

As from the date of this order periscopes will be dealt with as machinery spares items.

2. Spare parts peculiar to periscopes will no longer be dealt with as naval stores under Group Class 0556, but as machinery spares. MOD (Navy) advises that Parts Identifications Lists are in preparation for the periscopes of Oberon and later classes of submarines, and peculiar items provisioned will bear Adrefnos. Spares common to periscopes and other equipments will be shown under Comstock or Adrefnos or Naval Pattern Numbers as appropriate.

3. Periscope stores at present stocked as naval store pattern items under Group Class 0556 will in future be stocked by machinery and spares depot. To simplify the process of transfer it has been arranged that for these items the machinery spares identification will be identical with the naval store pattern number except that Classes 217 and 296 will be substituted for 0556.

4. The annex to this order details the items at present held under Group Class 0556 and the machinery spares identification under which they will in future be known. Stocks held by SNSO, Sydney, under Naval Stores Group Class 0556 should be transferred to machinery and spares depot.

ANNEX

(1) *NS Patt. No.*	(2) *Description*	(3) *Den.*	(4) *Acc. Status*	(5) *Adrefno*
Group Class 0556				
196252	ASSEMBLY SPRING CONTACT	No	C	217–196252
196256	CARRIER FOR ELECTRICAL CONTACT	No	C	217–196256
196257	ASSEMBLY SLIP RING	No	C	217–196257
196258	CRANK ASSEMBLY	No	C	217–196258
196259	ASSEMBLY CONNECTING ROD	No	C	217–196259
196260	PINION FOR GEAR BOX	No	C	217–196260
196261	SPRING FOOT PEDAL	No	C	217–196261

(1) *NS Patt. No.*	(2) *Description*	(3) *Den.*	(4) *Acc. Status*	(5) *Adrefno*
Group Class 0556				
196262	SPRING DRIVING	No	C	217–196262
196263	SPRING VSG CENTERING	No	C	217–196263
196264	SPRING CLUTCH	No	C	217–196264
196265	SPRING FOOT PEDAL	No	C	217–196265
196266	BUCKET LEATHER	No	C	217–196266
196271	TAPER ROLLER ASSY	No	C	217–196271
196272	CENTERING ROLLER ASSY	No	C	217–196272
196292	TRUE BEARING RING 9½-in.	No	P	217–196292
196293	INNER BEARING RING (9½-in. TBR)	No	P	217–196293
196294	OUTER BEARING RING (9½-in. TBR)	No	P	217–196294
196295	DRIVING RACK RING INNER	No	P	217–196295
196296	DRIVE BEVEL GEAR ASSY	No	P	217–196296
196297	ASSY LOCATING AND BEARING ROLLER	No	P	217–196297
196298	TRUE BEARING RING 7½-in.	No	P	217–196298
196602	INNER BEARING RING (FOR 7½-in. TBR)	No	P	217–196602
196603	OUTER BEARING RING (FOR 7½-in. TBR)	No	P	217–196603
196604	DRIVING RACK RING INNER	No	P	217–196604
196605	DRIVE BEVEL GEAR ASSY	No	P	217–196605
196606	ASSY LOCATING AND BEARING ROLLER	No	C	217–196606
196701	SPRING CONNECTING ROD	No	C	217–196701
196704	TOP WINDOW (NORMAL)	No	P	217–196704
196705	TOP WINDOW (NORMAL)	No	P	217–196705
196706	TOP WINDOW (NORMAL)	No	P	217–196706
196707	TOP WINDOW (NORMAL)	No	P	217–196707
196708	TOP WINDOW (HEATED)	No	P	217–196708
196709	TOP WINDOW (HEATED)	No	P	217–196709
196710	TOP WINDOW (HEATED)	No	P	217–196710
196711	TOP PRISM	No	P	217–196711
196712	TOP PRISM	No	P	217–196712
196713	TOP PRISM	No	P	217–196713
196714	TOP PRISM	No	P	217–196714
196715	TOP PRISM	No	P	217–196715
196716	LENS, LOW POWER (NEGATIVE)	No	P	217–196716
196717	LENS, LOW POWER (NEGATIVE)	No	P	217–196717
196718	LENS, LOW POWER (NEGATIVE)	No	P	217–196718
196719	LENS, LOW POWER (NEGATIVE)	No	P	217–196719
196720	LENS, LOW POWER (NEGATIVE)	No	P	217–196720
196721	LENS, LOW POWER (NEGATIVE)	No	P	217–196721
196722	LENS, LOW POWER (NEGATIVE)	No	P	217–196722
196723	LENS, LOW POWER (POSITIVE)	No	P	217–196723
196724	LENS, LOW POWER (POSITIVE)	No	P	217–196724
196725	LENS, LOW POWER (POSITIVE)	No	P	217–196725
196726	LENS, LOW POWER (POSITIVE)	No	P	217–196726
196727	TOP OBJECTIVE	No	P	217–196727
196728	TOP OBJECTIVE	No	P	217–196728

(1) NS Patt. No.	(2) Description	(3) Den.	(4) Acc. Status	(5) Adrefno
Group Class 0556				
196729	TOP OBJECTIVE	No	P	217-196729
196730	TOP OBJECTIVE	No	P	217-196730
196731	TOP OBJECTIVE	No	P	217-196731
196732	TOP OBJECTIVE	No	P	217-196732
196733	TOP OBJECTIVE	No	P	217-196733
196734	GLASS, GRATICULE PROTECTION	No	P	217-196734
196735	GRATICULE LENS MONOCULAR	No	P	217-196735
196736	GRATICULE LENS MONOCULAR	No	P	217-196736
196737	GRATICULE LENS BINOCULAR RIGHT	No	P	217-196737
196738	GRATICULE LENS BINOCULAR RIGHT	No	P	217-196738
196739	GRATICULE LENS BINOCULAR RIGHT	No	P	217-196739
196740	GRATICULE LENS BINOCULAR RIGHT	No	P	217-196740
196741	GRATICULE LENS BINOCULAR RIGHT	No	P	217-196741
196742	GRATICULE LENS BINOCULAR RIGHT	No	P	217-196742
196743	GRATICULE LENS BINOCULAR LEFT	No	P	217-196743
196744	GRATICULE LENS BINOCULAR LEFT	No	P	217-196744
196745	GRATICULE LENS BINOCULAR LEFT	No	P	217-196745
196746	GRATICULE LENS BINOCULAR LEFT	No	P	217-196746
196747	GRATICULE LENS BINOCULAR LEFT	No	P	217-196747
196748	GRATICULE LENS BINOCULAR LEFT	No	P	217-196748
196749	BOTTOM SMALL OBJECTIVE	No	P	217-196749
196750	BOTTOM SMALL OBJECTIVE	No	P	217-196750
196751	CONE OBJECTIVE	No	P	217-196751
196752	CONE OBJECTIVE	No	P	217-196752
196753	CONE OBJECTIVE	No	P	217-196753
196754	FIRST AV LENS	No	P	217-196754
196755	FIRST AV LENS	No	P	217-196755
196756	FIRST AV LENS (CH TYPE FIELD LENS)	No	P	217-196756
196757	FIRST AV LENS	No	P	217-196757
196758	AV LENS (1ST CH TYPE FIELD LENS)	No	P	217-196758
196759	AV LENS (1ST CH TYPE FIELD LENS)	No	P	217-196759
196760	AV LENS (1ST CH TYPE FIELD LENS)	No	P	217-196760
196761	2ND AV LENS (CH TYPE PROJECTOR LENS)	No	P	217-196761
196762	2ND AV LENS (CH TYPE PROJECTOR LENS)	No	P	217-196762
196763	2ND AV LENS (CH TYPE PROJECTOR LENS)	No	P	217-196763
196764	2ND AV LENS	No	P	217-196764
196765	2ND AV LENS (CH TYPE PROJECTOR LENS)	No	P	217-196765
196766	3RD AV LENS (CH TYPE PROJECTOR LENS)	No	P	217-196766
196767	3RD AV LENS	No	P	217-196767
196768	4TH AV LENS	No	P	217-196768
196769	4TH AV LENS	No	P	217-196769
196780	4TH AV LENS	No	P	217-196780
196781	5TH AV LENS	No	P	217-196781
196782	5TH AV LENS	No	P	217-196782

(1) NS Patt. No.	(2) Description	(3) Den.	(4) Acc. Status	(5) Adrefno
Group Class 0556				
196783	5TH AV LENS	No	P	217-196783
196784	TOP MAIN TUBE LENS	No	P	217-196784
196785	TOP MAIN TUBE LENS	No	P	217-196785
196786	TOP MAIN TUBE LENS	No	P	217-196786
196787	TOP MAIN TUBE LENS	No	P	217-196787
196788	TOP MAIN TUBE LENS	No	P	217-196788
196789	TOP MAIN TUBE LENS	No	P	217-196789
196790	BOTTOM MAIN TUBE LENS	No	P	217-196790
196791	BOTTOM MAIN TUBE LENS	No	P	217-196791
196792	BOTTOM MAIN TUBE LENS	No	P	217-196792
196793	BOTTOM MAIN TUBE LENS	No	P	217-196793
196794	BOTTOM MAIN TUBE LENS	No	P	217-196794
196795	BOTTOM MAIN TUBE LENS	No	P	217-196795
196796	BOTTOM MAIN TUBE LENS	No	P	217-196796
196797	BOTTOM MAIN TUBE LENS	No	P	217-196797
196798	ESTIMATOR PRISM	PR	P	217-196798
196799	ESTIMATOR PRISM	PR	P	217-196799
196800	ESTIMATOR PRISM	PR	P	217-196800
196801	ESTIMATOR PRISM	PR	P	217-196801
196802	ESTIMATOR PRISM	PR	P	217-196802
196803	ESTIMATOR PRISM	PR	P	217-196803
196804	CONVERGING LENS	No	P	217-196804
196805	CONVERGING LENS	No	P	217-196805
196806	BOTTOM PRISM	No	P	217-196806
196807	BOTTOM PRISM	No	P	217-196807
196808	BOTTOM PRISM	No	P	217-196808
196809	BOTTOM PRISM	No	P	217-196809
196810	BOTTOM PRISM	No	P	217-196810
196811	COLOUR GLASS RED	No	C	217-196811
196812	COLOUR GLASS RED	No	C	217-196812
196813	COLOUR GLASS RED	No	C	217-196813
196814	COLOUR GLASS RED	No	C	217-196814
196815	COLOUR GLASS BLUE	No	C	217-196815
196816	COLOUR GLASS YELLOW	No	C	217-196816
196817	COLOUR GLASS YELLOW	No	C	217-196817
196818	COLOUR GLASS GREY	No	C	217-196818
196819	COLOUR GLASS GREY	No	C	217-196819
196820	COLOUR GLASS GREY	No	C	217-196820
196821	POLAROID FILTER	No	P	217-196821
196822	POLAROID FILTER	No	P	217-196822
196823	POLAROID FILTER	No	P	217-196823
196824	POLAROID FILTER	No	P	217-196824
196825	EYE PIECE FIELD LENS AND PRISM	No	P	217-196825
196826	EYE PIECE FIELD LENS AND PRISM	No	P	217-196826
196827	FIELD LENS	No	P	217-196827
196828	FIELD LENS	No	P	217-196828
196829	EYE LENS	No	P	217-196829
196830	EYE LENS	No	P	217-196830

(1) NS Patt. No.	(2) Description	(3) Den.	(4) Acc. Status	(5) Adrefno
Group Class 0556				
196831	EYE LENS	No	P	217-196831
196832	EYE LENS	No	P	217-196832
196833	EYE LENS	No	P	217-196833
196834	SEXTANT WINDOW	No	P	217-196834
196835	SEXTANT WINDOW	No	P	217-196835
196836	SEXTANT CONE COMPLETE	No	P	217-196836
196837	COUPLING ASSEMBLY	No	C	217-196837
196838	CAMERA ADAPTOR BRACKET AND LEFT HAND RHOMBOID	No	P	217-196838
196839	ESTIMATOR WINDOW	No	C	217-196839
196840	ESTIMATOR WINDOW	No	C	217-196840
196841	ESTIMATOR WINDOW	No	C	217-196841
196842	ESTIMATOR WINDOW	No	C	217-196842
196843	ESTIMATOR WINDOW	No	C	217-196843
196844	ESTIMATOR WINDOW	No	C	217-196844
196845	ESTIMATOR WINDOW	No	C	217-196845
196846	ESTIMATOR WINDOW	No	C	217-196846
196847	WINDOW FRAME	No	P	217-196847
196848	WINDOW FRAME	No	P	217-196848
196849	WINDOW FRAME	No	P	217-196849
196850	WINDOW FRAME	No	P	217-196850
196851	WINDOW FRAME	No	P	217-196851
196852	SEXTANT WINDOW FRAME	No	P	217-196852
196853	BALANCE SPRING	No	C	217-196853
196854	SPRING FOR TOP PRISM	No	C	217-196854
196855	SPRING FOR TOP PRISM	No	C	217-196855
196856	SPRING FOR TOP PRISM	No	C	217-196856
196857	SPRING FOR TOP PRISM	No	C	217-196857
196858	SPRING FOR TOP PRISM	No	C	217-196858
196859	SPRING, SCISSORS ARM	No	C	217-196859
196860	SPRING, SCISSORS ARM	No	C	217-196860
196861	SPRING LOW POWER POSITIONING	No	C	217-196861
196862	SPRING LOW POWER POSITIONING	No	C	217-196862
196863	SPRING LOW POWER POSITIONING	No	C	217-196863
196864	SPRING LOW POWER POSITIONING	No	C	217-196864
196865	SPRING LOW POWER POSITIONING	No	C	217-196865
196866	WIRE OPERATING c/w NIPPLE	No	C	217-196866
196867	WIRE OPERATING c/w NIPPLE	No	C	217-196867
196868	WIRE OPERATING c/w NIPPLE	No	C	217-196868
196869	WIRE OPERATING c/w NIPPLE	No	C	217-196869
196870	WIRE OPERATING c/w NIPPLE	No	C	217-196870
196871	WIRE OPERATING c/w NIPPLE	No	C	217-196871
196872	RUBBER FACE PIECE	No	C	217-196872
196873	MICROFLEX TUBING	ST	P	217-196873
196874	MICROFLEX TUBING	ST	P	217-196874
196875	COVER WATERPROOF	No	C	217-196875
196876	EYEGUARD CORRUGATED	No	C	217-196876
196877	"O" RING AT HEAD (WYDON)	No	C	217-196877
196878	"O" RING AT HEAD (WYDON)	No	C	217-196878

(1) NS Patt. No.	(2) Description	(3) Den.	(4) Acc. Status	(5) Adrefno
Group Class 0556				
196879	"O" RING AT MAIN TUBE	No	C	217-196879
196880	"O" RING AT MAIN TUBE	No	C	217-196880
196881	SEAL RING	No	C	217-196881
196882	"O" RING AT CROSS HEAD	No	C	217-196882
196883	"O" RING AT CROSS HEAD	No	C	217-196883
196884	SEAL CROSS HEAD MAIN TUBE	No	C	217-196884
196885	SEAL CROSS HEAD MAIN TUBE	No	C	217-196885
196886	SEAL DESICCATOR	No	C	217-196886
196887	SEAL DESICCATOR	No	C	217-196887
196888	SEAL SLIP PRISM	No	C	217-196888
196889	SEAL, EYE PIECE HOLDER	No	C	217-196889
196890	SEAL, EYE PIECE HOLDER	No	C	217-196890
196891	"O" RING LEFT EYEPIECE	No	C	217-196891
196892	SEAL, BATTERY BOX	No	C	217-196892
196893	SEAL HANDLE BRACKET	No	C	217-196893
196894	PACKING GLAND LAMP SOCKET	No	C	217-196894
196895	PACKING FOR BRUSH	No	C	217-196895
196896	SEAL INTEROCULAR SCALE SHAFT	No	C	217-196896
196897	SEAL HANDLE BRACKET SHAFT	No	C	217-196897
196898	SEAL PULLEY SHAFT	No	C	217-196898
196899	SEAL INTER COOLER ADJ SHAFT	No	C	217-196899
196900	SEAL ESTIMATOR HANDLE	No	C	217-196900
196901	SEAL, COLOUR GLASS OPERATING SHAFT	No	C	217-196901
196902	SEAL, FIELD LENS	No	C	217-196902
196903	SEAL WIRE ADJUSTING GEAR	No	C	217-196903
196904	SCREW, STOP PRISM COVER	No	C	217-196904
196905	SCREW, DESICCATOR CUP	No	C	217-196905
196906	SEAL WIRE ADJUSTING PLUG	No	C	217-196906
196907	"O" SEAL DESICCATING VALVE	No	C	217-196907
196908	CALF-HYDE	SY	C	217-196908
196909	CANADA BALSAM	OZ	C	217-196909
196910	"O" SEAL	No	C	217-196910
196911	DESICCATING VALVE	No	C	217-196911
196912	PINION "MONEL" METAL	No	C	217-196912
196913	"O" SEAL	ST	C	217-196913
196914	"O" SEAL	ST	C	217-196914
196915	SEAL, WIRE ADJUSTING GEAR CARTER GEAR LTD	No	C	217-196915
196702	GLAND BUSH Y263/13	No	C	296-196702
196703	COPPER LOCKING WASHER Y98/3	No	C	296-196703
196916	VSG UNIT FOR ROUNDABOUTS TYPE F SIZE 10	No	P	296-196916

RESTRICTED

431—Pipe Flanges—Use of Cutting Equipment to Remove Nuts

Examination of steam system pipelines in HM ships has shown mutilation of pipe flanges due to careless use of oxy-acetylene cutting equipment when removing the nuts of the flange bolts. In one case pipes had been damaged so severely that they had reached a hazardous condition.

2. The first attempt to remove nuts and bolts is always to be to unscrew them. Should this method fail, flame cutting equipment may be used but care is to be taken to avoid damage to other components. Fire hazard exists when using flame cutting, both from the normal sparks produced by the process and from the red hot end of the bolt falling away when it has been cut off. All the precautions as laid down in BR 1257, Article 1024 (Ship Fire Fighting Manual) and augmented by current navy orders, regarding welding in machinery spaces are invariably to be observed when using flame cutting to remove seized nuts and bolts.

3. On each occasion when flame cutting is used, the pipe and flange and any other item that could possibly have been damaged, are to be examined after cutting is complete, and any defects made good.

4. MOD (Navy) has advised that BR 3001, Article 1104, Paragraph (*f*), will be amended.

5. Navy Order 645 of 1964 is hereby cancelled.

(DMED 400/202/329)

(*Navy Order 645 of 1964*)

UNCLASSIFIED

432—Safety—Fitting of Temporary Guard Rails on HMA Ships—Precautions

(*DCI (RN) 765/1966*)

Paragraph 3 (*c*) of Navy Order 720 of 1965 as amended by Navy Order 167 of 1966 is intended to apply to new manufacture. All existing bottlescrews and any received unmodified, when used for guard rails, are to be spot welded at the ends of the thread to prevent disengagement of the male screw.

(CONS 1211/51/525)

(*Navy Orders 720 of 1965 and 167 of 1966*)

UNCLASSIFIED

433—Ton Class Minesweepers—Corrosion

A number of cases of corrosion in Ton Class Minesweepers has been investigated by the Hull and Structural Sub-Committee of the Navy Department Corrosion Committee (MOD Navy).

2. The conclusions of the Sub-Committee were—

(*a*) Corrosion is caused by the ingress of salt water usually through the seams of the hull planking. It is therefore essential to prevent the entry of water, and to keep the bilges as dry as practicable.

(*b*) Reports on corrosion frequently referred to a large volume of corrosion products but, in fact, slight corrosion of aluminium produces a large bulk of hydrated aluminium oxy-chloride and the corrosion was rarely serious except where preferential attack on rivet points had occurred.

3. The following corrective measures should be taken in RAN Ton Class Minesweepers—

(*a*) When the corrosion is not severe and there is seepage through the hull planking—

(i) Where possible the source of seepage should be located and stopped.

(ii) Scrape off the corrosion products.

(iii) Inject "Barcrete" (barium chromatic jointing compound) between the aluminium and the wood as far as practicable.

(iv) Repaint.

(*b*) Where corrosion is particularly severe, the sheathing and hull planking should be removed, the aluminium cleaned of corrosion products, re-coated and the planking re-bedded in accordance with the approved instructions (*see* (*h*) to (*l*) below). However, before such work is undertaken, details should be reported to Navy Office so that an inspection by a Navy Office representative can be arranged if considered desirable.

(*c*) Additional limber holes should be cut as necessary to maintain dry bilges.

(*d*) Awkward pockets in the bilges where lodgment of water cannot be avoided should be filled with a latex composition such as "Hydrolox".

(*e*) Defective vegetable fibre bushes and washers should be replaced with tufnol, mintex or nylon bushes and washers.

(*f*) Galvanised steel fastenings should be used in lieu of cadmium plated steel fastenings when the latter require replacement.

(*g*) Defective aluminium alloy NR6 rivets should be replaced with NR5 rivets. Galvanised mild steel fastenings may be used to secure weather-deck fittings to aluminium.

(*h*) Aluminium surfaces in contact with aluminium should be treated as follows—

For both watertight and non-watertight work, the faying surfaces are to be de-greased and etch-primed, painted with two coats yellow zinc chromate primer PR5 and coated with "Hydro-seal" jointing compound. In addition for watertight work, "Hydro-seal" jointing compound or coal tar paint TE112, is to be spread on thin calico, or best boat cotton and inserted between the primed faying surfaces. As an alternative to this "densochrome" tape, in the form of calico coated with barium chromate bearing paste may be used.

(*j*) Steel structure immediately adjacent to aluminium alloy is to be galvanised or zinc-sprayed to a thickness of 0.006-in. minimum, the faying surfaces painted and inserts placed between them as described in (*h*) above. Etch-priming is not required for zinc sprayed surfaces. Connecting rivets are to be of aluminium alloy, dipped in "Hydro-seal" chemelastic or "butylastic" jointing compound and knocked up if practicable on the steel side. Connecting bolts are to be of galvanised mild steel and dipped in the above jointing compound. Huck bolts may also be used, their use being confined, however, to structures of minor importance where fasteners of $\frac{3}{16}$-in. to $\frac{1}{4}$-in. diameter are required.

(*k*) When connecting aluminium alloys to other non-ferrous alloys (except zinc and cadmium) insulating material is to be inserted between the faying surfaces. Proprietary insulating materials of phenolic resin bonded paper or fabric, such as tufnol, or mintex, of suitable grades can be used. Absorbent insulating materials such as vegetable fibre are not to be used.

(*l*) Where metal to wood surfaces are to be in contact, "Barcrete" jointing compound should be used.

(*m*) When it is necessary to renew the insulating jointing material between aluminium alloy structure and aluminium bronze castings it is essential to use densochrome tape, tufnol or similar material. Similarly, when defective fastenings through aluminium bronze castings are replaced, tufnol or similar material bushes should be used. Areas of aluminium bronze castings, which may be covered with bilge water should be coated with one coat of yellow zinc chromate primer PR5 and one coat of white interior paint FR61 and one coat white interior paint FR60.

(DMED 1227/51/111)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

434—ABR 5023/1966—RAN Cathodic Protection Manual—Introduction

ABR 5023/1966 RAN Cathodic Protection Manual has now been introduced. Distribution is being effected by SNSO, Sydney, as detailed in the Annex to this order without demand with the exception of issues to Electrical and Shipwright Officers. Demand for copies of this publication for these officers should be made on SNSO, Sydney.

ANNEX

DISTRIBUTION OF ABR 5023/1966
RAN CATHODIC PROTECTION MANUAL

HMA Ship or Establishment	*Qty.*
FOCAF	4
HMAS MELBOURNE ..	4
HMAS SYDNEY ..	4
HMAS PERTH	2
HMAS DUCHESS ..	2
HMAS VENDETTA ..	2
HMAS VAMPIRE ..	2
HMAS ANZAC	2
HMAS YARRA	2
HMAS PARRAMATTA ..	2
HMAS STUART	2
HMAS DERWENT ..	2
HMAS SUPPLY	2
HMAS QUEENBOROUGH	2
HMAS DIAMANTINA ..	2
HMAS MORESBY ..	2
HMAS WATERHEN ..	2
HMAS BASS	1
HMAS BANKS	1
HMAS KIMBLA	1
HMAS PALUMA ..	1
HMAS GULL	1
HMAS HAWK	1
HMAS IBIS	1
HMAS SNIPE	1
HMAS CURLEW ..	1
HMAS TEAL	1
FOICEA	3
HMAS CERBERUS ..	18
C of P Sydney	2
NOIC WA	2
NOIC NA	1
NOIC NG	1
NOIC Qld	1
NOIC SA	1
NOIC Tasmania	1
GMGID	12
GMWD	6
GOSIEA	6 (2 for Codock)
GOSI Vic	2
HMAS WATSON ..	2
HMAS PENGUIN ..	2
HMAS RUSHCUTTER ..	2
HMAS ALBATROSS ..	7
HMAS CRESWELL ..	3
HMAS KUTTABUL ..	1

HMA Ship or Establishment		*Qty.*
HMAS LONSDALE ..		1
HMAS HARMAN ..		1
HMAS NIRIMBA ..		18
SNSO Sydney		1
NSO Melbourne		1
Dept of Supply		1
Dept. of Army		3
Dept. of Air		1
NTS Library—		
Library		1
ACDC		1
ACTP		2
ACMD		1
DMED		1
A/DMED P/M		3
PE (M & S)		2
PNA		3
PME		1
PEE		2
DWE		1
DTWP		1
DAMR		1
DSS		1
DSL (Sydney)		1
DSL (Melbourne)		3
RNZLO		3
ANRUK ..	1	11
ANCLO	1	
MOD (Navy) ..	9	
ANA (Washington)	2	13
RCN	5	
USN	6	
Dept. of Shipping and Transport		1
Maritime Services Board ..		1
Australian National Line ..		1
Chief Constructor Singapore		1
Dept. of Works Research Laboratory		1
All Electrical Officers ..		1 ea.
All Shpwt. Officers ..		1 ea.
Future Issues—		
DDG's		2 ea.
New Type 12's		2 ea.
EMS		2
Submarines		2 ea.

(DNAS 465/52/580)

UNCLASSIFIED

435—BR 1758—CV Register of Electronic Valves

The 1963 edition of BR 1758—CV Register of Electronic Valves has now been distributed throughout the RAN. All ships and establishments are to ensure that any superseded copies held of this publication are forwarded to SNSO, Sydney, for disposal.

(DNAS 465/52/1144)

UNCLASSIFIED

436—Form NMT 11—Return Note for Motor Vehicles

Due to changes in procedure at the RAN Motor Transport Workshops, Bunnerong, four copies only of Form NMT 11 are to be prepared by ships and establishments, and dealt with as follows—

(*a*) *On Delivery to the M/T Workshops* Copies Nos. 1, 2 and 3	To accompany the vehicle to the workshops where they are to be presented with the Vehicle Log Book (NMT 12), at the receipt and despatch office. All copies will be receipted by the foreman mechanic. Copies Nos. 1 and 2 will be retained at the M/T workshops. Copy No. 3 will be returned to the driver returning the vehicle for delivery to the OIC transport at the ship or establishment concerned, where it is to be filed with the responsible officer's copy of relevant Permanent Loan List or other account in which the vehicle is on charge.
Copy No. 4	To be retained by the ship or establishment for record purposes.
(*b*) *On Collection from M/T Workshops*	Copies Nos. 1 and 2 are to be receipted by the driver of the vehicle. Copy No. 2 will be handed to the driver for delivery to the OIC transport at the ship or establishment concerned where it is to be compared with Copy No. 3 and filed.

2. Form NMT 11 will be revised to meet the requirements of the revised procedure. Pending supply of the new form, Copies Nos. 1 to 4 of the existing forms are to be used, manuscript amendments being made to the form by M/T workshops personnel when the form is delivered to that establishment.

3. ABR 4, Article 1023, will be amended.

(DNAS 80/51/18)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

437—Fire Extinguishers, Water Type—Non-uniformed Establishments

The introduction of water extinguishers of gas pressure type by Australian manufacturers resulted in a preference for this type over the original water extinguishers of soda acid type.

2. It was decided therefore, that the soda acid type of water extinguisher should be declared obsolescent in non-uniformed establishments and as water extinguisher replacements become necessary the gas pressure type shall be installed.

3. The change over will take some years and personnel should take special notice of the mode of operation of water extinguishers of the gas pressure type, particularly in premises which may have both soda acid and gas pressure types installed.

(DNW 1446/3/19)

UNCLASSIFIED

438—Fire Precautions—Establishments

Attention is drawn to a recent occurrence which involved electrical wiring, etc., in a compartment specially provided to house a fuse board.

2. Space in the compartment was being used for the unauthorised stowage of general cleaning materials and waste, and also for the stowage of a waste bag containing waste material.

3. The careless disposal of ignited smoking material contained in the collected waste is presumed to have initiated the fire.

4. The use of such space for the stowage of cleaning materials is viewed seriously and a periodic check should be made to ensure no such unauthorised stowages exist. This particularly refers to such locations as space beneath stairways which in some instances are of timber construction.

5. Directions detailing that cleaning materials, waste, etc., shall not be stowed in such compartments should appear in Standing Orders.

(DNW 1426/5/53)

With reference to Navy Order 794 of 1965, Navy Orders 459 to 518 of 1964 are now over two years old and may be disposed of.

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

REGISTRAR

RESTRICTED

ANO's 439-451/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
15th August, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

9236/66.

RESTRICTED

CONTENTS

Section 1
ADMINISTRATIVE AND GENERAL

RESTRICTED

439—HMAS SYDNEY—General Instructions

Navy Order 563 of 1965 is to be amended as follows—

Paragraph 8—*delete* and *insert* the following in lieu—

"**Stevedoring Equipment**

8. Certain items of cargo handling equipment (e.g., pallet trucks, stackers, fork lifts, etc.) will be carried as part of the ships establishment of stores. Any additional mobile and portable cargo handling equipment will be provided and maintained by the Army. The RAN will assist with the maintenance of this equipment when it is embarked and when it is not in use it will be handed to Army custody."

(AS (NS) 1213/253/14)

(*Navy Order 563 of 1965*)

UNCLASSIFIED Cancelled under N.O. 79/67

440—RI—Quarterly List of Navy Orders Affecting

With reference to Page vi of RI, the following list shows those navy orders in force on 30th June, 1966, which amend or amplify RI (as corrected up to Amendment No. 12)—

RI Article	*Navy Order*	*RI Article*	*Navy Order*
Chapter 1, Sec. IV	272/1965	1862A	350/1965
0347	691/1965	2109	466/1965
		2120	466/1965
Chapter 5	171/1965	2605	779/1965
	710/1965	2916	548/1965
	711/1965	3142	245/1966
	742/1965	3223	135/1965
	117/1966	4909	619/1965
0502	760/1964	4962	617/1965
		4963	535/1965
0505	628/1965	5209	676/1965
0806	653/1965	5211	653/1965
		5608	287/1965
0823	7/1966	5801	224/1965
0846	787/1964	6037, 6038	109/1966
1072	296/1965	6120	249/1965
		6211	165/1965
1122	575/1965	6246	739/1965
1232	634/1965	APP 4A	323/1966
		4B	483/1965
1452	475/1965, 538/1965	10A	174/1965
		10B	621/1965, 756/1965
1705	393/1965	45A	176/1965

2. Navy Order 84 of 1966 is hereby cancelled.

(CEO (GS) 465/3/4)

(*Navy Order 84 of 1966*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

441—Training—Interim Leading Rank Courses

The Naval Board have reviewed the policy for interim courses for promotion to Leading Rank as laid down in ABR 27 Articles 1103, 1406 (2) and 1504, and for the Mechanical Training Course as in ABR 27 Article 1330. The revised policy is set out in this order.

Seaman Branch

2. Sailors eligible for interim courses may in future elect to qualify by Branch Technical Test instead of awaiting selection for course.

3. Interim courses for promotion to Leading Rank will be discontinued from the end of 1966, with the exception of a final course in 1967 if required to complete such training in the CD, SR, UW and FC Categories. Subsequently the following rules are to apply to sailors eligible for interim courses who have not yet qualified in Section 2 for promotion to Leading Rank—

(*a*) RP and UC Categories are to qualify by Branch Technical Test.

(*b*) QMG and WM Categories will be posted to Able Rank Courses and undertake the Branch Technical Test for promotion to Leading Rank on completion, unless they elect to qualify as in Paragraph 2 above.

Marine Engineering Branch

4. The Mechanical Training Course will be continued until all eligible sailors have had an opportunity to qualify.

Electrical Branch

5. The interim course for promotion to LEM will be continued until all eligible sailors who have not elected to qualify by Branch Technical Test have had an opportunity to qualify.

Naval Airman Branch

6. Sailors eligible for interim courses may in future elect to qualify by Branch Technical Test instead of awaiting selection for course.

7. Interim courses for promotion to Leading Rank will be discontinued from the end of 1966, with the exception of a final course in 1967 if required to complete such training in the MET, PHOT and SE Categories. Subsequently sailors of the AH Category eligible for interim courses who have not yet qualified in Section 2 for promotion to Leading Rank are to qualify by Branch Technical Test.

8. ABR 27 will be amended as necessary.

FAILURES AT BTT

9. SAILORS ELIGIBLE FOR INTERIM COURSES WHO ELECT TO UNDERGO A BTT WILL NOT PREJUDICE THEIR PROVISIONAL PROMOTION NOR THEIR ELIGIBILITY FOR A COURSE, SHOULD THEY FAIL THE BRANCH TECHNICAL TEST.

UNCLASSIFIED

442—Training of Engine Room Personnel

In order to provide billets at sea for acting Mechanicians 2nd Class and Engine Room Artificers 3rd Class, to reduce turbulence in posting and to assist in normal forecast posting, it is essential that fore-knowledge of expected award of Engine Room Watchkeeping Certificates to individual Mechanicians, Artificers and POME's be available in Navy Office. It is also most desirable to have similar knowledge regarding the award of Boiler Room Watchkeeping Certificates to Leading Engineering Mechanics and acting Petty Officer Engineering Mechanics in order to assist in forecast postings.

2. Starting on the 31st October, 1966, each ship fitted with steam propulsion machinery is to report by letter to the Deputy Director of Manning, Navy Office, Canberra, on the last day of January, April, July and October, in the following form—

Report of Training of Engine Room Personnel

Reference—Navy Order 442 of 1966.

(*a*) The names of all acting Mechanicians 2nd Class and acting ERA's 2nd Class, who are within three months service of confirmation in rank; Mechanicians 2nd Class, ERA's 2nd Class, and POME's who have successfully completed the Engine Room Watchkeeping Course but who have not yet been awarded Engine Room Watchkeeping Certificates, giving brief comments regarding their training and forecasts of probable date of award of EWC's during the ensuing three months.

(*b*) The names of all LME's being trained in boiler room watchkeeping, and acting POME's borne, who have not yet been awarded Boiler Room Watchkeeping Certificates, giving brief comments regarding training and forecasts of the probable date of award of BWC's during the ensuing three months.

3. The following existing reports are to be discontinued after the 31st October, 1966—

(*a*) Reports on Form AS 3138—Report of Engine Room Artificers and Mechanicians Under Training, existing stocks of which are to be destroyed.

(*b*) Signalled reports of award of EWC's in accordance with Navy Office Letter 303/221/65 dated 17th June, 1965, and BWC's in accordance with ACNB 150055Z/July, 1965.

(*c*) Reference to the above-mentioned sailors on Forms AS 3113—Monthly Training Return.

4. ABR 1980/66 is to be noted pending amendment.

(DMT 303/21/84)

Section 3

OPERATIONAL AND TRAINING

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441—Training—Interim Leading Rank Courses

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(*a*) RP and UC Categories are to qualify by Branch Technical Test.

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Marine Engineering Branch

4. The Mechanical Training Course will be continued until all eligible sailors have had an opportunity to qualify.

Electrical Branch

5. The interim course for promotion to LEM will be continued until all eligible sailors who have not elected to qualify by Branch Technical Test have had an opportunity to qualify.

Naval Airman Branch

6. Sailors eligible for interim courses may in future elect to qualify by Branch Technical Test instead of awaiting selection for course.

7. Interim courses for promotion to Leading Rank will be discontinued from the end of 1966, with the exception of a final course in 1967 if required to complete such training in the MET, PHOT and SE Categories. Subsequently sailors of the AH Category eligible for interim courses who have not yet qualified in Section 2 for promotion to Leading Rank are to qualify by Branch Technical Test.

8. ABR 27 will be amended as necessary.

(DMT 303/221/61)

UNCLASSIFIED

442—Training of Engine Room Personnel

In order to provide billets at sea for acting Mechanicians 2nd Class and Engine Room Artificers 3rd Class, to reduce turbulence in posting and to assist in normal forecast posting, it is essential that fore-knowledge of expected award of Engine Room Watchkeeping Certificates to individual Mechanicians, Artificers and POME's be available in Navy Office. It is also most desirable to have similar knowledge regarding the award of Boiler Room Watchkeeping Certificates to Leading Engineering Mechanics and acting Petty Officer Engineering Mechanics in order to assist in forecast postings.

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(*b*) The names of all LME's being trained in boiler room watchkeeping, and acting POME's borne, who have not yet been awarded Boiler Room Watchkeeping Certificates, giving brief comments regarding training and forecasts of the probable date of award of BWC's during the ensuing three months.

3. The following existing reports are to be discontinued after the 31st October, 1966—

(*a*) Reports on Form AS 3138—Report of Engine Room Artificers and Mechanicians Under Training, existing stocks of which are to be destroyed.

(*b*) Signalled reports of award of EWC's in accordance with Navy Office Letter 303/221/65 dated 17th June, 1965, and BWC's in accordance with ACNB 150055Z/July, 1965.

(*c*) Reference to the above-mentioned sailors on Forms AS 3113—Monthly Training Return.

4. ABR 1980/66 is to be noted pending amendment.

(DMT 303/21/84)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

443—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 22 (Ex TDL NHI).

(*a*) *Item:* Helicopter Handling Arrangements—

(i) To modify the flight curtain plate and fit hinged safety nets, etc., in accordance with Garden Island Drawing No. 389/33.

(ii) To manufacture and fit a hand operated winch in accordance with Garden Island Drawing No. 391/33 for hauling the helicopter into the hangar.

(iii) To land the ½-ton anchor winch.

(*b*) Weight compensation is not required, but weight variation on completion of the item is to be reported.

(*c*) *References:* (i) FOICEA Letter No. N34/16/153 dated 20th May, 1965

(ii) FOICEA Letter No. N34/16/153 dated 10th December, 1965.

(iii) Navy Office Letters 1205/254/11 dated 23rd February, and 1205/254/11 dated 24th March, 1966.

(CNTS 1205/254/11)

UNCLASSIFIED

444—Alteration and Addition Item—HMAS SYDNEY

The following Alteration and Addition Item is approved to be carried out in HMAS SYDNEY—

Class List Item No. 334 (Ex TDL M).

(*a*) *Item:* To fit liferaft stowages in accordance with Navy Office Drawings 205/3/25 and 205/3/26 (Garden Island Drawings 490/53 and 489/53).

(*b*) Weight compensation is not required.

(*c*) *Reference:* (i) GMGID Memorandum N20/20/97 of 23rd June, 1965.

(ii) HMAS SYDNEY's Form AS 1182 TDL "M" of 28th July, 1964, forwarded under cover of FOCAF Memorandum AF 1851/20 of 13th August, 1964.

(iii) Navy Office Letter 1213/52/503 of 8th October, 1964.

(iv) Navy Office Letter 1213/53/97 of 23rd September, 1965.

(CNTS 1213/53/97)

UNCLASSIFIED

445—Ammunition—Propellant—Landing—Destruction—Reports

Propellant of the following lots is due for withdrawal from service, having reached the age limit—

Propellant Lot Affected	*Type*	*Nature of Ammunition, Etc., Which May be Involved*
RNC 3189	SC 103	Cartridges— QF 4-in. (FA)
RNC 3233	SC 103	Cartridges— QF 4-in. (FA)
MEC 88	SC 061	Cartridges— QF 4-in. (FA)

2. *Action to be taken by HMA ships and establishments, proof ranges, etc.*	Return to the nearest Naval armament depot as early as practicable; if unable to comply within three months from the date of this order, report specially to DAS for instructions. NM and ER BR 862 Article 1126 refers.
3. *Action to be taken by CST HMAS CERBERUS*	Ammunition held can be used for GS firings, but if not used within six months from the date of withdrawal, should be returned to the nearest RAN armament depot.
4. *Action to be taken at RAN armament depots*	Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/54)

UNCLASSIFIED

446—Handrails Fitted in Holden Sedans and Station Sedans

The rail fitted to the top of the back of the front seat in Holden sedans and station sedans in service with the RAN is considered to constitute a danger to rear-seat passengers as they might be thrown against it in the event of a sudden stop.

2. These fittings are therefore to be removed from those vehicles now in use in the RAN. Specification for new vehicles will be amended accordingly.

(DNAS 459/53/69)

UNCLASSIFIED

447—Introduction and Allowances Group Class 5990—Tool Set, Racking, Magslip

It has been decided to introduce into service the undermentioned tool set, which comprises five tools, to simplify the racking of magslips during the lining up procedure of Sonar and Fire Control Systems—

Group Class	*Cat. No.*	*Description*	*Accounting Classification*
5990	66-023-2962	TOOL SET, RACKING, MAGSLIP	Permanent

2. Allowances of the tool set are as follows—

Ship/Establishment	*Quantity Allowed*
MELBOURNE	1 set
VENDETTA	1 set
VAMPIRE	1 set
DUCHESS	1 set
PARRAMATTA	1 set
YARRA	1 set
STUART	1 set
DERWENT	1 set
SWAN	1 set
TORRENS	1 set
STALWART	1 set
CERBERUS	2 sets*

* 1 set for West Head Gunnery Range and 1 set for "L" School.

3. Issue will be effected by SNSO, Sydney, without demand.

4. Requirements for HMA Naval dockyards are to be made up on an "as and when" required basis.

(DNAS 148/51/648)

UNCLASSIFIED

448—Stores on Permanent Loan and Custody Charge

In a number of instances where stores on permanent loan have been lost it has been noted that non-compliance with ABR 4 Article 1609 (2) has precluded satisfactory investigations being carried out on the eventual muster of the stores to clarify the discrepancies disclosed.

2. Captains are to ensure that the instructions contained in ABR 4 Article 1609 (2) are complied with.

(DNAS 501/60/60)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

449—Explosives in Parcels

The Postmaster-General's Department has advised that quantities of live ammunition have been confiscated from a number of parcels, posted by Service personnel.

2. This is a matter of grave concern to the Postmaster-General's Department as for obvious reasons ammunition and explosives are prohibited for transmission by post. All personnel are to be informed of the prohibition on the postal transmission of such items and of the serious consequences which may arise from their enclosure in the mails.

(AS (NS) 68/4/45)

UNCLASSIFIED

450—Naval Air Stores—Publications—Withdrawal of Air Publications Relating to Wessex HAS Mark 1, and Scout HA Mark 1 Aircraft and Gazelle Marks 16000 and 16100 Series ECU's

It has been decided to discontinue the use of MOD Air Publications relating to the above aircraft and engines at present on issue in the RAN.

2. The publications listed hereunder, which were originally introduced for interim use, pending the preparation and printing of AP (RAN) Series publications, are now withdrawn from service. Arrangements should be made to return all copies of these publications to the Air Store Depot, Randwick.

3. The Director of Aircraft Maintenance and Repair will retain one copy of each publication for reference purposes.

Scout HA Mark 1

AP 4780 Volume 6 Parts 1-4
AP 4780A (GHN)
AP 4780A Volume 1 Book 1
AP 4780A Volume 1 Book 2
AP 4780A Volume 1 Book 3
AP 4780A Volume 1 Book 4
AP 4780A Volume 6

Gazelle Marks 16000 and 16100 Series ECU

AP 4597A Volume 1
AP 4597B Volume 2
AP 4597B Volume 3 Part 1
AP 4597B Volume 6
AP 4597B Volume 6 Part 1
AP 4597B Volume 6 Part 2
AP 4597B Volume 6 Part 3
AP 4597B Volume 6 Part 4

Wessex HAS Mark 1

AP 4723 OD
AP 4723A (GHN)
AP 4723A (PN)
AP 4723 Volume 6 Parts 1 and 2
AP 4723 Volume 6 Part 4
AP 4723A Volume 1 Book 1
AP 4723A Volume 1 Book 2
AP 4723A Volume 2
AP 4723A Volume 3 Part 1
AP 4723A Volume 4 Part 12 (Naval)
AP 4723A Volume 4 Part 17 (Naval)
AP 4723A Volume 5 Books 1, 2 and 3
AP 4723A Volume 5 Part 10 Issue 2 (Naval)

4. AP 4780A OD is still applicable and will not be withdrawn from distribution at this stage.

(DNAS 465/53/738)

UNCLASSIFIED

451—Naval Air Stores—Withdrawal of Obsolete Air Publication

AP (N) 68—Handbook of Naval Aircraft Inspection Instructions, is now obsolete and is to be withdrawn from service. Arrangements should be made to return all copies of the publication to the RAN Air Store Depot, Randwick.

2. The Director of Aircraft Maintenance and Repair will retain one copy of the publication for reference purposes.

(DNAS 465/53/784)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.
9236/66.—2

REGISTRAR

ANO's 452-462/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
22nd August, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

9541/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

452—Battle Honours for HMA Ships and Fleet Air Arm Squadrons

Navy Order 429 of 1965 is to be amended as follows—

Page 16—insert the following after MURCHISON—

NAPIER	Crete 1941 Libya 1941 Burma 1944–45 Okinawa 1945
NEPAL	Burma 1944–45 Okinawa 1945
NESTOR	Jutland 1916 " Bismarck " 1941 Atlantic 1941 Malta Convoys 1941–42
NIZAM	Malta Convoys 1941 Crete 1941 Libya 1941 Okinawa 1945
NORMAN	Burma 1944–45 Okinawa 1945

(SBNH 38/1/70)

(Navy Order 429 of 1965)

UNCLASSIFIED

453—Delegations of Authority to Arrange Purchases without Prior Reference to Contract or District Contract Boards (Supply and Development Regulation 35 (1))

Current local purchase delegations granted by the Contract Board with the approval of the Minister for Supply are as follows—

Designation	*Delegation* $
*Secretary, Department of the Navy (Repair and Refit of HMA Ships)	Unspecified
*Assistant Chief of Naval Technical Services (Maintenance)—(Repair and Refit of HMA Ships)	20,000
Director of Naval and Air Stores	400
Director of Victualling	400
Director of Aircraft Maintenance and Repair	400
Director of Armament Supply	400
Medical Director-General	200

Designation	Delegation $
Director of Naval Education Services	50
Naval Store Officer (Supply), Navy Office, Melbourne	400
Assistant Naval Store Officer (NS2), Navy Office, Melbourne	200
General Manager, HMA Naval Dockyard, Williamstown	400
Naval Store Officer, NSD Williamstown	400
Assistant Naval Store Officer, NSD Williamstown (2 positions)—ANSO (GS and Supply)	150 each
Stock Controller (Section Leader), NSD Williamstown	50
Commodore Superintendent of Training, HMAS CERBERUS	200
Naval Officer-in-Charge, Victoria	200
Victualling Store Officer, Port Melbourne	50
Officer-in-Charge, RAN Armament and Weapon Equipment Depot, Maribyrnong	50
General Manager, HMA Naval Dockyard, Garden Island	400
Superintending Victualling Store Officer, Pyrmont	400
Superintending Naval and Air Store Officer, Garden Island	400
Naval Store Officer, NSD Garden Island (2 positions)—NSO (A and G)	400 each
Deputy Naval Store Officer, NSD Garden Island (3 positions)—DNSO (T, G1 and G2)	300 each
Assistant Naval Store Officer, NSD Garden Island (6 positions)—ANSO (G1, G2, G3, G4, G5 and G6)	150 each
Stock Controller (Section Leader), NSD Garden Island (14 positions)—SL (G1A, G1B, G2A, G2B, G3A, G3B, G4A, G4B, G5A, G5B, G6A, G6B, OF and MT)	50 each
Naval Store Officer, NSD Randwick (2 positions)—NSO (Air and M)	400 each
Deputy Naval Store Officer, NSD Randwick (4 positions)—DNSO (Air 1, Air 2, M2 and M3)	300 each
Assistant Naval Store Officer, NSD Randwick (11 positions)—ANSO (Air 1, Air 2, Air 3, Air 4, Air 5, M1, M2, M3, M4, M5 and M6)	150 each
Stock Controller (Section Leader), NSD Randwick (21 positions)—SL (Air 1A, Air 2A, Air 2B, Air 3A, Air 3B, Air 3C, Air 4A, Air 4B, Air 4C, M1A, M1B, M1E, M2C, M2D, M2E, M4A, M4B, M5A, M5B, M6A and M6B)	50 each
Naval Store Officer, NSD Woolloomooloo	400
Deputy Naval Store Officer, NSD Woolloomooloo (3 positions)—DNSO (L1, L2 and L3)	300 each
Assistant Naval Store Officer, NSD Woolloomooloo (10 positions)—ANSO (L1, L2, L3, L4, L5, L6, L7, L8, L9 and L10)	150 each

Designation	Delegation $
Stock Controller (Section Leader), NSD Woolloomooloo (20 positions)—SL (L1A, L1B, L2A, L2B, L3A, L3B, L4A, L4B, L5A, L5B, L6A, L6B, L7A, L7B, L8A, L8B, L9A, L9B, L10A and L10B)	50 each
Medical and Dental Store Officer, Sydney	200
Weapon Equipment Supply Officer, Sydney	200
Superintending Armament Supply Officer, Sydney	150
Superintendent, RAN Torpedo Establishment, Sydney	100
Naval Officer-in-Charge, New Guinea	200
Naval Officer-in-Charge, North Australia Area	200
Naval Officer-in-Charge, Queensland	200
Naval Officer-in-Charge, South Australia	200
Naval Officer-in-Charge, Tasmania	200
Naval Officer-in-Charge, West Australia Area	200
Victualling Liaison Officer, Fremantle	100
Officer-in-Charge, Naval Store Section, Fremantle	100
Officer-in-Charge, RAN Armament and Weapon Equipment Depot, Byford	50
Commanding Officer, HMAS ALBATROSS	50

* These delegations are exercisable only in an emergency where repair and refit work is urgently required and the time factor and/or location of the ship in Australia or New Guinea makes it impracticable to use Contract Board facilities.

2. Instructions to delegates of the Contract Board with respect to arrangements for purchases of supplies and the performance of services are contained in the Department of Supply Local Purchase Handbook. Unless otherwise approved these instructions are to be strictly complied with.

(DNA 2/4/48)

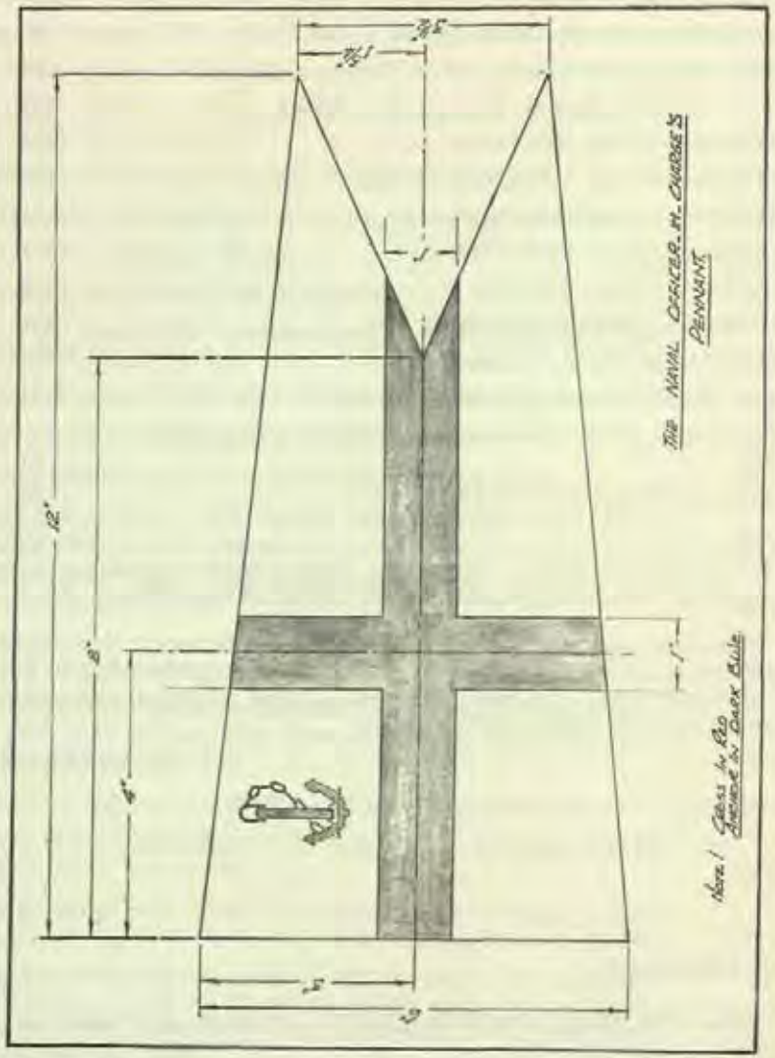
UNCLASSIFIED

454—The Naval Officer-in-Charge's Pennant—Introduction

The Naval Board have approved the design of the pennant shown in the appendix to this order. This pennant is designated " The Naval Officer-in-Charge's Pennant ".

2. It may be displayed under the rules set out in RI Article 1278, Paragraphs 2 and 3, as they apply to cars only. Officers entitled to fly the pennant are those Naval Officers-in-Charge who are not entitled to fly a Commodore's Broad Pennant, excepting the Naval Officer-in-Charge, Jervis Bay.

APPENDIX



(AS (NS) 37/2/38)

Section 2

PERSONNEL

UNCLASSIFIED

455—Vaccination and Immunisation

Navy Order 723 of 1965 is to be amended as follows—

Delete Paragraphs 3, 10 and 67 and *insert* the following in lieu—

" 3. In conformity with the regulations of the World Health Organisation, International Certificates are required when travelling by air and may be required by personnel travelling overland or by sea in other than HMA ships. They require stamping with the approved stamp authorised for vaccinations performed by Medical Officers of the Defence Forces acting in their official capacity and the use of this stamp is to be confined to this purpose. Vaccination certificates are to be signed by a Medical Officer only, never by Sick Berth Staff or other unqualified persons. The correct type of International Certificate is to be used as any other type will not receive international recognition and may cause difficulty between the traveller and foreign officials. A new form of International Certificate will be introduced by the World Health Organisation on 1st January, 1966, and all subsequent issues are to be of the new pattern. Forms of the current pattern, issued prior to the above date, will remain valid for the normal periods as set out below (except Yellow Fever, *see* Paragraph 78). Forms of the new pattern are being printed, and notification will be made when they are available for issue."

" 10. All International Certificates issued by other than Service Medical Officers require to be counter-stamped and counter-signed at the Commonwealth Department of Health in the State concerned. As Yellow Fever Certificates are issued only by recognised centres they do not require such counter signature. *See* Paragraph 76."

" 67. Certificates are valid for a period of six months beginning six days after the first injection. After re-immunisation validity is reckoned from that date."

(MDG 327/54/19)

(*Navy Order 723 of 1965*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

456—Sailors' Course Programme—July to December, 1966

Amendment No. 2

The appendix to Navy Order 310 of 1966 is to be amended as follows—

(a) Page 3—

ABCD .. *Amend* duration at RUSHCUTTER *to read* 16.

ORDCD/CABA *Insert* " (2) " after each course starting date.

(b) Page 4—

POUW .. *Amend* duration of course at WATSON *to read* 7.
LSUW .. *Amend* duration of course at WATSON *to read* 5.
ABUW .. *Amend* duration of course at WATSON *to read* 5.
ABUW .. *Delete* 5.9.66.
POUC .. *Amend* duration of course at WATSON *to read* 15.
LSUC .. *Amend* duration of course at WATSON *to read* 11.
ABUC .. *Amend* duration of course at WATSON *to read* 12.
ABUC .. *Delete* 5.9.66.

(c) Page 5—

ABWM .. *Amend* 7.11.66 *to read* 17.10.66.
RSS .. .. *Amend* CERBERUS—10 *to read* HARMAN—5 and HARMAN—5 *to read* CERBERUS—10.

(d) Page 10—

CPOMUSN .. *Amend* 1–2 *to read* 2.
POMUSN .. *Amend* 1–4 *to read* 2–4.

(e) Page 12—

Combat Survival Course. *Delete* as required *insert* 29.8.66; 24.10.66.

(f) Page 13—

Standard NBCD. *Amend* 4 weeks *to read* 1 week.

(DMT 311/201/166)

(Navy Order 310 of 1966)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

457—Alteration and Addition Item—HMAS MELBOURNE

The following Alteration and Addition Item is approved to be carried out in HMAS MELBOURNE—

Class List Item No. 185 (Ex TDL " EE ").

(*a*) *Item:* To provide adequate sterilisation of surgical equipment by installation of modern high pressure autoclave in operating theatre in sick bay, (similar to that supplied by Atherton (NSW) Pty. Ltd. Catalogue No. DREC 1624) and suitably modified for use in HMAS MELBOURNE.

Modifications are—

(*a*) 16-in. x 16-in. x 24-in. square type.

(*b*) Electric steam generator 15 kW. total loading suitable for DC electric supply 220 volts.

(*c*) Cold water feed tank and booster pump. Pump to be run off 240 volts AC 5 amp. supply.

(*d*) Water cooled exhaust condenser. Coolant to be sea water.

(*e*) Electric automatic three light timer. Timer to be run off 240 volts AC 5 amp. supply.

(*f*) The door should open on a left hand hinge.

Work to be undertaken by ship's staff.

(*b*) Weight compensation is not required so long as existing autoclave is landed before new one is fitted.

(*c*) *References:* HMAS MELBOURNE's Form AS 1182 TDL " EE " dated 15th September, 1965, forwarded under cover of FOCAF Memorandum AF 1904/137 dated 30th September, 1965.

(CNTS 1215/52/47)

UNCLASSIFIED

458—Naval Stores—General—Group Class 5960—Electron Tubes and Associated Hardware—Change of NATO Stock Numbers

The Federal Supply Classification (FSC), of the undermentioned items of USA origin, has been changed. The items, formerly classified in Group Class 5960, have been reclassified to Group Class 5961.

2. The new NATO Supply Classification and Catalogue Numbers are as follows—

Supply Classification	*Catalogue Number*	*Supply Classification*	*Catalogue Number*	*Supply Classification*	*Catalogue Number*
5961	00-012-4988	5961	00-086-9237	5961	00-553-4479
	00-012-4989		00-087-4063		00-556-2091
	00-012-5009		00-087-6047		00-556-9573
	00-012-5012		00-087-9714		00-557-5617
	00-012-5014		00-087-9772		00-572-4526
	00-012-5015		00-189-6509		00-577-1220
	00-012-5036		00-262-0316		00-577-3036
	00-012-5037		00-271-1391		00-577-6079
	00-020-8333		00-284-6016		00-577-6085
	00-053-1643		00-296-1646		00-577-6131
	00-059-9996		00-346-6343		00-578-8585
	00-060-1208		00-446-0024		00-581-5299
	00-060-5778		00-447-9737		00-581-8066
	00-060-6817		00-473-5003		00-581-8274
	00-060-7587		00-474-6710		00-581-8748
	00-060-8638		00-539-6413		00-581-9888
	00-061-5443		00-542-7005		00-583-0897
	00-061-7363		00-542-7018		00-583-1975
	00-061-8603		00-542-7143		00-583-4465
	00-062-3026		00-542-7158		00-586-6984
	00-064-2379		00-543-0296		00-615-0095
	00-068-0687		00-543-1819		00-615-0142
	00-080-8752		00-543-9617		00-615-0365
	00-081-4585		00-552-0243		00-615-0590
	00-082-3298		00-552-1355		00-615-0759

Supply Classification	Catalogue Number
5961	00-615-4309
	00-615-4900
	00-615-5186
	00-615-5187
	00-615-5199
	00-615-5548
	00-615-5550
	00-615-9440
	00-617-3101
	00-617-3735
	00-617-3873
	00-617-4217
	00-617-5776
	00-620-4579
	00-627-6409
	00-631-6947
	00-636-0147
	00-636-4324
	00-646-6184
	00-649-9153
	00-660-9729
	00-661-0062
	00-662-7736
	00-665-0390
	00-669-6858
	00-674-8431
	00-677-0838
	00-679-3518
	00-681-8034
	00-681-9760
	00-682-2587
	00-682-8390
	00-682-9179
	00-683-4316
	00-685-8465
	00-685-8470
	00-686-7985
	00-686-8381
	00-686-8578
	00-686-8579
	00-686-8666
	00-688-9170
	00-702-4851
	00-702-4911
	00-712-4002
	00-716-7601
	00-721-0174
	00-721-2513
	00-722-2230
	00-726-2741
	00-726-8735

Supply Classification	Catalogue Number
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	00-729-1058
	00-729-1059
	00-729-1061
	00-729-1793
	00-729-5498
	00-732-8535
	00-733-2721
	00-740-1210
	00-740-3083
	00-751-7246
	00-752-0183
	00-752-0243
	00-752-0275
	00-752-0378
	00-752-0401
	00-752-0432
	00-752-0457
	00-752-0770
	00-752-5331
	00-752-5421
	00-752-5701
	00-752-5743
	00-752-5797
	00-752-5804
	00-752-5863
	00-752-6016
	00-752-6081
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	00-752-6121
	00-752-6126
	00-752-6134
	00-752-6136
	00-752-6178
	00-754-5468
	00-754-5592
	00-754-5800
	00-754-8704
	00-754-9560
	00-755-4349
	00-755-6464
	00-765-3228
	00-765-3230
	00-767-5069
	00-769-1036
	00-770-3513
	00-776-0671
	00-777-5532
	00-777-5533
	00-778-3817
	00-779-9527

Supply Classification	Catalogue Number
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	00-794-3948
	00-799-9009
	00-800-1084
	00-802-0057
	00-802-0058
	00-802-7965
	00-802-7969
	00-802-8502
	00-804-2104
	00-804-6778
	00-804-7543
	00-804-8990
	00-804-8993
	00-805-7876
	00-806-5603
	00-806-5604
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	00-808-7498
	00-809-6592
	00-809-9049
	00-810-2763
	00-810-5536
	00-810-6553
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	00-811-8372
	00-811-8373
	00-813-4321
	00-813-4383
	00-813-7283
	00-813-9360
	00-814-0768
	00-814-1204
	00-814-4788
	00-814-7851
	00-815-6815
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	00-819-2293
	00-821-0710
	00-821-2028
	00-821-8976
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	00-824-8450
	00-824-8491
	00-824-8502
	00-824-9946
	00-825-8867
	00-826-0489
	00-826-1803
	00-826-7673
	00-828-6108

Supply Classification	Catalogue Number
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	00-828-8630
	00-829-0337
	00-830-2702
	00-833-3042
	00-833-3043
	00-833-6321
	00-833-8140
	00-834-4936
	00-836-0376
	00-836-0377
	00-836-0382
	00-836-0383
	00-837-1394
	00-837-4642
	00-837-9287
	00-837-9288
	00-837-9290
	00-838-1142
	00-838-4932
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	00-842-9609
	00-842-9864
	00-843-5177
	00-843-9086
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	00-844-5212
	00-844-5213
	00-844-6717
	00-844-7108
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	00-845-6455
	00-845-9264
	00-846-7338
	00-846-7339
	00-846-9157
	00-847-5242
	00-847-5245
	00-847-5246
	00-847-5508
	00-848-7007
	00-849-1582
	00-849-4176
	00-849-4181
	00-849-4184
	00-849-4588
	00-850-0913
	00-850-2700
	00-850-7646

Supply Classification	Catalogue Number
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	00-850-8452
	00-850-9438
	00-850-9440
	00-850-9559
	00-850-9564
	00-851-5923
	00-851-8296
	00-852-0719
	00-852-5169
	00-852-5171
	00-852-5174
	00-853-2601
	00-853-2607
	00-854-8470
	00-855-1405
	00-855-1550
	00-855-1551
	00-855-1854
	00-855-2274
	00-855-2786
	00-855-2787
	00-855-5869
	00-858-4231
	00-865-2063
	00-866-0476
	00-866-5454
	00-877-8616
	00-877-8618
	00-878-2737
	00-878-4284
	00-878-4286
	00-878-4287
	00-878-5222
	00-878-6521
	00-878-6590
	00-878-6591
	00-878-6592
	00-878-9604
	00-879-2474
	00-879-3091
	00-881-5741
	00-882-4244
	00-882-4246
	00-882-5894
	00-882-8676
	00-882-8677
	00-882-8678
	00-882-8680
	00-882-8681
	00-882-8684

Supply Classification	Catalogue Number
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	00-883-4795
	00-883-4798
	00-883-5305
	00-883-5308
	00-883-7047
	00-883-9203
	00-883-9226
	00-888-7483
	00-892-0617
	00-892-0620
	00-892-0629
	00-892-0707
	00-892-0725
	00-892-0734
	00-892-0800
	00-892-0821
	00-892-0885
	00-892-0886
	00-892-0887
	00-892-0892
	00-892-0913
	00-892-0963
	00-892-1009
	00-892-1104
	00-892-3361
	00-892-3417
	00-892-3473
	00-892-3474
	00-892-3492
	00-892-3494
	00-892-3513
	00-892-3652
	00-893-0288
	00-893-0289
	00-893-2391
	00-893-5938
	00-893-6761
	00-894-4325
	00-897-8326
	00-950-3076
	00-950-3079
	00-950-3449
	00-951-1505
	00-954-9173
	00-957-0426
	00-959-6069
	00-964-6366
	00-964-8658
	00-968-3858
	00-972-9204

Supply Classi-fication	Catalogue Number	Supply Classi-fication	Catalogue Number	Supply Classi-fication	Catalogue Number
5961	00-972-9302	5961	00-983-8260	5961	00-989-5952
	00-975-7229		00-984-1175		00-990-2264
	00-977-5814		00-984-2053		00-990-4581
	00-978-5966		00-984-2054		00-990-5376
	00-978-6318		00-984-7132		00-991-2259
	00-978-7468		00-985-2049		00-993-0706
	00-978-7660		00-985-2731		00-993-6828
	00-978-9076		00-985-4900		00-995-2311
	00-983-5990		00-988-1947		00-995-2312
	00-983-7158		00-988-4283		

3. Action should be taken to adjust the ledger pages of Ships Naval Store Accounts in accordance with ABR 4 (Naval Storekeeping Manual) Article 1812.

(DNAS 519/54/331)

UNCLASSIFIED

459—Naval Stores—Group Class 6730—Projection Set, Motion Picture, Sound—HMA Ships and Establishments—Maintenance

HMA establishments in the East Australia Area are to return their Projection Sets, Catalogue Number 6730-66-019-6367, to SNSO, Sydney, when servicing is due. The repair and overhaul of the sets will then be arranged by SNSO, Sydney, under the current period contract.

2. Navy Order 699 of 1965 is relevant.

(DNAS 519/256/90)

(Navy Order 699 of 1965)

UNCLASSIFIED

460—Naval Stores—Identification and Reclassification—Electrical

(DCI (RN) 1683/1965)

Annex A to this order lists items under Group Classes 0611 and 0625 superseded by a new item having complete change of specification.

2. Annex B relates to re-identification involving change of Group Class and pattern number/description but no change in specification.

3. Naval store accounts in HMA ships and commissioned establishments are to be adjusted in accordance with ABR 4 Article 1812.

ANNEX A

Old Identification		New Identification		NATO Supply Classn.	Acctg. Status
Pattern No.	Description	Description	Pattern No.		
0611/101400	Selector Unit	SELECTOR UNIT ..	0625/106643	5820	P
0611/102447	Gland, Plate Assembly	GLAND, PLATE ASSEMBLY ..	0625/972-1139	5825	P
0611/102448	Gland, Plate Assembly	GLAND, PLATE ASSEMBLY ..	0625/972-1140	5825	P
0611/102449	Washer Ring Neoprene	RING SEALING TROIDAL ..	0625/972-1346	5825	C
0611/103453	Amplifier Aerial Decca Type 807	AMPLIFIER RF ..	0625/971-8792	5825	P
0625/580-1211	Head Assy., Playback	HEAD ASSY., PLAYBACK ..	0625/519-2825	5835	P

ANNEX B

Old Identification		New Identification		NATO Supply Classn.	Acctg. Status
Pattern No.	Description	Description	Pattern No.		
0611/ZA/ZZ 7272	Potentiometer	POTENTIOMETER ..	0632/911-4753	5905	C
0611/ZA 36020	Resistor	RESISTOR ..	0632/011-9778	5905	C
0611/ZA 36021	Resistor	RESISTOR ..	0632/011-3282	5905	C
0611/ZA 36022	Resistor	RESISTOR ..	0632/011-3286	5905	C
0611/ZA 36349	Resistor	RESISTOR ..	0632/911-5310	5905	C
0611/ZA 37065	Grommet, Retainer	GROMMET, RETAINER ..	0559/949-3748	5975	C
0611/ZA 53400	Coupler, Aerial	COUPLER, AERIAL ..	0625/901-7959	5820	P
0611/64773	Case, End Entry	CASE, END ENTRY ..	0568/911-4436	5935	C
0611/64782	Plug, Fixed 6 Pole	PLUG, FIXED 6 POLE ..	0568/932-5839	5935	C

(DNAS 517/51/810)

461—Naval Stores—Identification and Reclassification—Electrical

(DCI (RN) 1824/1965)

Annex A to this order lists items under Group Classes 0625 and 0611 superseded by a new item having a complete change of specification.

2. Annex B relates to re-identification involving change of Group Class and pattern number/description but no change in specification.

3. Annex C shows new pattern numbers introduced under Group Class 0625.

4. Naval store accounts in HMA ships and commissioned establishments are to be adjusted in accordance with ABR 4 Article 1812.

ANNEX A

SUPERSESSIONS OF PATTERN NOS. IN GROUP CLASS 0625

Old Identification					*New Identification*				
Group Class	*NATO No.*	*Pattern No.*	*Description*	*Perm. Cons.*	*Group Class*	*NATO No.*	*Pattern No.*	*Description*	*Perm. Cons.*
0625	5835-99	580-0859	Panel, Timer-Coder Recorder-Reproducer	P	0625	5835-99	972-5422	PANEL, TIMER-CODER RECORDER-REPRODUCER	P
0625	5835-99	943-8233	Eraser, Magnetic	C	0625	5835-99	580-8329	ERASER, MAGNETIC	C
0625	5820-99	972-4573	Cable Assembly	P	0625	5895-99	972-4171	CABLE ASSEMBLY	P

SUPERSESSION OF PATTERN NO. IN GROUP CLASS 0611

Old Identification				*New Identification*				
Group Class	*Pattern No.*	*Description*	*Perm. Cons.*	*Group Class*	*NATO No.*	*Pattern No.*	*Description*	*Perm. Cons.*
0611	103990	Receiver, Radio ..	P	0625	5820-99	972-3775	RECEIVER, RADIO ..	P

ANNEX B

TRANSFER OF PATTERNS TO OTHER GROUP CLASSES FROM 0611

Old Identification				*New Identification*				
Group Class	*Pattern No.*	*Description*	*Perm. Cons.*	*Group Class*	*NATO No.*	*Pattern No.*	*Description*	*Perm. Cons.*
0611	163	Transformer	P	0627	5950-99	972-4122	TRANSFORMER	P
0611	670	Washer	C	0413	5330-99	972-4062	WASHER	C
0611	5585	Mount	C	0564	6130-99	972-4084	MOUNT	C
0611	62683	Choke Des 1326	C	0627	5950-99	519-1459	INDUCTOR, AUDIO FREQUENCY	C
0611	64687	Cable Strap	C	0413	9330-99	950-6025	CABLE STRAP	C
0611	64688	Cable Strap	C	0413	9330-99	945-4141	CABLE STRAP	C
0611	64689	Stud, nylon	C	0257	5325-99	913-8823	STUD, NYLON	C
0611	64747	Stud, nylon	C	0257	5325-99	913-8822	STUD, NYLON	C
0611	64776	Case for Patts. 64774/5 End entry	C	0568	5935-99	911-7958	CASE, END ENTRY	C
0611	64783	Socket, fixed 6 Pole	C	0568	5935-99	943-4370	SOCKET, FIXED 6 POLE ..	C
0611	64784	Case for Patts. 64782/3 End entry	C	0568	5935-99	943-4371	CASE, END ENTRY	C

ANNEX C

New Pattern Numbers Introduced Under 0625

NATO No.	Pattern No.	Description	Perm. Cons.
	106619	MODIFICATION KIT	C
5820	164519	DECK CONTROL AND MONITORING	P
5820	164769	CONTROL UNIT	P
5820	164806	MODIFICATION KIT	C
5820	164807	MODIFICATION KIT	C
5820	164816	MODIFICATION KIT	C
5820	164817	POWER SUPPLY UNIT	P
5820	164824	MODIFICATION KIT	P
5820	164825	MODIFICATION KIT	P
5895	164843	DESK	P
5895	164844	RELAY UNIT, GATING	P
5895	164845	SWITCH UNIT, GATE/INHIBIT	P
5820	164858	AMPLIFIER RF TEMPERATURE CONTROLLED	P
5820	164875	MODIFICATION KIT	P
5895	164876	MODIFICATION KIT	C
5820	164882	MODIFICATION KIT	C
5820	171060	AMPLIFIER	P
5820	171061	AMPLIFIER	P
5820	171062	AMPLIFIER	P
5820-99	519-1319	CONTROL RECTIFIER	P
5820-99	519-1320	RADIO FREQUENCY UNIT	P
5820-99	519-1321	AMPLIFIER RF	P
5820-99	519-1322	POWER SUPPLY	P
5820-99	519-1323	DISCRIMINATOR PHASE	P
5820-99	519-1324	CONTROL, POWER SUPPLY	P
5820-99	519-1325	RECTIFIER-AMPLIFIER POWER SUPPLY	P
5820-99	519-1326	POWER SUPPLY	P
5820-99	519-1327	INDICATOR, OPERATIONAL CONTROL	P
5820-99	519-1328	CONTACTOR	P
5820-99	519-1329	AMPLIFIER, ELECTRONIC CONTROL	P
5820-99	519-1330	CONTROL AMPLIFIER	P
5820-99	519-1331	AMPLIFIER RF	P
5820-99	519-1332	CONTROL, AMPLIFIER	P
5820-99	519-1333	CONTROL, AMPLIFIER	P
5820-99	519-1334	COMPARATOR, SIGNAL	P
5820-99	519-1335	SWITCHING UNIT RF SIGNAL	P
5820-99	519-1336	TRANSFORMER, POWER STEP-UP	P
5820-99	519-1337	REACTOR	P
5820-99	519-1338	MOTOR, GEAR BOX	P
5820-99	519-1339	MOTOR, GEAR BOX	P
5820-99	519-1340	DISCRIMINATOR PHASE	P
5820-99	519-1341	PANEL LIST, ELECTRICAL	P
5820-99	519-1342	CONTROL, AMPLIFIER	P
5820-99	519-1343	COUPLER RF	P
5820-99	519-1344	COUPLER RF	P
5820-99	519-1345	DISCRIMINATOR, AMPLIFIER	P
5820-99	519-1346	MOTOR GEAR BOX	P
5820-99	519-1347	ATTENUATOR, VARIABLE	P
5820-99	519-1348	AMPLIFIER RF	P

Annex C—*continued*

NATO No.	Pattern No.	Description	Perm. Cons.
5820-99	519-1349	AMPLIFIER RF	P
5820-99	519-1350	AMPLIFIER RF	P
5820-99	519-1351	FILTER LOW PASS	P
5820-99	519-1352	FAN VANE AXIAL	P
5820-99	519-1353	REGULATOR VOLTAGE	P
5820-99	519-1354	HOIST, ELECTRIC VALVE	P
5820-99	519-1355	RAMP LOADING TRANSFORMER	P
5820-99	519-1356	CONTROL AMPLIFIER	P
5820-99	519-1357	AMPLIFIER 20 KW	P
5895-99	519-1400	BALL, PRESSURE COMPENSATING	C
5820-99	519-1435	TEST SET MODULE	C
5895-99	519-1538	DOOR, ELECTRICAL EQUIPT., CABINET	P
5895-99	519-1549	PULSE GENERATOR	P
5895-99	519-1550	PULSE GENERATOR	P
5895-99	519-1551	CRANK HAND	C
5825-99	519-2303	INSTALLATION KIT	P
5895-99	972-5288	DEMINERALISATION ELEMENT	P
5820-99	580-7653	MODULATOR AMPLIFIER	P
5820-99	580-7654	AMPLIFIER	P
5820-99	580-8947	CABINET	P
5820-99	580-8948	COMPONATOR INDICATOR	P
5820-99	580-8949	DISTRIBUTOR AMPLIFIER	P
5820-99	971-7546	GENERATOR FS	P
5820-99	972-0116	MODULATOR—POWER SUPPLY	P
5820-99	972-0117	KEYER	P
5820-99	972-0118	MODULATOR	P
5820-99	972-0119	KEYER	P
5820-99	972-0120	DIVIDER AMPLIFIER	P
5820-99	972-0121	CONTROL AMPLIFIER	P
5820-99	972-0122	MODULATOR DSB	P
5820-99	972-0123	GENERATOR SIGNAL	P
5820-99	972-0124	KEYER, TONE	P
5820-99	972-0125	KEYER, TONE	P
5820-99	972-0126	PANEL BLANK	C
5820-99	972-0127	HOUSING STORAGE CIRCUIT	P
5820-99	972-0128	COVER STORAGE CIRCUIT	C
5820-99	972-0129	EXTENSION	P
5820-99	972-0130	PANEL, PATCHING	P
5820-99	972-0159	LOGIC CIRCUIT	P
5820-99	972-0939	WINDOW, DIAL	P
5820-99	972-2046	CABINET	P
5820-99	972-3019	DRIVE TUNING	C
5820-99	972-3020	DRIVE TUNING	C
5820-99	972-3021	LINEAR AMPLIFIER	P
5895-99	972-3303	WAVEGUIDE	P
5895-99	972-3305	MIXER	P
5895-99	972-3306	ADAPTOR	P
5895-99	972-3307	WAVEGUIDE	P
5895-99	972-3308	OSCILLATOR	P
5895-99	972-3309	WAVEGUIDE ATTENTUATOR	P
5895-99	972-3310	WAVEGUIDE	P

ANNEX C—*continued*

NATO No.	*Pattern No.*	*Description*	*Perm. Cons.*
5895-99	972-3311	WAVEGUIDE	P
5895-99	972-3312	AMPLIFIER	P
5895-99	972-3313	AMPLIFIER	P
5895-99	972-3314	RECEIVER RADIO	P
5895-99	972-3753	DELAY UNIT	P
5895-99	972-3754	DELAY LINE	P
5895-99	972-4074	ANTENNA	P
5895-99	972-4075	ANTENNA	P
5895-99	972-4076	CABLE ASSEMBLY	P
5895-99	972-4077	AMPLIFIER HEAD	P
5895-99	972-4078	ANTENNA	P
5895-99	972-4079	CABLE ASSEMBLY	P
5895-99	972-4080	CABLE ASSEMBLY	P
5895-99	972-4126	SWITCH UNIT	P
5895-99	972-4154	ANTENNA	P
5895-99	972-4155	ANTENNA ELEMENT	P
5895-99	972-4156	RADOME	P
5895-99	972-4158	TABLE, COMMUNICATIONS CONTROL	P
5895-99	972-4159	CABINET, ELECTRICAL EQUIPT.	P
5895-99	972-4160	CONTROL, MODULATOR	P
5820-99	972-4172	SYNTHESISER, ELECTRICAL FREQUENCY	P
5820-99	972-4173	POWER SUPPLY	P
5895-99	972-4571	ANTENNA	P
5895-99	972-4572	CABLE ASSEMBLY	P
5820-99	972-4748	SYNTHESISER	P
5895-99	972-4906	POWER SUPPLY	P
5895-99	972-5265	TEST SET	P
5895-99	972-5305	AMPLIFIER	P
5895-99	972-5333	AMPLIFIER	P
5895-99	972-5334	POWER SUPPLY	P
5820-99	972-5350	CONTROL ALARM	P
5895-99	972-5359	INDICATOR, WATER PURITY	P
5895-99	972-5360	PROBE, WATER PURITY INDICATOR	P

(DNAS 517/51/810)

UNCLASSIFIED

462—Naval Stores—Identification and Reclassification—Electrical

(*DCI (RN) 1825/1965*)

Annex A to this order relates to re-identification of items under Group Class 0611 which involve change of Group Class and pattern number/description, but no change in specification.

2. Annex B shows new pattern numbers introduced under Group Class 0625.

3. Naval store accounts in HMA ships and commissioned establishments are to be adjusted in accordance with ABR 4 Article 1812.

ANNEX A

RE-IDENTIFICATION OF PATTERN NOS. IN GROUP CLASS 0611 TO OTHER GROUP CLASSES

Old Identification				*New Identification*				
Group Class	*Pattern No.*	*Description*	*Perm. Cons.*	*Group Class*	*NATO No.*	*Pattern No.*	*Description*	*Perm. Cons.*
0611	ZA0479	Antenna, Rod	P	0628	5985-99	103-6187	ANTENNA, ROD	P
0611	ZA1853	Plug, 5 point	C	0568	5935-99	104-0408	PLUG, ELECTRICAL	C
0611	YI/ZA21514	Headset	P	0558	5965-99	104-4880	MICROPHONE and RECEIVER, HEADGEAR	P
0611	ZA28363	Connector, Twin, No. 273	C	0561	5995-99	103-7043	CONNECTOR, TWIN	C
0611	ZA32682	Aerial, vertical	P	0628	5985-99	103-7628	ANTENNA	P
0611	ZA32991	Instruction, Working	P	0625	5820-99	104-6143	INSTRUCTION, WORKING	P
0611	ZA33127	Pouche, Battery	P	0625	5820-99	104-6316	POUCHE, BATTERY	P
0611	ZA33527	Can, Screening	C	0621	5960-99	104-1681	CAN, SCREENING	C
0611	ZA43211	Connector	C	0561	5995-99	102-2957	CONNECTOR	C
0611	ZA45791	Capacitor	C	0631	5910-99	103-1495	CAPACITOR	C
0611	ZA47680	Aerial, Tuner, No. 9	P	0625	5820-99	900-9976	AERIAL, TUNER	P
0611	ZA55328	Case, Carrying, Battery	P	0461	8105-99	102-7984	BAG, COTTON, DUCK	P
0611	102354	Fuselink, Electrical	C	0559	5920-99	940-2084	FUSELINK, ELECTRICAL	C
0611	409260	Rectifier	P	0564	6130-99	519-1041	RECTIFIER, METALLIC	C

ANNEX B

NEW PATTERN NUMBERS INTRODUCED UNDER GROUP CLASS 0625

NATO No.	Pattern No.	Description	Perm. Cons.
5820	164827	Switch Unit, Attenuator	P
5820	164828	Cable Assembly	P
5895	164864	Seat, Radio Operator	P
5820	164883	Modification Kit	C
5820	164884	Modification Kit	C
5820	164885	Modification Kit	C
5820	165059	Modification Kit	P
5820	171016	VCS Unit Type 102—Loudspeaker—Radio	P
5820	171017	VCS Unit Type 00—Blanking Panel—Handle Fixing	P
5820	171018	VCS Unit Type 103—Radio Indicator—Dimming	P
5895	519-0888	Relay Assembly	P
5895	519-1152	Oscillator Audio Frequency	P
5895	519-1153	Power Supply	P
5895	519-1154	Power Supply	P
5895	519-1155	Power Supply	P
5895	519-1156	Power Supply	P
5895	519-1157	Amplifier Audio Frequency	P
5895	519-1158	Amplifier Video	P
5895	519-1159	Amplifier Video	P
5895	519-1160	Power Supply	P
5895	519-1161	Filter Band Separation	P
5895	519-1162	Filter Band Separation	P
5895	519-1163	Filter Band Separation	P
5895	519-1164	Amplifier Video (Beam Reflection)	P
5895	519-1165	Converter Wave Form	P
5895	519-1166	Alarm, Radio	P
5895	519-1167	Alarm, Radio	P
5895	519-1168	Control Alarm	P
5895	519-1169	Amplifier Audio Frequency	P
5895	519-1170	Control Alarm	P
5895	519-1171	Electronic Switch	P
5895	519-1172	Amplifier Video	P
5895	519-1173	Amplifier Tuned	P
5820	519-1183	Support, Head Amplifier	P
5895-99	519-1562	Adaptor, Coaxial to Waveguide	P
5820-99	519-1569	Control, Remote Transmitter	P
5820-99	519-1570	Control, Transmitter	P
5895-99	519-1600	Amplifier, RF	P
5895-99	519-1601	Support RF Amplifier	P
5895-99	519-1619	Support Auto Transmitter	P
5895-99	519-1620	Panel, Electrical Equipment	P
5895-99	519-1621	Switch Antenna Rotate	P
5895-99	519-1622	Door Access, Shielded Compartment	P
5895-99	519-1662	Box, Cable Charging	P
5895-99	519-1663	Box, Stowage	P
5895-99	519-1686	Stimulator, Counter Measures	P
5895-99	519-1692	Panel Blank	P
5895-99	519-1693	Panel Blank	P
5895-99	519-1694	Panel Blank	P

ANNEX B—*continued*

NATO No.	Pattern No.	Description	Perm. Cons.
5895-99	519-2865	Cabinet, Electrical Equipment	P
5895-99	519-3390	Amplifier, Audio Frequency	P
5895-99	519-3391	Amplifier Video	P
5895-99	519-3392	Amplifier Assembly	P
5895-99	519-3393	Generator, Sweep Electronic	P
5895-99	519-3394	Oscillator, Audio Frequency	P
5895-99	519-3395	Control, Band Selection	P
5895-99	519-3396	Amplifier Video	P
5895-99	519-3397	Amplifier Video	P
5895-99	519-3398	Converter, Binary/Decimal	P
5895-99	519-3399	Amplifier, Audio Frequency	P
5895-99	519-3400	Oscillator Audio Frequency	P
5895-99	519-3401	Amplifier, Video	P
5895-99	519-3402	Amplifier, Video	P
5895-99	519-3403	Amplifier, Video	P
5895-99	519-3404	Protector, Electrical Equipment	P
5895-99	519-3405	Generator, Trigger Pulse	P
5895-99	519-3406	Generator, Trigger Pulse	P
5895-99	519-3407	Generator, Trigger Pulse	P
5895-99	519-3711	Switch, System Control	P
5895-99	519-3779	Amplifier, Support Head	P
5895-99	519-3780	Base Electrical Equipment	P
5895-99	519-3781	Base Electrical Equipment	P
5895-99	519-3782	Rack Stowage	P
5895-99	519-3955	Box Spanner, Filter Assembly	P
5835-99	580-1210	Pinch Wheel	C
5820-99	916-5049	Modification Kit	C
5820-99	916-5052	Modification Kit	C
5895-99	916-5053	Switch Box, By-Pass Control	P
5895-99	943-3954	Frame for Door Type 1690/100	P
5820-99	972-3487	Delay Line	P
5820-99	972-3488	Delay Line	P
5820-99	972-3489	Delay Line	P
5820-99	972-3683	Meter, Arbitrary Scale	P
5820-99	972-3684	Meter, Audio Level	P
5895-99	972-4357	Cabinet, Electrical Equipment	P
5895-99	972-4358	Cabinet, Electrical Equipment	P
5895-99	972-4359	Cabinet, Electrical Equipment	P
5895-99	972-4360	Cabinet, Electrical Equipment	P
5895-99	972-4361	Cabinet, Electrical Equipment	P
5895-99	972-4362	Cabinet, Electrical Equipment	P
5895-99	972-4363	Cabinet, Electrical Equipment	P
5895-99	972-4365	Indicator, Antenna Position	P
5820-99	972-4576	Amplifier Head	P
5895-99	972-5363	Switch Alarm	P
5895-99	972-5364	Switch System Control	P

(DNAS 517/51/810)

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

REGISTRAR

ANO 463/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
23rd August, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

9639/66.

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

463—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc., During June, 1966

The magazines, pamphlets and amendments to publications, etc., contained in the appendix to this order have been distributed to ships and services during June, 1966.

2. Article 2517 (6) of ABR 4 is relevant.

3. Copies of "P" Series Amendments referred to in the appendix to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2517 (6) of ABR 4.

APPENDIX

BR AMENDMENTS

BR No.	*Amendment No.*
BR 31	Chapter 49/1965
BR 70	Cumulative Suppt. corrected to Jan. 1966
BR 125	Suppts. 8 and 9 and New Entries 8 and 9
ACP 127	Change 1 to Aust. Suppt. No. 1
BR 763	Preface Suppt. dated 1/11/65
BR 810	Index to RAN Suppt.
BR 1538	Changes 3, 4, 5 and 6
BR 1644 (2) (D)	Change 2
BR 1928	Changes 1, 2, 3 and 4
BR 2110 (2)	Change 2
BR 2111 (6)	Change 5
BR 2111 (17)	Changes 1 and 2
BR 2357	Change 2
MBR 8020	New Issues 30/11/65 and 18/1/66
EAA Telephone Directory	Change 2
NAMAN	N2582–N2584

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date*
Aeroplane and Commercial Aviation News	31.3.66
Aeroplane and Commercial Aviation News	7.4.66
Aircraft	May, 1966
Civil Defence Pamphlets Information Bulletin No. 159	30.3.66
Communicator	Spring, 1966
Flight	3.2.66
Flight	24.2.66
Flight	3.3.66
Flight	17.3.66
Flight	24.3.66
Flight	31.3.66
Flight	7.4.66

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Publication	*Date*
HMSO List of Government Publications	December, 1965
HMSO List of Government Publications	January, 1966
International Electronics	May, 1966
Joint Services Recognition Journal	December, 1965
US Naval Communications Bulletin	February, 1966
US Naval Institute Proceedings	March, 1966

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AP 109B-0101-5 (Previously held as AP 4288B Vol. 5)	AIL 1/66 AIL 2/66 AIL 3/66 AIL 4/66 AIL 5/66
AP 109B-0102-5 (Previously held as AP 4288D Vol. 5)	AIL 1/66 AIL 2/66 AIL 3/66 AIL 4/66 AIL 5/66
AP 109B-0103-5 (Previously held as AP 4288C Vol. 5)	AIL 1/66 AIL 2/66 AIL 3/66 AIL 4/66 AIL 5/66
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	Leaflet STI/Wessex/96
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	Leaflet RAC/2 (AL 75)
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Rolls Royce TSD Publications 594 ..	Transmittal Letter No. 108
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	SR 2147/NB

(DNAS 465/57/614)

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

ANO's 464-474/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
23rd August, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

9752/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

464—Official Rates of Exchange—South Vietnam

As from 1st September, 1965, the Commonwealth of Australia became a party to an agreement with the Government of South Vietnam which extended the preferential rate of exchange (118 piastres = $US1), established by the Special Currency Fund, to all non-resident individuals of South Vietnam for their personal expenditure.

2. The normal rate of exchange for Government to Government transactions, or Government transactions with Vietnamese nationals or local residents, remains at 73.5 piastres = $US1.

3. Under the agreement, Australian personnel, both service and civilian, became personally entitled to purchase piastres at the preferential rate for their individual expenditure. The Australian Embassy and the Australian Forces Vietnam also became authorised to purchase and disburse piastres at the preferential rate for salaries, pay, allowances, reimbursements and similar entitlements of Australian personnel including persons on short term missions.

4. The preferential rate of 118 piastres = $US1, is accordingly the rate of exchange to be used in assessing members' entitlements to travelling expenses in respect of official travel in South Vietnam. It is also the rate which is applicable in the event of South Vietnamese piastres being drawn for money changing transactions of ships' companies.

(DNA 201/1/49)

Section 2

PERSONNEL

UNCLASSIFIED

465—DDG's—Miscellaneous Instructions Affecting Personnel and Their Families

Navy Order 312 of 1966 is to be amended as follows—

Paragraphs 3 and 4—delete and *insert* the following in lieu—

3. HMAS BRISBANE will commission in Boston about mid December, 1967, and will fit out in Boston and sail from there for working up about one month after commissioning.

4. Personnel will have entitlements to family passages to the United States of America provided they will have an expected 12 months service there with their families, before their ship leaves Boston for working up. For the purpose of family passages, the departure date from Boston has been fixed as 31st December, 1967.

(HPB 1205/55/52)

(Navy Order 312 of 1966)

UNCLASSIFIED

466—Royal Australian Naval College Golf Club

The RANC Golf Club at Jervis Bay is affiliated with the Illawarra and New South Wales Golf Associations.

2. Members of the club therefore have the opportunity of playing in open competitions at Golf Clubs throughout Australia without incurring the comparatively heavy joining and membership fees of other clubs.

3. All members of the RAN are eligible to join the club and application, accompanied by a remittance of $3.00 for a year's membership, should be forwarded to—

The Hon. Secretary,
RANC Golf Club,
HMAS CRESWELL,
Jervis Bay, ACT

4. This order will be reprinted for posted on notice boards.

5. Navy Order 626 of 1964 is hereby cancelled.

(HPB 108/1/22)

(Navy Order 626 of 1964)

UNCLASSIFIED

467—Supplementary Victualling Allowance for Submarines

With effect from 1st July, 1966, a supplementary allowance of 20 per cent. of the victualling allowance for surface ships of comparable complement, is granted to submarines in lieu of the entitlement to issues of provisions in kind, except for the issue of fruit juices in submarines on patrol of more than 24 hours, which will be retained on medical grounds.

2. This supplementary allowance will be paid only when crews are required to live and eat on board their submarines.

3. Submarines will continue to qualify for the strategic reserve allowance of 4 cents per day under the same conditions as other sea-going ships.

4. The arrangement will be reviewed after twelve months' practical experience.

(D of V 903/51/133)

UNCLASSIFIED

468—Uniform Badges—RAN Submarine Badge—Introduction

Navy Order 411 of 1966 is to be amended as follows—

Page 7—

Line 1—*delete* and *insert* the following in lieu—

"(*c*) *Personnel Already Qualified in Submarines*—Qualified submarine."

(D of V 37/3/93)

(Navy Order 411 of 1966)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

469—AC Power Equipment—Reports of Failures

The defect rate of AC power equipment remains higher than was expected when AC systems were introduced into HMA ships and every endeavour is being made to effect greater reliability. It is therefore of great importance that the Naval Board shall have a complete knowledge of all defects of AC power equipment and the fullest possible information of the circumstances giving rise to such defects.

2. The Commanding Officers of ships concerned are to ensure, in association with Dockyard Officers in appropriate cases, that failures of AC motors, generators and control gear are reported on Forms AS 2022, which are to include the following additional information—

(*a*) Date of fault.

(*b*) (i) General condition of motor or generator.

(ii) Insulation and resistance values of all relevant windings, as recorded prior (when available) and subsequent to the fault.

(*c*) Rating of fuses; phase of any fuse(s) found to have failed.

(*d*) (i) General condition of control gear.

(ii) If the overcurrent device has operated.

(iii) The setting of the overload coils.

(iv) The date and result of the last test carried out using a current injection test set.

(v) If any contacts had "welded" on.

(*e*) Running conditions prior to the fault; e.g., if any heavy overloads, low, high, of fluctuating voltage or frequencies had occurred, and if supply was from ships' generators or from shore, ambient temperature humidity, and if any "earths" were on the ship's installation, giving the phase or phases concerned.

(*f*) If defect or mal-operation of equipment was associated with gun-firing.

3. Bearing failure need not be reported unless—

(*a*) It is considered to be due to other than fair wear or tear.

(*b*) It has contributed to a failure of the motor or generator windings.

(*c*) It has revealed a weakness or maladjustment of the associated control equipment.

4. Navy Order 643 of 1964 is hereby cancelled.

(DWE 1209/51/100)

(Navy Order 643 of 1964)

UNCLASSIFIED

470—Batteries and Cells—Mercury Batteries—Care in Handling—Use in Submarines

The use of mercuric oxide (mercury) primary batteries is gradually extending throughout the Service and it is important that all personnel who may handle them are fully aware of their special features. Care in handling and operation, which does not apply to other types of primary batteries, should be observed.

2. Mercury batteries are robust and reliable in operation under all normal operating conditions. They must not, however, be exposed to high temperatures, e.g., 75° C., for long periods, as under these conditions, the build up of pressure inside the batteries may be sufficient to burst the outer containers. Containers may also burst as a result of internal or external short circuits.

3. In view of these hazards particular care is necessary to avoid short circuiting mercury cells or batteries, or exposing them to fire risk. The design of mercury cells and batteries is aimed at reducing to a minimum the possibility of internal short circuits, and it should be clearly understood that under normal conditions the risk of explosion and release of mercury vapour is very slight indeed. The greatest danger in practice arises from the condition and use of the batteries in the equipment with which they are used. The following precautions should therefore be observed—

(*a*) On no account should batteries be exposed to high temperatures for any length of time.

(*b*) When testing equipment or checking the battery, care should be taken that temporary leads or metal items such as crocodile clips cannot cause an accidental short circuit on the battery.

(*c*) Equipment, particularly portable equipment, should be maintained in the best possible condition.

(*d*) Batteries should be charged as soon as the battery shows signs of failing. Over discharge should be avoided. Always switch off the equipment when not in use.

(*e*) Care should be taken that cells which have had their outer insulation jacket removed are not put down on a metal surface where the cell could easily be short circuited.

(*f*) Do not use batteries which show signs of corrosion or electrolyte leakage.

(*g*) Discharged or defective batteries must not be disposed of by fire or dumped with miscellaneous scrap. Where instructions exist for the return of batteries to the nearest (Superintending) Naval Store Officer, these should be observed wherever possible. Otherwise batteries are to be dumped at sea where there is no possibility of their being washed ashore.

4. Due to special risks to personnel existing in Submarines the RN Submarine Air Purification Committee is greatly concerned with the increasing number of equipments carried on board submarines which employ mercury batteries as a power source.

5. The following action is being taken by design authorities for submarines to reduce the hazard—

(*a*) Mercury batteries are not being specified for equipment for submarine service unless it is considered that no other type is suitable.

(*b*) The design of existing equipment/instruments fitted with mercury batteries is being re-examined to ascertain whether batteries can be replaced with an alternative power source.

(PEE 1108/51/50)

UNCLASSIFIED cancelled vide NO 627/66

471—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1st July, 1966

The price lists for fresh and frozen meats, bacon and sundries, and the supplementary price list for fresh fruit and vegetables, which have operated since 1st January and 1st April, 1966, respectively, have been amended as from 1st July, 1966.

2. Revised price lists have been distributed to all HMA ships and establishments.

3. Consequent upon the revision of those prices, the following rates of victualling allowances per head per day, will apply from 1st July, 1966—

	Ashore	*Afloat*
	$	$
Messes of 50 or less victualled from a separate galley ..	0.75	0.77
All other messes of 300 or less	0.74	0.75
Messes of more than 300	0.72	0.74
Additional for ships of the Strategic Reserve	..	0.04
Supplementary "Broadside" messing allowance for HMA ships ANZAC, DIAMANTINA, DUCHESS and QUEENBOROUGH	..	0.02
HMAS MELVILLE	0.77	..
HMAS TARANGAU	0.79	..
Cadet Midshipmen at RANC .. .. .. } Junior Recruits at Training Establishments .. .. }	0.83	*See* Paragraph 4
Apprentices at RANATE .. .. } Australian Sea Cadets attending camps and courses .. }	0.83	*See* Paragraph 4

4. The allowance of 83 cents per day for Cadet Midshipmen, Junior Recruits, Apprentices and Australian Sea Cadets is increased to 85 cents per day when victualled on board ships undergoing training and messed separately.

5. Navy Order 269 of 1966 is hereby cancelled.

(D of V 903/51/127)

(*Navy Order 269 of 1966*)

UNCLASSIFIED

472—Guns (Other than Aircraft Guns)—QF 40/60 Mark N1 Series and Marks 9 and 11—Modification of 197499 Bracket, Supporting Buffer

Gun .. .. .. QF 40/60 N1 Series and Marks 9 and 11.

Part Affected .. .. 197499 Bracket, supporting buffer.

Information .. .. An isolated report, S1148h, from an HM ship concerning incorrect assembly of 197499 Bracket, supporting buffer, has revealed that a modification introduced some years ago to obviate this wrong assembly was not incorporated into the Gun Schedule of Modifications. All guns in service may not therefore be modified.

Nature of Modification .. Hole to be drilled in bracket and mild steel peg, ¼-in. diameter, to be driven in. Hole to suit to be drilled in breech casing, as shown on Drg. NOD 3138/532. The serial number of the breech casing is to be stamped on the outer flange of the bracket.

Purpose of Modification .. To ensure that the brackets are not reversed on re-assembly (reversal causes distortion of the 19712213 buffer assembly and restricts the movement of the 199202 rod piston).

Note.—After fitting, the bracket is not interchangeable.

By Whom to be Done .. Guns in service and guns in stock } Staffs of RANA depots only.

Degree of Urgency .. Guns in service—staffs of HMA ships to arrange as opportunity offers for depots to undertake the modification.

Guns in stock—as convenient, but before issue.

Schedule of Modifications .. 40/60 Mark N1 Series—*Add* Serial No. 47.
40/60 Mark 9 guns—*Add* Serial No. 34.
40/60 Mark 11 guns—*Add* Serial No. 37.

(DNQA 708/51/128)

RESTRICTED

473—Sirens—Ships' Sirens—Increased Audibility

(DCI (RN) 796/1966)

In order to improve the arc and range of audibility of sirens it has been decided that in ships equipped with two sirens, arrangements should be made for the sirens to be sounded simultaneously.

2. In ships with electrically operated air or steam sirens or electrical sirens, this facility can be provided by modifying the control equipment or system wiring.

3. For lanyard controls it will, in most ships, be necessary to re-route the lanyards so that one operator can, if required, pull both lanyards simultaneously. In certain ships, however, it may be impracticable to make satisfactory arrangements.

4. All ships in which the facility does not exist are to submit a proposed A and A for conversion of existing equipment to meet the above requirement, subject to first establishing by trial that adequate supplies of air or steam are available for sounding two sirens together for a reasonable period.

(DMED 1211/252/49)

UNCLASSIFIED

474—4.5-in. Mark 6 Series Mountings—Recuperator Charging Gauge

Gauges, general purpose, Patterns 0242/2513 and 942/0506 when fitted in the above mountings as recuperator charging gauges are mounted in the upside down position. In this position the weight of the working parts may influence the pressure reading.

2. Ships and establishments concerned are to raise a Defect List Item to have these gauges calibrated in the upside down position. After calibration these gauges are to be clearly marked " 4.5-in. 6 RECUPERATOR ONLY " and kept in a special protective box when not in use.

3. Demands for replacement gauges are to be endorsed " Required as recuperator charging gauge. To be calibrated in the upside down position."

(DWE 736/259/87)

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

REGISTRAR

RESTRICTED

ANO's 475-476/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
1st September, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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10058/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

475—Re-definition of Security Classification "CONFIDENTIAL" and Introduction of Special Privacy Markings

As a result of a decision by the Attorney-General's Department, the security classification CONFIDENTIAL has been re-defined in order both to simplify its wording and to confine its scope to information which really needs security protection in the national interest, as follows—

CONFIDENTIAL Information and material, the unauthorised disclosure of which would be prejudicial to the interests of the nation.

The new definition of CONFIDENTIAL does not include the phrase "or would cause administrative embarrassment or unwarranted injury to an individual".

Special Privacy Markings

2. The marking CONFIDENTIAL is consequently no longer to be used to protect documents dealing with matters which have no defence security content, but because of their nature require some form of protection. Instead, the privacy marking—IN CONFIDENCE—is to be used in conjunction with an apposite prefix, for documents, etc., dealing with personal, personnel, medical or commercial matters, which have no defence security content but require some form of privacy because their contents might cause unacceptable personal or administrative embarrassment if disclosed. The privacy markings to be used are—

For Personal or Personnel matters	STAFF-IN-CONFIDENCE
For Medical matters ..	MEDICAL-IN-CONFIDENCE
For Commercial matters ..	COMMERCIAL-IN-CONFIDENCE

For any other matters requiring such privacy, IN CONFIDENCE may be used without a prefix.

IN CONFIDENCE markings are not to be used indiscriminately on documents dealing with personal, personnel or commercial matters. Every such document should be considered on its merits, and the appropriate privacy marking used only when disclosure of the information in the document might cause unacceptable embarrassment, or when the document contains information which should not be seen outside a limited sphere, e.g., a report on the merits or defects of an individual officer. In individual personal matters, STAFF-IN-CONFIDENCE marking should normally be limited to matters of real delicacy which if disclosed might severely embarrass the individual concerned. On general administrative matters the IN CONFIDENCE marking should only be used where there is special reason for maintaining strict confidentiality; thus it should not for example be used to cover the normal processes of establishment administration.

For medical matters the IN CONFIDENCE marking may be used more freely, but even so, it should not be used indiscriminately.

3. **Identification**

(*a*) IN CONFIDENCE material is to be endorsed with a rubber stamp on the top centre portion of the front page of the document. Stamps should be obtained through normal channels. Until supplies of these are obtained, the privacy marking may be typed on documents in capital letters.

(*b*) Printed documents including AF Med. 4 (medical envelope) at present endorsed CONFIDENTIAL in order to afford IN CONFIDENCE privacy, should be amended locally until supplies are exhausted; reprints should bear the new marking.

4. **Protection**

Documents bearing IN CONFIDENCE markings are to be given the following protection—

(*a*) *Handling and Transmission Between Ships and Establishments*—To be enclosed in an inner envelope marked IN CONFIDENCE and thence in an outer envelope with no marking except the addressee. May be despatched by ordinary post, air mail or sea mail, as appropriate except when bearing a security grading in addition to the IN CONFIDENCE marking. Envelopes bearing IN CONFIDENCE marking are only to be opened by the addressee or by an officer or specified senior sailor who has been specially designated to open such envelopes on his behalf. Attention is drawn to Navy Order 361 of 1966 Paragraph 76, concerning the handling of welfare reports.

(*b*) *Circulation*—To be circulated under cover in the originator's ship or establishment. To be circulated openly or under cover at the discretion of the Commanding Officer or Head of Establishment in other ships or establishments.

(*c*) *Stowage*—The same degree of protection as is afforded to the security marking RESTRICTED.

(*d*) *Medical History Documents*—These are to be regarded as MEDICAL-IN-CONFIDENCE and are not to be in the possession of any person other than the Medical Officer (or Captain where there is no Medical Officer), Wardmaster Officers, members of the Royal Australian Naval Nursing Service and Sick Berth Sailors in the course of their duty. When sent to another ship or establishment they are to be addressed to the Medical Officer (or Captain as appropriate) in an inner envelope marked MEDICAL-IN-CONFIDENCE.

5. **Messages**

The following arrangements for the handling of IN CONFIDENCE messages are to be employed for Australian-Inter-Service and Intra-RAN use—

(*a*) Privacy markings, when used on messages are to be written at the beginning of the text and must not be inserted in the security classification space on the message form. If the contents of a message on such matters require a security classification this is to be used in addition to the IN CONFIDENCE marking. Normally, RESTRICTED is the highest justifiable security classification.

(*b*) IN CONFIDENCE messages are to be passed under sealed cover between the originator and the communications centre and the addressee. In all other respects such messages are to be handled strictly in accordance with their allotted security classification.

(*c*) When the text of an IN CONFIDENCE message is considered by the originator to be of such a sensitive/personal/delicate nature as to justify special provision in handling and distribution not provided by IN CONFIDENCE markings, the message should be classified RESTRICTED and one of the following special markings used—

(i) DELTEXT (to be inserted as the first word of the text in lieu of the IN CONFIDENCE marking and in the message instructions block of the message forms) for—

(A) sensitive private affairs of junior officers and sailors where handling needs to be limited to specially detailed Senior Communications Sailors;

(B) private affairs of Junior Communication Sailors, particularly when messmates should not know of the matter.

(ii) DELTEXT OFFICERS (to be inserted as first words of the text in lieu of the IN CONFIDENCE marking and in the message instructions block of the message form) for—

(A) sensitive private affairs of officers and Senior Communication Sailors when handling needs to be limited to specially detailed officers;

(B) signals implying character defects in officers or senior sailors.

6. **Implementation**

These privacy markings are to be introduced into the RAN as from receipt of this navy order. New papers/files being created are to bear the new markings. Retrospective action on old papers/files is not necessary.

(CEO(GS)1617/206/67)

(*Navy Order 361 of 1966*)

RESTRICTED

476—Communications Signal Message Writing Instructions

The general principles in RN Signal Order S 9/66 have been adopted for use in the RAN.

2. Not all sections of S 9 will be applicable to the RAN and some of the new rules will change current practice. The non-applicable sections together with the more important changes are given in the annexes to this order. Non-applicable sections of S 9 are to be ruled through and the notation—"Sections not applicable to the RAN have been deleted" is to be made on the correction sheets quoting this order as authority.

3. Flag and Commanding Officers and heads of Civil Establishments are to ensure that officers who are authorised to draft and release signals have read and understood S 9. A record that this has been done should be kept and produced at periodic inspections.

ANNEX A

Paragraph references refer to those in RN Signal Order S 9/66.

2. **Purpose**

101 b. This gives a brief explanation for the Joint Services approach. A similar Joint Services Message Writing section of the Australian Joint Staff Manual is in the course of preparation.

3. **Delivery Indicators**

202 d. These are not used in the RAN.

4. **Use of TOREL** (*Time of Release*)

202 f. Time of Release (TOREL) may be used in two ways—

(i) Followed by four figures and a zone suffix as final word of text.

(ii) Beneath releasing officer's signature on message form.

Reason—To indicate—

(i) to the addressee the time message was released;

(ii) to ascertain collection and handling delays.

The use of TOREL in the text is optional.

5. **Addresses of Naval Air Authorities**

306 b. Not applicable to the RAN.

6. **Special Army and RAF Instructions**

307 and 308 Not applicable to the RAN.

7. **References**

327 a. Whilst delivery indicator groups and serial numbers are not used by the RAN, they are widely used by UK authorities. To ensure rapid location of the signal under reference, the DIG and serial numbers are always to be quoted when replying to UK authorities.

8. **Originator's Number**

332 Not applicable to the RAN. These are, however, used by Australian Army and RAAF.

9. **Use of EXCLUSIVE**

334 a. (1). EXCLUSIVE will always be followed by a specific name or designation, and will never be used without such addition. Special handling throughout will be mandatory and distribution limited to the specific addressee named or designated or his authorised representative. This marking is reserved for such messages that involve diplomatic or security factors which demand very limited distribution and special handling. EXCLUSIVE messages are

ANNEX A—*continued*

always classified. The proword "EXCLUSIVE" should be inserted in the Message Instructions Section of the message form and again at the beginning of the text. EXCLUSIVE will not be used for personal affairs.

10. **Personal for.....and FOR.....FROM.....**

334 a. (2). The use of "Personal for....." is abolished. It is normally only necessary to use FOR..... to ensure the originator's requirement for a particular addressee to see the message; it may, where necessary, be followed by FROM..... It is pointed out that the distribution of these messages will not necessarily be limited to the authority indicated by the FOR.....component.

The use of the FOR.....FROM..... prefix should generally not be necessary and is therefore discouraged.

11. **Officers Authorised to Release EXCLUSIVE Messages**

334 c. Officers authorised to approve the use of EXCLUSIVE in the Royal Australian Navy will be restricted to Commanders and above, except for officers below this rank holding independent commands.

12. **Four Precedence System**

340 a. The four precedence system for message handling approved by the Australian Chiefs of Staff, accepted by NATO and in use by USA, Canada and UK, has been brought about by the following principal factors—

(i) Economy in engineering and production of fully automatic message and circuit switching systems.

(ii) The requirement for electronic equipment to recognise and act upon six levels of precedence is not justified in systems that process messages in terms of minutes.

(iii) The integrity of a handling system is dependent upon its judicious use and one of the principal factors is an education of message originators to apply a correct precedence; therefore a less complex system with clearly defined constructions for use will be an advantage.

13. **Responsibilities of Communications Staff (Precedence)**

342 a. Particular attention is drawn to the application of correct precedences and Communications Staffs are now authorised to take action on messages bearing—

(1) (not applicable to RAN);

(2) an apparently incorrect precedence;

(3 and 4) an insufficiently high precedence.

(5) Flag Officers may authorise their Communications Staffs to downgrade a precedence where this is considered necessary and all attempts to contact the originator or duty officer have failed.

14. **Special Handling Privacy Markings**

353 a. STAFF-IN-CONFIDENCE, MEDICAL-IN-CONFIDENCE, COMMERCIAL-IN-CONFIDENCE—Used for messages of a personal or sensitive nature requiring circumspect handling as distinct from messages classified for State security reasons. These messages receive only such special handling

ANNEX A—*continued*

as is necessary to pass them, between Originator/Commcen/Addressee under cover. Normally UNCLASSIFIED, but in exceptional circumstances may be a maximum of RESTRICTED. These covering terms are not security classifications and are placed as first words of the text only.

353 c. If the text of an IN CONFIDENCE message is considered by the originator to be of such a sensitive/personal/delicate nature as to justify special provision not provided by IN CONFIDENCE markings, the word DELTEXT is to be used in lieu of the IN CONFIDENCE marking as first word of text and the word DELTEXT also placed in the message instructions box of the message form. This enforces special handling in distribution (under cover), transmission (special protection), en/decryption (certain designated personnel). If the originator considers that further restrictions on handling, etc., are necessary the word OFFICERS may follow DELTEXT in both the text and message instructions box. DELTEXT messages will always be classified RESTRICTED unless State security is involved, when a higher classification may be justified.

353 e. The use of DELTEXT OFFICERS should be rare.

15. **Security Classifications**

357 a. The Australian Definition will continue to apply. This definition is—

"RESTRICTED—INFORMATION AND MATERIAL (MATTER) WHICH REQUIRES SPECIAL PROTECTION OTHER THAN THAT DETERMINED TO BE TOP SECRET, SECRET OR CONFIDENTIAL."

16. **Outgoing Messages**

418 d. Not applicable to the RAN.

17. **Incoming Messages**

420 d. Distribution guides are already in use in HMA ships and establishments. It is still the duty of an officer receiving a signal, to decide if additional distribution to that already shown is required and to inform the Main Signal Office accordingly.

18. **Signal Despatch Service**

422 and 423 Not applicable to RAN.

19. **Abbreviations for Use in Signals**

An additional list is included in RANCO's Appendix 10 (*c*).

20. **Reference to Standard Formats**

1 a. and b. Not all these are applicable on the Australia Station. Reference to this table will be necessary, however, when operating on the FE Station.

21. **Standard Formats for Certain Signals**

3, 5, 8, 9, 10, 11, 12, 13 and 14 are not applicable on the Australia Station. Signals in these formats, however, may be encountered on the FE Station.

ANNEX B

Handling Prefix	*Used For—*	*Message Form Application*	*Mandatory Handling Rules*	*Remarks*
STAFF-IN-CONFIDENCE MEDICAL-IN-CONFIDENCE COMMERCIAL-IN-CONFIDENCE	Messages containing information with no security significance, relating to delicate affairs which, by the text, are not related to State security and if not so protected might otherwise cause embarrassment	First words of text only	Passed between Originator/Addressee and Commcens under cover, but handled in transmission according to classification. May be transmitted on-line	Normally UNCLASSIFIED but, exceptionally may be classified RESTRICTED
DELTEXT	Messages containing matter of a particularly delicate or sensitive nature in which State security is not normally involved, but for which more specific handling is required than that provided for under IN CONFIDENCE markings. Available to safeguard officers' and sailors' personal affairs from becoming freely available	DELTEXT is placed in message instructions box and as first word of text	Passed under cover at all stages, with particular encryption rules, i.e., not normally by on-line broadcast, therefore receives off-line encryption, with handling restricted to specially designated communication staff. May be transmitted by on-line on direct point-to-point circuits, subject to express permission of the originator and current cryptographic rules	DELTEXT messages must be classified RESTRICTED unless State security is involved, when a higher classification may be justified

ANNEX B—*continued*

Handling Prefix	*Used For—*	*Message Form Application*	*Mandatory Handling Rules*	*Remarks*
DELTEXT OFFICERS	A DELTEXT message containing tectual matter which the originator considers justifies the message being handled throughout by officers. Available for use on DELTEXT messages which, by reason of the text, require circumspect handling throughout, i.e., particularly sensitive affairs of officers and in certain cases, senior sailors, e.g., a message transmitted over a Fleet Broadcast, relating to a sea-going Senior Communication Sailor	DELTEXT OFFICERS is placed in message instructions box and as first words of text	Carries the same general handling rules as for DELTEXT, but entire handling is by officers	Classified as for DELTEXT messages
FOR..... (may be followed by) FROM.....)	Used to ensure that a message is distributed to that particular individual or section, but this particular prefix does not normally curtail the normal distribution	Inserted as first words of text	Does not entail any special handling. Such messages are handled according to classification	May be classified or UNCLASSIFIED
EXCLUSIVE (specific name of designation)	Used to ensure that for security or diplomatic reasons the distribution of this message is restricted to the named or designated officer or his authorized representative, nominated by himself	EXCLUSIVE is inserted in message instructions box and as first word of text followed by name or designation	EXCLUSIVE messages are delivered under sealed cover and except with the express permission of the originator and then only on direct point-to-point circuits, are not transmitted by on-line, thus such messages normally receive off-line encryption. An EXCLUSIVE message classified TOP SECRET or SECRET is handled by specially nominated officers and if classified CONFIDENTIAL or RESTRICTED is handled by specially nominated communication sailors. EXCLUSIVE messages shall only be distributed to the designated addressee immediately following EXCLUSIVE	EXCLUSIVE messages must always be classified. The use of EXCLUSIVE is reserved to restrict the distribution of a message, where the text directly relates to State security or for diplomatic reasons can be considered highly sensitive. The prefix EXCLUSIVE must be followed by a name or designation, i.e., EXCLUSIVE Chief of Staff or EXCLUSIVE Commander Black. The prefix EXCLUSIVE is not used with the additional prefix FOR . . . Current cryptographic instruction contains transmission rules for on-line transmission of EXCLUSIVE messages

(D of C 77/201/1)

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

REGISTRAR.

RESTRICTED

ANO's 477-486/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
2nd September, 1966.

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

By direction of the Naval Board,

P. Handau.

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

FOR OFFICIAL USE ONLY

10057/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

477—Accidents—Power-operated Directors, Turrets and Mountings—Safety Precautions

Despite the issue of frequent reminders, in the form of navy orders or amendments to *Drill Books* concerning the safety precautions to be observed when working with, or in the vicinity of, power-operated mountings, potentially dangerous practices continue to be observed. Instances are still occurring, for example, of turrets being turned with the rear door open and hooked back, of men entering moving turrets and of mountings being clutched to auto without a careful inspection around the mounting having been carried out. If these practices continue, sooner or later a serious accident will occur.

2. It is not thought that any useful purpose would be served by adding to the many visual or audible signs of danger that are at present in existence.

3. The Board wish however to emphasise two basic requirements—

(*a*) The need to ensure that all officers and sailors are made fully aware of the risks involved when in the vicinity of power-operated directors and mountings, this to be primarily the responsibility of all training establishments.

(*b*) The need for the strict observance of all existing rules and regulations on the subject, this being a normal responsibility of Commanding Officers.

4. Any infringement of these rules for safety must be regarded as endangering life.

(DWE 177/201/8)

Section 2

PERSONNEL

UNCLASSIFIED

478—Gowrie Scholarships—1967 Awards

The Naval Board have been advised that the following awards for the year 1967 will be made from the Gowrie Scholarship Trust Fund—

(*a*) Post-graduate Research Travelling Scholarships, for two years, of $1,800 per annum (2 per annum).

(*b*) University or similar Scholarships for duration of course of $150 per annum (8 per annum).

(*c*) Secondary School Scholarships, for one or two years, of $80 per annum (10 per annum).

2. Applications must be submitted not later than 30th November, as follows—

For Post-graduate Scholarships—to the Registrar of the University of graduation in Australia.

For other Scholarships—to Secretary, The Gowrie Scholarship Trust Fund, Box E.5, PO, St. James, NSW.

3. The scholarships are available only to members of the Armed Forces who served in a combat area during the War of 1939–45, or to their descendants.

4. Forms of application and instructions are obtainable from the Secretary of the Trust, or through the University or School.

5. Navy Order 551 of 1965 is hereby cancelled.

(HPB 134/1/4)

(Navy Order 551 of 1965)

RESTRICTED

479—Officers—General List Engineering Branch—Revised Certificate Procedure for Officers of the Marine Engineering Category

Present regulations require all General List Engineer Officers other than those trained under the 1960 scheme, to obtain an Engineering Watchkeeping Certificate during their time at sea as Midshipmen. The competence recognised by this certificate is specifically limited to the duties of the Engineer Officer of the Watch at sea (*see* BR 3000, Articles 0261 and 0163). On later returning to sea from Long Engineering Courses in the United Kingdom, officers of the ME category are, under present regulations, not required to obtain any further certificate, but are expected to perform the full duties of a Watchkeeping Marine Engineer Officer, which include—

(*a*) acting temporarily in the absence of the Marine Engineer Officer, as the sole or senior Marine Engineer Officer on board;

(*b*) taking charge of a division; and

(*c*) being responsible to the MEO for the repair and maintenance of a section of the ship's machinery.

In recognition of the increased capability required by these duties, it has been decided that it should be marked by the award of a separate certificate.

2. **Revised Procedure**—The current Watchkeeping Certificate will be slightly revised and renamed " Watchkeeping Certificate Part A ", and will continue to be awarded where necessary. A new certificate titled " Watchkeeping Certificate Part B " is to be introduced which will be granted (subject to the Commanding Officer's approval) at the discretion of the Marine Engineer Officer in accordance with past custom. It will recognise capability in all respects to perform the duties of a Watchkeeping Marine Engineer Officer. Its award will be reported to the Naval Board in the usual way.

3. **Implementation**

(*a*) Watchkeeping Certificate Part A will be used for all awards under BR 3000, Articles 0260 and 0261. Until the revised form is issued, certificates should be typed as shown in Appendix A to this order.

(*b*) Part B—all Officers of the ME Category are expected to gain Watchkeeping Certificate—Part B, within four months of joining their first sea-going ship. If such an officer has not gained Part B within six months, the matter is to be reported to the Naval Board. Officers already at sea who are still in a watchkeeping appointment under a Marine Engineer of Commander's rank, may be granted Part B at the latter's discretion but are not officially required to gain it. Officers who hold Part A or past equivalent will not be appointed additional to complement before gaining Part B. Until new forms are issued, certificates should be typed as shown in Appendix B to this order.

4. **Procedure Under the 1960 Scheme of Training**—Under the 1960 Scheme Officers of the ME Category will be expected to gain Part B within six months of joining their first sea-going ship on completion of Application Courses, up to which time they will be appointed additional to complement. This will involve the 1963 entry to the RNEC and subsequent entries. They will not be required to gain Part A at any stage, since its implications are included in those of Part B, but Part A procedure will be retained for use in any situation where it is desired to recognise only the appropriate limited qualifications.

5. **Direct Entry Engineer Officers of the General and Supplementary Lists**

Direct Entry Engineer Officers of the Supplementary and General Lists are expected to obtain Part B within six months of taking up their first sea-going appointment and failure to do so is to be reported to the Naval Board. They will be appointed additional for this purpose.

6. Until new forms are issued, certificates should be typed as shown in Appendix B to this order.

APPENDIX A

TRAINING AFLOAT OF ENGINEER OFFICERS

WATCHKEEPING CERTIFICATE—PART A

HMAS.....

.....19.....

This is to certify that.....

.....is considered capable of performing the duties of Marine Engineer Officer of the Watch at sea as defined in BR 3000, Article 0163.

.....

Marine Engineer Officer

Approved:.....

Captain

Note—A copy of this certificate, when awarded, is to be forwarded to the Naval Board.

APPENDIX B

TRAINING AFLOAT OF ENGINEER OFFICERS

WATCHKEEPING CERTIFICATE—PART B

HMAS.....

.....19.....

This is to certify that .....

.....is considered capable in all respects of performing the duties of a Watchkeeping Marine Engineer Officer.

.....

Marine Engineer Officer

Approved:.....

Captain

Note—A copy of this certificate, when awarded, is to be forwarded to the Naval Board.

(DOA 303/3/4)

UNCLASSIFIED

480—Prizes—Supplementary List Midshipmen (Seaman)

The United Services Institution of Victoria has donated the following awards to be made annually to the Midshipman (SL) (Seaman) who is Dux of the year's course at HMAS CERBERUS—

(*a*) A book prize inscribed " The United Services Institution of Victoria Prize ".

(*b*) Honorary Membership of the United Services Institution for the following financial year.

2. The name of the successful Midshipman (SL) will be published annually by navy order.

(HPB 38/6/31)

UNCLASSIFIED

481—Results of Passing Out and Higher Educational Test—HMAS LEEUWIN—June, 1966

The pass marks obtained by Junior Recruits at the Passing Out and Higher Educational Tests held in HMAS LEEUWIN are shown in the appendix to this order.

2. The results of the above test have been adjusted to the HET standard and the sailors mentioned in the appendix have been granted passes in the subjects indicated.

3. Commanding Officers are to ensure that the Certificates of Service of those concerned are noted in the appropriate section.

APPENDIX

HMAS LEEUWIN

Passing Out Examination—June, 1966

Name	*Rank*	*P/N*	*III* *Geography*	*IV* *Navigation*	*V* *Mathematics*	*VII* *Magnetism and Electricity*	*VIII* *English*	*Remarks*
Anderson, Colin J.	Ord. (UC)	R94877	—	55	—	—	54	—
Ballard, Stephen A.	Ord. (CO)	R94879	—	—	—	—	53	—
Bothwell, John L.	Ord. (NAM)	R94884	52	52	—	—	57	—
Boon, Tony A.	Ord. (CO)	R94883	—	—	—	—	51	—
Boyd, George J.	Ord. (ME)	R94885	—	—	—	—	51	—
Bray, Reginald D.	Ord. (RP)	R94889	63	60	73	53	50	QSD
Button, Kerry J.	Ord. (CO)	R94892	—	—	—	—	51	—
Byrne, Desmond D.	Ord. (CO)	R94893	56	—	—	—	60	—
Bryne, Richard J.	Ord. (EMA)	R94894	57	68	95	71	62	QSD
Clark, Kevin	Ord. (CK)	R94901	—	—	—	—	55	—
Clogan, William A.	Ord. (ME)	R94783	52	—	—	—	—	—
Colmer, Michael	Ord. (ME)	R94903	—	—	56	—	—	—
Colmer, Victor	Ord. (EMA)	R94904	—	—	50	—	—	—
Dawson, David	Ord. (STD)	R94908	—	—	—	—	50	—
De Goede, Wouter	Ord. (EM)	R94909	—	66	—	—	55	—
Donovan, Alan S.	Ord. (NAM)	R94915	50	56	50	—	57	QSD
Eastcott, Thomas M.	Ord. (CO)	R94920	57	—	—	—	—	—
Eimer, Paul	Ord. (SA)	R94923	—	—	—	—	50	—
Espin, William R.	Ord. (ME)	R94925	—	—	—	—	63	—

APPENDIX—*continued*

Name	*Rank*	*P/N*	*III* Geography	*IV* Navigation	*V* Mathematics	*VII* Magnetism and Electricity	*VIII* English	*Remarks*
Evans, David J.	Ord. (CO)	R94926	—	51	50	—	—	—
Eyck, Josephus P.	Ord. (EM)	R94927	—	—	—	—	63	—
Fox, Stephen E.	Ord. (ME)	R94934	—	—	—	—	55	—
Goodwin, Clay J.	Ord. (ME)	R94946	62	56	56	50	53	QSD
Hand, Roger D.	Ord. (CO)	R94956	—	53	—	—	—	—
Hasler, Michael	Ord. (WTR)	R94959	50	51	—	—	60	—
Harrison, Robert F.	Ord. (EMA)	R94957	53	52	60	50	—	—
Hastie, Ronald J.	Ord. (NA)	R94961	50	—	—	—	57	—
Hemingway, Phillip B. ..	Ord. (EM)	R94964	55	—	52	65	50	QSD
Lindley, David B.	Ord. (EM)	R94985	—	52	—	—	—	—
Lomax, John C.	Ord. (EM)	R94987	—	53	—	—	—	—
MacKenzie, Gregor E. ..	Ord. (NAM)	R95005	—	—	—	—	51	—
Maddison, Ronald W. ..	Ord. (SBA)	R94988	—	50	—	—	57	—
Massie, Darryl K.	Ord. (EM)	R94993	60	53	—	52	67	—
Matulewicz, Henryk Z. ..	Ord. (SBA)	R94994	—	—	—	—	62	—
Miatke, Vivian E.	Ord. (FC)	R94997	—	52	—	—	56	—
Morony, Leslie J.	Ord. (ME)	R95000	—	54	—	—	—	—
Mounsey, Daryl J.	Ord. (EM)	R95001	70	50	—	—	50	—
Nichols, William J.	Ord. (CO)	R95010	60	—	—	—	67	—
O'Shea, Barry	Ord. (CO)	R95013	—	60	—	—	—	—
Peady, Geoffery F.	Ord. (UW)	R95015	—	—	—	—	54	—
Potter, Ian K.	Ord. (EM)	R95019	—	—	—	—	68	—
Reid, Michael P.	Ord. (CO)	R95026	56	—	53	—	69	—
Rickwood, Garry R.	Ord. (CO)	R95027	63	60	—	—	59	—
Smith, Robert J.	Ord. (EM)	R95049	—	53	—	—	—	—
Toshach, Joffre W.	Ord. (RP)	R95058	63	58	51	51	59	QSD
Trewin, Douglas	Ord. (ME)	R95059	—	52	—	—	50	—
Tunney, Francis V.	Ord. (CO)	R95062	—	—	—	—	64	—
Warren, Robert W.	Ord. (CO)	R95067	54	54	—	—	62	—
Webber, Gordon A.	Ord. (CO)	R95069	—	—	—	—	66	—
Wittington, Ian J.	Ord. (UC)	R95072	56	—	—	—	60	—
Wilmott, Glen T.	Ord. (ME)	R95073	54	—	—	—	—	—
Wilson, Keith R.	Ord. (CO)	R95075	—	—	—	—	55	—
Wunsch, Terence J.	Ord. (NAM)	R95078	—	55	—	—	—	—

(HPB 325/53/17)

1007/66—2

UNCLASSIFIED

482—Services Canteens Trust Fund—Education Awards for 1967

The Trustees of the Services Canteens Trust Fund are inviting applications for Education Awards for 1967.

2. **Education Awards**—Education Awards range in value up to $400 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 $1,100 or less in the case of orphans and $900 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 $2,400 and $240 for each dependant if the Gross Income is over $2,400; 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 15. Where there are exceptional circumstances such as where a parent's income is derived solely from old age, invalid or war pension, or the child must live away from home to obtain secondary education, awards will be considered for the year in which the child turns 13 or 14. Orphan children may be considered for awards from the year in which they turn 12.

5. **Applications**—Applications for awards for 1967 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, 1966.

6. **Post-graduate Scholarships**—One Post-graduate Scholarship is awarded each year for study overseas. The value of this Scholarship is $2,000 (Australian) per annum for a maximum of three years. Applications close on 1st November, 1966. There is no means test for this Scholarship.

7. **Higher Training Education Awards**—Higher Training Education Awards may be granted for post-graduate courses in ancillary services to medicine, welfare or science such as nursing, occupational therapy, speech therapy, orthoptic therapy, laboratory technician. Applications close on 1st December, 1966.

8. The addresses of Regional Secretaries are as under—

Queensland—
Victoria Barracks,
BRISBANE.

New South Wales—
Box 3847, GPO,
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 578 of 1965 is hereby cancelled.

(DNES 134/1/9)

(Navy Order 578 of 1965)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

483—Advanced and Standard Seamanship Knowledge—Abolition of Two Standards

It has been decided to abolish the present policy of two standards of seamanship knowledge. All seaman branch sailors are to be trained to the advanced standard to enable all categories to carry out all seamanship functions.

2. In order to implement this decision, the following action is to be taken for the UC, FC and WM categories forthwith—

(*a*) ORD's are to qualify in advanced seamanship at their Able Ranks courses.

(*b*) AB's who can be spared are to undergo an interim advanced seamanship course for promotion to Leading Rank at HMAS PENGUIN or HMAS CERBERUS at the first opportunity, and ships are to liaise direct with either of these establishments. Where sailors cannot be spared for an advanced course, they will qualify in standard seamanship by Branch Technical Test for Leading Rank and in advanced seamanship at their Petty Officer's courses.

(*c*) AB's who have passed (or partly passed) Section 2 for Leading Rank, and Leading Seamen, will qualify in advanced seamanship at their Petty Officer's courses.

(*d*) Leading Ranks who have passed Section 2 for Petty Officer, and Petty Officers, will undergo an advanced seamanship BTT for promotion to CPO. By virtue of their previous seamanship experience they will be expected to prepare for this test by their own efforts, plus organised higher rank training. Ships and establishments, in conjunction with the seamanship schools, are to give every assistance to these sailors to enable them to prepare for the advanced seamanship BTT.

(*e*) Petty Officer's who have passed (or partly passed) Section 2 for CPO, and CPO's, are to be considered as advanced seamen without further training or test (subject to completing a Section 2 pass where applicable) by virtue of their previous seamanship experience.

(*f*) Future re-entries, trained to standard seamanship skill only, are to be promoted provisionally with removal of "provisional" on successful completion of the appropriate advanced seamanship course.

(*g*) The present standard seamanship courses are to be discontinued, and all promotion courses are to be extended to include the advanced seamanship phase.

3. ABR 27 and Navy Order 310 of 1966 will be amended.

(DMT 302/2/32)

(Navy Order 310 of 1966)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

484—Naval Stores (General)—Use and Allowances of Polaroid Glasses for Navigation in Coral Waters

The attention of Commanding Officers and others concerned is drawn to the advantages of wearing polaroid glasses when navigating in coral waters. Variations in depths of water become more apparent and reefs and shallow water are highlighted.

2. These items are available to HMA ships as follows—

Group Class	*Catalogue No.*	*Description*	*Accounting Class*
0461	L72582	Glasses, polaroid 22 mm Bridge, nose	Permanent
0461	L72583	Glasses, polaroid 24 mm Bridge, nose	Permanent

Scale of Allowances

Ship	*L72582*	*L72583*
Aircraft Carriers	3	3
Destroyers (all classes)	2	2
Frigates (all classes)	2	2
HMAS SYDNEY	2	2
HMAS SUPPLY	2	2
HMAS STALWART	2	2
Survey Ships	3	3
Survey Tenders	2	1
Other Ships	1	1
Submarines	2	2

The above allowances are not additional to those included in LE 32—Allowance List of Hydrographic Surveying Instruments and Surveying Ships and Tenders.

3. Ships in commission are to raise demands on SNSO, Sydney, to complete to the above allowances. Ships under construction will be supplied on commissioning.

4. Inadequate stocks are held to satisfy the above requirements and accordingly demands should not be hastened.

(DNAS 161/201/91)

UNCLASSIFIED

485—Naval Stores—Identification and Reclassification—General Electrical—Group Class 0624

(DCI (RN) 684/1966)

Annex A to this order lists items which have been superseded by items of different specifications. The superseded items should continue in use until stocks are expended. Annex B lists items which have been re-referenced, involving change of pattern numbers but no change in specification.

2. Naval Store Accounts in HMA ships and commissioned establishments are to be adjusted in the manner detailed in ABR 4, Article 1812.

ANNEX A

Existing Item		*Superseding Item*			
Pattern	*Description*	*Description if Different*	*Pattern*	*NATO Classn.*	*Acctg. Status.*
0624/10AT/126	DIMMER CAP ASSY.	CAP LAMPHOLDER	0624/10AT/187	—	C

ANNEX B

Old Identification		*New Identification*			
Pattern	*Description*	*Description if Different*	*Pattern*	*NATO Classn.*	*Acctg. Classn.*
0624/10A/12160	HEADBAND HEADSET		0558/953–1195	5965	C
0624/10A/12161	RINGS EARPAD	CUSHION EARPHONE	0558/953–1196	5965	C
0624/10A/14871	SCREW	SCREW MACHINE	0266/944–8357	5305	C
0624/10AP/2116	COVER		0624/10AP/1811	—	C
0624/10AR/3978	CLAMP	STRAP RETAINING	0264/215277	5340	C
0624/10AS/5573	SPRING HELICAL, COMPRESSION		0624/944–1445	5841	C
0624/10B/18762	SPACER	SPACER ELECTRONIC VALVE	0624/947–1649	5821	C
0624/10B/18763	INSULATOR	INSULATOR STAND OFF	0559/947–6052	5970	C
0624/10H/23370	CLIP	RING RETAINING	0264/942–4322	5340	C
0624/215121	HEAT SINK SEMI-CONDUCTOR DEVICE		0621/948–2417	5960	C

(DNAS 519/59/834)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

486—Form AS 625—Accident Investigation Report

Navy Order 722 of 1965 is to be amended as follows—

Paragraph 2—insert the following after " occurrence "—

" A report is not required for diving accidents and incidents as these are covered by ABR 155, nor for accidents to aircraft and personnel which are the subject of report under RI Articles 6502 to 6509."

2. Navy Order 342 of 1966 is hereby cancelled.

(AS (NS) 341/1/12)

(*Navy Orders 722 of 1965 and 342 of 1966*)

With reference to Navy Order 794 of 1965, Navy Orders 519-606 of 1964 are now over two years old and may be disposed of.

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

Registrar.

ANO's 487-495/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
7th September, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

10452/66.

CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

487—Annual Medical Examination of Dockyard Police

In future, the annual medical examinations of Naval Dockyard Police are to be carried out in the month that the anniversary of the member's birthday falls due.

2. In all cases, the examining Medical Officer is to ensure that an X-ray examination of the chest and routine urine, vision and blood pressure tests, weight and audiometry are carried out and recorded on Form AF Med. 1. The member is then to be asked if he has any complaints. If so, a full examination is to be made by the Medical Officer. Otherwise " No complaints " is to be recorded in Box 58 of AF Med. 1.

3. ABR 5016, Article 4487, will be amended.

4. Navy Order 91 of 1965 is hereby cancelled.

(MDG 327/53/30)

(Navy Order 91 of 1965)

UNCLASSIFIED

488—Flying and Diving After Dental Treatment

The risk of secondary or reactionary haemorrhage after dental treatment increases the hazards of flying (other than as a passenger in pressurized aircraft) and of diving. Haemorrhage of this nature is practically uncontrollable by the patient and sudden bleeding into the mouth not only interferes with the functioning of breathing apparatus (with risk of inhalational pneumonia or actual respiratory obstruction and suffocation) but also impedes speech communication to an extent that could be disastrous in an operational situation.

Dental Extractions

2. Flying or diving duties are not to be resumed for 48 hours after simple dental extraction, irrespective of whether local or general anaesthesia has been employed, because of the possibility of reactionary haemorrhage being precipitated by changes in ambient pressure.

" Dry Socket "

3. As a " dry socket " involves risk of secondary haemorrhage for several days, no patient with this condition is to resume flying or diving duties for 10 days after starting treatment.

Oral Surgery

4. Restrictions on flying and diving after oral surgery depend on the nature of the procedure and must be determined by the Dental Officer concerned. In general, any unsutured wound is liable to reactionary haemorrhage and the 48-hour period of restriction is necessary. If infection is present, there is further risk of delayed secondary haemorrhage and the 10-day period should be enforced.

Other Procedures

5. Procedures not involving risk of haemorrhage require no restriction unless extensive local anaesthesia has been employed. Regional blocks as extensive as, for example, a bilateral mandibular block, may interfere with aircrew communications or prevent a diver achieving a satisfactory grip of his mouthpiece.

6. For the purposes of this order, any run in a recompression or decompression chamber is to be considered as flying or diving duty, irrespective of the qualifications and activity of the person concerned.

(MDG 327/54/85)

UNCLASSIFIED

489—Outfit Gratuities and Uniform Grants Payable to Royal Navy Officers Serving in HMA Ships and Establishments

Outfit gratuities and uniform grants generally payable to Royal Navy Officers should not be credited until authority has been received from Ministry of Defence (Royal Navy).

2. Applications for Outfit Gratuities should therefore be forwarded to Navy Office for transmission to Ministry of Defence (Royal Navy). Payments will be authorised on receipt of the requisite approval.

(DNA 930/53/16)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

490—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 19 (Ex TDL " AX ").

(*a*) *Item:* To install a centrifuge in the fuel transfer system between the suction valves to the fuel storage tanks and the daily service tanks for main engines diesel alternators and the motor boat-landrover fuelling pump at a height of not more than 6-ft. 0-in. above the USK.

(*b*) Weight variations are to be reported.

(*c*) *References:* HMAS MORESBY's Form AS 1182 TDL " AX " dated 20th November, 1965, forwarded under cover of FOCAF Memorandum AF 1936/36 dated 8th December, 1965.

(CNTS 1228/52/146)

UNCLASSIFIED

491—Machinery and Spares on Charge of the Store Accounting Officer—Stocktaking

When discrepancies in fitted equipment and portable fittings recorded in Lists of Equipment, etc., detailed in ABR 4, Article 3505, are discovered it is to be ensured that all AS 197 transactions have been completed. When this has been confirmed action is to be taken as follows—

(*a*) If it is considered that the deficient or surplus items could have been removed or fitted during refit at an RAN dockyard, the appropriate dockyard is to be requested to investigate the matter and—

(i) If it is confirmed that the items were removed or fitted during refit, advise the number of the relevant Form AS 197. No further action is to be taken by the ship other than to ensure that the Form AS 197 is received from the Co-ordinating Authority and that the List of Equipment, etc., is adjusted in due course.

(ii) If the dockyard advises that the items were not removed or fitted during refit, action as detailed in ABR 4, Article 1603 (6), is to be taken. In addition, deficient items not required to be replaced and surplus items are to be reported under the AS 197 procedure. In the case of deficient items requiring replacement, action as detailed in ABR 4, Article 1601A (3), is to be taken, the ship's copies of the Forms AS 148 or AS 126 being retained with the List of Equipment, etc., until such time as the replacement items are received, when they are to be filed.

(*b*) Where it is considered that there is no possibility that the items could have been removed or fitted during refit at an RAN dockyard, action as detailed in Sub-paragraph (*a*) (ii) is to be taken.

2. In no circumstances are Forms AS 148 or AS 126 to be used to amend Lists of Equipment, etc.

3. ABR 4, Article 1601A, will be amended.

(DNAS 1100/51/24)

UNCLASSIFIED

492—Naval Stores (Accounting)—Notice Boards and Key Boards

As from the date of this order all notice boards and key boards in HMA ships and commissioned establishments are to be classified as portable fittings, and any now on Naval store charge are to be transferred to the Shipwrights or Barrackmaster's List of Equipment, etc., as relevant, in the manner detailed in ABR 4, Article 1812 (1) (*e*).

2. ABR 4, Articles 1831 and 1832 and Appendixes 8 and 19, will be amended.

(DNAS 512/69/688)

UNCLASSIFIED

493—Naval Stores (General) Group Class 0474—Kilfrost Pastes—Use

The undermentioned Kilfrost Pastes are stocked as Naval Stores but ships and services do not always demand the paste appropriate to their requirements and this could result in the contamination of food.

2. Kilfrost " Lofreeze " Paste, Pattern 7037, is for use in retarding the formation of ice from snow in refrigerated chambers, and in facilitating periodical defrosting operations.

3. Kilfrost " Marine " Paste, Pattern 10047, is a de-icant for application in cold weather to deck machinery, gun and boat covers, hawse pipes and cables, torpedo tubes, depth charge equipment, etc. This paste contains spirit solvents and **on no account** should it be used instead of Kilfrost " Lofreeze " Paste, Pattern 7037, in spaces where food is stored.

4. Navy Order 652 of 1964 is hereby cancelled.

(DNAS 512/87/106)

(Navy Order 652 of 1964)

UNCLASSIFIED

494—Naval Stores—Introductions—Group Class 0442—Paints in ½ Gallon Tins

Navy Order 416 of 1966 is to be amended as follows—

(i) *Amend* subject heading *to read* " Naval Stores—Introductions—Group Class 8010 and 5610—Paints in ½ Gallon Tins ".

(ii) *Amend* description of Catalogue Number 66-023-2979 *to read* " Primer . . . ".

(iii) *Amend* Catalogue Number 66-023-2969 *to read* " 66-022-1416 ".

(iv) *Amend* Catalogue Number 66-013-2970 *to read* " 66-023-2970 ".

(DNAS 512/80/245)

(Navy Order 416 of 1966)

UNCLASSIFIED

495—Safety—Polytetrafluorethylene—Toxic Hazard—Precautions

Polytetrafluorethylene, also known as PTFE, Teflon and Fluon, is a white inert plastic material with excellent resistance to chemicals and heat and outstanding electrical insulation properties over a wide frequency range. It has a very low coefficient of friction and can be used in the temperature range—100° C. to 250° C.

2. Polytetrafluorethylene is not toxic at temperatures up to 250° C. but at temperatures above this value, degradation occurs at a rate which increases as the temperature is raised. The fumes resulting from degradation, if inhaled, can cause a condition which has been termed " Polymer Fume Fever ". The signs and symptoms, which may follow a latent interval of a few hours, are influenza-like and evanescent in character.

3. Two possible situations in which personnel might inhale the fumes are by smoking tobacco contaminated with PTFE or during the brazing of wires or the soldering of components insulated with PTFE.

4. The following precautions are to be taken when handling polytetrafluorethylene—

(*a*) Smoking is to be forbidden and cigarettes and tobacco are not to be handled locally in areas where PTFE is handled. Warning notices are to be displayed marking the areas.

(*b*) A reasonable standard of personal cleanliness must be maintained and contamination of clothing, especially pockets, with small fragments or dust from the polymer must be avoided.

(*c*) Wherever PTFE insulated items or components are soldered, brazed or heated in any way so that the temperature may be raised above 250° C., it is essential that fumes be removed by local exhaust units fitted as near the source as possible.

Notes—

(i) Electric soldering iron bit temperatures range from 280° C. upwards.

(ii) Solder melting points range from 183° C. to 276° C.

(*d*) Machining or sawing operations are to be carried out at low speeds to avoid excessive heat. Local exhaust units must be fitted as near the cutting point as possible to remove small fragments and particulate dust. Subsequent cleaning down and safe disposal of arisings is essential.

5. The above precautions are to be observed when handling any related fluorocarbon polymers except that local exhaust ventilation is to be employed if temperatures exceed 200° C.

6. Navy Order 674 of 1964 is hereby cancelled.

(ACDC 400/2/264)

(Navy Order 674 of 1964)

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

REGISTRAR

RESTRICTED

ANO's 496-503/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
16th September, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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10771/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

496—Security—Warning Notices—Introduction of Form AS 1111

A security warning notice, Form AS 1111, has been printed. This notice draws the attention of all service and civilian personnel to their obligation under the Crimes Act 1914–1960 to protect official and classified information.

2. Copies are available upon demand from SNSO, Sydney, and are to be displayed on notice boards in ships, all shore establishments and dockyards.

(DNI 1502/51/17)

Section 2

PERSONNEL

UNCLASSIFIED

497—Professional Tests for Electrical Sub-Lieutenant (L) (R) (AL) and (AR)

The following amendments are to be made to ABR 5016 Volume 2 Appendix 5A—

PART VIII—ELECTRICAL SUB-LIEUTENANT (L) (R) (AL) AND (AR)

Paragraph 3—After first sentence *add* some questions relating to submarines will be included.

Paragraph 5 (a)—Add Principles and characteristics of transistors.

Paragraph 5 (c)—Paper No. 3 (R):—Amend first subject *to read* as follows—

Repair facilities of other departments of ships, submarines and of dockyards.

2. ABR 5016 will be amended in due course.

(DOA 311/201/197)

UNCLASSIFIED

498—Professional Test for Engineer Sub-Lieutenant (OE)—RAN

The following amendments are to be made to ABR 5016 Volume 2 Appendix 5A, Part VII, Professional Test for Engineer Sub-Lieutenant (OE)—

Appendix 5A Page 5A—~~4~~4

4. **Syllabus—**

Paper No. 1. Weapons Mechanical.

Sub-paragraph (*d*) .. After—*Torpedoes—21-in.*
Insert—Mark 8 Mod. 4
After—*Mark 9***
Insert—Mark 23

Sub-paragraph (*e*), Line 4 .. After—The PR4 series
Insert—including Oberon class torpedo tubes, firing system, power loading and discharge gear

Sub-paragraph (*f*) .. After—*Hull Outfits*
Insert—3
After—5
Insert—6
After—15
Insert—17

Paper No. 2. Weapons Control.

Sub-paragraph (*f*) .. *Delete—A/S Equipment and Torpedo Control*
Insert—Submarine and A/S Equipment and Torpedo Control Systems
After—Principles of
Delete—underwater
After—TCSD Mark 5
Insert—TCSS Marks 7 and 9
After—Type 185
Insert—Type 187 and Type 719

2. ABR 5016 will be amended in due course.

(DOA 311/201/197)

Section 3
OPERATIONAL AND TRAINING

UNCLASSIFIED

499—Sailors' Course Programme—July to December, 1966

Amendment No. 3

The appendix to Navy Order 310 of 1966 is to be amended as follows—

(a) Page 4—

ABRP Course .. *Cancel* 22.8.66

(b) Page 6—

ME Course .. *Amend* maximum numbers on course *to read* 15
POEWR Course .. *Cancel* 5.9.66
POEC Course .. *Cancel* 5.9.66
EMP Course ..
EMWE Course ..
EMWR Course ..
EMC Course .. } *Amend* maximum numbers on courses to *read* 16

(c) Page 10—

WTR Course .. *Cancel* 5.9.66
CK Course .. *Amend* 5.9.66 *to read* 22.8.66

(DMT 311/201/166)

(Navy Order 310 of 1966)

UNCLASSIFIED

500—Training and Courses in UK—Personal Records

When personnel are posted to the United Kingdom for courses or training, action is to be taken by the ship or establishment in which the member is serving to ensure that—

(*a*) Medical and Service documents are forwarded to reach the Australian Naval Representative, United Kingdom, at least three days prior to the commencement of the course or commencement of training; and

(*b*) Pay Account Cards are forwarded to reach ANRUK by the time the officer or sailor arrives in the UK. Where a member travels by air his pay account card should be handed to him prior to his departure from Australia and kept readily available either on his person or in hand baggage carried.

2. When courses or training are of three or more months duration personal details (as per the pro-forma below which should be reproduced locally) and photographs two in number, size not more than 1⅝-in. x 1⅝-in. (or 4 cms. square) are to be forwarded to Naval Personnel Branch, Navy Office, CANBERRA, ACT, as soon as possible after receipt of advice of posting.

DETAILS REQUIRED TO BE INSERTED ON IDENTITY CARDS ISSUED TO COMMONWEALTH AND FOREIGN OFFICERS AND SAILORS

Surname .....

Other Names .....

Rank .....

Place of Birth .....

Date of Birth .....

Height .....

Colour of Eyes .....

Colour of Hair .....

Other Visible Distinguishing Marks .....

Photographs (2 No.) size not more than 1⅝-in. x 1⅝-in. (or 4 cms. square) are to be forwarded with this form.

(HPB 311/201/135)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

501—Ammunition—415066 Primers, Electric, No. 17, Mark 2, VAD Lot 414 Filled VAD 9/43—Withdrawal

Ammunition item ..	415066 primers, electric, No. 17, Mark 2, VAD Lot 414 filled VAD 9/43
Action to be taken by HMA ships and fleet establishments	Cartridges fitted No. 17 primers are to be examined and any found fitted with primers of the above lot are to be landed at the nearest Naval armament depot and replacements demanded. This action is also to be taken in respect of loose stocks of primers held on board.
RAN armament depots ..	Primers, electric, No. 17, in bulk and all ammunition fitted with these primers are to be scrutinised. Any primers of the above description are to be declared for disposal.
Reason for action ..	A magazine of the primers of the lot quoted split during proof.
Safety category	NMER (BR 862), Article 1705—Category dd, i.e., dangerous.

General message 083F is hereby cancelled.

(DAS 729/56/78)

UNCLASSIFIED

502—Naval Stores—Accounting—Hoses Stocked as Spares for Machinery Purposes—Transfer to Naval Stores

It has been decided that hoses at present stocked as spares for machinery purposes should be dealt with as Naval stores in future. All hoses except fuel oil hoses and Admiralty pattern items (Class Group 0245) will be identified to NATO Group Class 4720.

2. Accordingly, any hoses stocked in ships and establishments as spares for machinery purposes are to be transferred from spare gear ledgers to the Naval Store Account on Forms AS 549 in accordance with ABR 4, Article 1812, and entered on fly pages in appropriate Lists of Equipment, etc.

3. Application should be made to the Superintending Naval and Air Store Officer, Sydney, for allocation of local stock numbers to any hoses which do not at present bear catalogue numbers.

(DNAS 505/87/622)

RESTRICTED

503—Naval Stores—Miscellaneous—Air Stores—Amendments to Vocabulary Section Reference Numbers

(DCI (RN) 694/1966)

The following information concerning alterations to RAF Vocabulary Section reference numbers is promulgated pending amendment to AP 1086 or schedules of spare parts, as appropriate—

Old Ref. No.	*New Ref. No.*	*Old Ref. No.*	*New Ref. No.*
Section 5F	*Section 5F*	*Section 28N*	*Section 28N*
1281	9400570	19035	9144789
1283	9400571	*Section 28P*	*Section 28P*
1284	9400572	16085	9554138
1285	9400573	16271	1220937
2149	9400569	16321	1220938
Section 5UA	*Section 28D*	17925	1220940
7715	9464748	18057	1220944
Section 28D	*Section 28D*	19128	1220716
12182	1214868	*Section 28Q*	*Section 28Q*
13425	1214878	18326	9538135
Section 28E	*Section 28E*	*Section 28S*	*Section 28S*
14054	8018280	5687	1214207
14056	8018282	13722	1246730
14067	1009114	15479	1246732
Section 28F	*Section 28F*	15655	1214787
12487	1011819	15677	1246737
18961	1037452	15902	1246728
Section 28FP	*Section 28FP*	15944	1246735
14	9485857	16267	1246731
15	9521098	16659	1246738
Section 28M	*Section 28M*	16976	1246734
10277	1220743	18192	1214229
		1214252	1016996

2. The undermentioned items in Sub-section 36DE are now transferred to Sub-section 36HS. There is no change in reference number—

Ref. No.	*Ref. No.*	*Ref. No.*	*Ref. No.*
9309	9435	9511	9569
9314 to 9319	9438	9514	9572
9321	9441	9516 to 9519	9585 to 9589
9323	9442	9523 to 9525	9594
9324	9445 to 9448	9527 to 9533	9598
9328	9450	9535	9600
9345	9457 to 9465	9547	9602
9347 to 9366	9467 to 9471	9548	9603
9368	9478 to 9480	9553	9605
9370 to 9373	9482 to 9485	9554	9608
9375	9487	9556	9610
9417	9488	9558	9614
9425 to 9430	9492 to 9499	9564 to 9566	9618
9432	9501 to 9505	9568	9620

Ref. No.	*Ref. No.*	*Ref. No.*	*Ref. No.*
9633 to 9647	9861	9065 to 9067	9155 to 9160
9649	1129	9073	9162 to 9172
9650	1531	9074	9174 to 9181
9657	1533	9076	9183 to 9196
9659 to 9661	1540	9079	9198 to 9200
9667 to 9672	1584	9084 to 9086	9202
9674 to 9688	2298	9088	9206 to 9210
9690 to 9697	2450	9092	9212 to 9242
9700	9011	9096	9245 to 9258
9702 to 9705	9013	9097	9260 to 9263
9707 to 9716	9016 to 9022	9099	9266 to 9269
9720 to 9722	9027 to 9031	9100	9273 to 9275
9724 to 9732	9035	9104 to 9107	9278
9734	9038 to 9043	9109	9279
9744 to 9750	9045	9113	9282
9754	9046	9114	9284 to 9286
9755	9049	9117	9288
9757	9053 to 9055	9118	9290
9762	9057 to 9059	9121	9292 to 9294
9770	9062	9123	9297
9772 to 9835	9063	9126 to 9153	9305 to 9307

(DNAS 601/252/396)

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

Registrar

ANO 504/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
16th September, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

504—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc., During July, 1966

The magazines, pamphlets and amendments to publications, etc., and SC Series contained in the appendix to this order have been distributed to ships and services during July, 1966.

2. Article 2517 (6) of ABR 4 is relevant.

3. Copies of "P" Series Amendments referred to in the appendix to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2517 (6) of ABR 4.

APPENDIX

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date*
Aeroplane and Commercial Aviation News	14.4.66
Aeroplane and Commercial Aviation News	21.4.66
Aeroplane and Commercial Aviation News	28.4.66
Aeroplane and Commercial Aviation News	5.5.66
Aircraft Vol. 45 No. 9	June, 1966
Civil Defence Pamphlets Information Bulletin No. 156	28.2.66
Flight	14.4.66
Flight	21.4.66
Flight	28.4.66
Flight	5.5.66
HMSO List of Government Publications used during	February, 1966
Joint Services Recognition Journal Vol. 21 No. 1	January, 1966
Signal	April, 1966
Signal Vol. XX No. 9	May, 1966
United States Naval Institute Proceedings	April, 1966
United States Naval Institute Proceedings	May, 1966
United States Naval Communications Bulletin	April, 1966
OPNAV 94-P2 Services	April, 1966

BR AMENDMENTS

BR No.	*Amendment No.*
ABR 4	Addendum to Amendment No. 24
ABR 4	Amendment No. 25
ABR 10/1964	Amendment No. 6
ABR 10/1964	Amendment No. 7
ABR 27 Vol. 2	Amendment No. 21
ACP 117 AMF Suppt. 1-A	Change No. 1
BR 125 Floyds	April, 1966, Suppt. No. 10
BR 125 Floyds	April, 1966, New Entry No. 10
BR 125	Suppt. No. 11 dated May, 1966
BR 125	New Entry No. 11 dated May, 1966
BR 226D (14)	Australian Change No. AN 2
BR 810 RAN Suppt.	Reprint group 0100 dated April, 1966
BR 810 RAN Suppt.	Amendment No. 2 to groups 0283-0285
BR 810 RAN Suppt.	Amendment No. 1 to group 0413
BR 810 RAN Suppt.	Addendum No. 2 dated 1.12.65 to group 0632
BR 1334	Amendment No. 21
ABR 5020	Change No. 2
ABR 5062	Change No. 1
MBR 8020	New Issue dated 29.4.66

List of Propellant Lots acceptable for Naval Service Amendment No. 38.

SIGNAL CORRECTIONS

Signal Correction No.	*Amendment No.*
ACP 117 COMNAV SUPPT.—1 ..	Amendment No. 14 SC 1/66
ACP 117 COMNAV SUPPT.—1 ..	Amendment No. 15 SC 5/6

ESTABLISHMENT LIST AND AMENDMENTS

"E" List No.	*Amendment No.*
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AMENDMENTS TO AIR PUBLICATIONS

AP No.	*AL or Leaflet*
AP 109A-0002-1	AIL 1/66 AIL 2/66 AL 118, 119 and 120
AP 109B-0102-5	AL 24
AP 109B-103-5	AL 13, 14 and 15
AP 116D-0102-1A	AL 2, 3, 4 and 5
AVP 970 Vol. 1	AL 97 and 98
AP 1086 Book 1 (2nd Edition) ..	AL 42
AP 1086 Book 3 Part 1 (2nd Edition)	AL 110
AP 1086 Book 3 Part 2 (2nd Edition)	AL 189 and 190
AP 1086 Book 4 Part 1	AL 177
AP 1086 Book 4 Part 4 (2nd Edition)	AL 89 and 94

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AP 1086 Book 7 (2nd Edition) ..	AL 170 and 171
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AP 1181C Vol. 6 Parts 2, 3 and 4 ..	AL 48 and 52
AP 1182 (N) Vol. 1	AL 57
AP 1182 (Naval) Vol. 4 Part 6 ..	AL 22
AP 1275A Vol. 1 Section 20 ..	AIL 1/66
	AIL 2/66
	AIL 3/66
AP 1275A Vol. 3 Part 1 (N) Book 2	AL 14
AP 1275B Vol. 1 Section 11 ..	AL 74
AP 1275E Vol. 2 Part 1	Leaflet (AL 243)-Z 27
AP 1275G Vol. 1 Part 1 (2nd Edition)	AIL (RAN) 1
AP 1275G Vol. 1 Part 3 (2nd Edition)	AL 33
AP 1275G Vol. 2	Leaflet (AL 202)-Z 12
AP 1355F Vol. 1 (2nd Edition) ..	AL 6
AP 1464C Vol. 2 Part 1	Leaflet No. 4 (AL 25)
AP 1464G Vol. 1	AL 204 and 205
AP 1469Q Vol. 6 Part 4	AL 4
AP 1641H Vol. 1	AL 33 and 34
AP 1661B Vol. 1 (2nd Edition) ..	AL 133 and 134
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AP 1664A (2nd Edition) Vol. 1 Book 1	AL 63
AP 1664A (2nd Edition) Vol. 1 Book 2	AL 52 and 53
AP 1664A Vol. 2 Part 1	Leaflet D 36 (AL 2)
AP 1664A Vol. 2 Part 3 Book 1 (2nd Edition)	AL 92
AP 1664A Vol. 2 Part 3 Book 2 (2nd Edition)	AL 106 and 107
AP 1664E Vol. 2	Leaflet (AL 64)-C 15
AP 1803 Vol. 2 Part 1	Leaflet I 1 (Alt. 1)
	Leaflet U 37 (AL 1 incorp.)
AP 1803D Vol. 1 Book 3	AL 150
AP 1803D Vol. 1 Book 3A	AL 61
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AP 1803U Vol. 1 Book 3	AL 27, 30 and 31
AP 1803U Vol. 1 Book 5	AIL 2/66
AP 2487AB Vol. 2	(AL 15)-B 1 (Alt. 1)
AP 2528P Vol. 2	(AL 188)-B 131 (Alt.1)
	(AL 186)-B 137
AP 2530M Vol. 3 (2nd Edition) ..	AL 4
AP 2531A and C Vol. 2	(AL 86)-B 70 (Alt. 1)
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AP 2531S Vol. 2	(AL 29)-B 13 (Alt. 2 incorp.)
AP 2531S Vol. 3 Part 1 (N) (1st Edition)	AL 4

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AP No.	*AL or Leaflet*
AP 2534E Vol. 1 (with O/L) ..	AL 29
AP 2535F Vol. 2	Leaflet RAN/1, RAN/2, RAN/4, RAN/5, RAN/6, RAN/7, RAN/8, RAN/9, RAN/10, RAN/11, RAN/13
AP 2538Q Vol. 3 Part 1 (Naval) ..	AL 1 and 2
AP 2802A Vol. 1 Parts 1 and 3 (2nd Edition)	AL 80 and 81
AP 2876A Vol. 2 Part 1	Leaflet No. 18 (AL 4 incorp.)
AP 2887N Vol. 2	Leaflet (AL 112)-B 52 (Alt. 1)
	Leaflet (AL 111)-B 61 (Alt. 1)
	Tech. Leaflet RAN/1
AP 2887N Vol. 5 Part 6 (Naval) Issue 1 (Office Copy)	AL 7
AP 2890SC Vol. 3 Part 1 (Naval) Book 1	AL 5
AP 2892F Vol. 2	Leaflet (AL 132)-B 107
AP 3278 Book 2	AL 1 and 2
AP 4288 Vol. 2	Leaflets Corrigendum to B 467-(Alt. 3)
	(AL 965)-B 611 (Alt. 2)
	(AL 971)-B 659
	(AL 972)-B 660
	(AL 985)-B 671
	(AL 986)-B 672
	(AL 989)-B 673
	(AL 993)-B 674
	(AL 994)-B 609 (Alt. 1 incorp.)
	(AL 995)-B 595 (Alt. 1 incorp.)
	(AL 996)-B 675
	(AL 997)-B 422 (Alt. 2)
	(AL 999)-B 676
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	(AL 1002)-B 276 (Alt. 1)
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	(AL 1005)-B 679
	(AL 1007)-B 643 (Alt. 1 incorp.)
	(AL 1009)-B 542 (Alt. 1)
	(AL 1010)-B 669 (Alt. 1 incorp.)
	(AL 998)-F 1 (Alt. 1)
	(AL 991)-I 7
	(AL 1006)-J 1 (Alt. 1)
	(AL 987)-S 1
	(AL 988)-S 2
	(AL 1008)-S 3
	RAF Form 3850S Section S Contents List
	(AL 992)—List of Sections
AP 4288 Vol. 4 Part 6 (N) Issue 4	AL 16
	AL/RAN/15

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AP No.	*AL or Leaflet*
AP 4288A Vol. 1	AIL 1/65
	AL 36 and 42
AP 4288D Vol. 1	AL 18
AP 4303E Vol. 1	AL 88
AP 4343A Vol. 3 Part 1 (Naval) ..	AL 12
AP 4343B Vol. 1 Book 1	AL 44, 45, 46, 47, 48, 49 and 50
AP 4343C Vol. 1 Book 2	AL 178
AP 4343C Vol. 2	Leaflet (AL 125)-C 30
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AP 4343C Vol. 3 Part 1 (N) ..	AL 11
AP 4343D Vol. 2	Leaflet (AL 141)-U 13
	Leaflet (AL 140)-Z 18
AP 4343D Vol. 3 Part 1 (N) ..	AL 17
AP 4343D Vol. 6 Book 2	AL 137 and 139
AP 4343G Vol. 1	AL 88
AP 4343K Vol. 1	AL 32
AP 4343S Vol. 1 Book 2	AL 162
AP 4343V Vol. 1 Book 2	AL 11
AP 4343X Vol. 2	(AL 183)-Z 11 (Alt. 1)
AP 4361F and G GHN's	AL 8
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AP 4389A Vol. 6 Part 1	AIL/RAN/1
	AIL/RAN/2
AP 4411A Vol. 1	AL 21
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AP 4411A Vol. 4 Part 6 (Naval) ..	AL 11
AP 4487D, E and F Vol. 5 (N) F/S Book 1	AL 13
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AP 4515G Vol. 3 Part 1 Section 2 Chapter 13 (1st Edition)	AL 1
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AP 4685 Vol. 1 Part 2 Section 3 ..	AL 104
AP 4685T Vol. 1 Section 1	AL 61, 63 and 65
AP 4685T Vol. 1 Section 2	AL 62, 64, 84, 85 and 86
AP 4717A Vols. 1 and 6	AL 13
AP 4723 Vol. 6 Part 4	AL 36
AP 4723A Vol. 1 Book 1	AL 115 and 116
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AP 4723A Vol. 5 Part 10 (N) Issue 2	AL 10
AP 4776	AL 24, 25 and 26
AP 4837AA Vol. 2	(AL 12)-B 3 (Alt. 1)
AP 4822B Vol. 1 Part 2 Section 5 ..	AL 7
AP (N) 1023 (11)	AIL/RAN/5
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AP (RAN) 19 Vol. 1 Book 2 ..	AL 7 and 8
AP (RAN) 19 Vol. 6	AL 4
AP (RAN) 30 Book 1	AL 4
AP (N) 1023 (11)	AIL/RAN/5
Air Clues	May/66
Air Pictorial	June/66
DCA Aeronautical Information Circulars	24/1966 (dated 1.7.66)
DCA Aviation Safety Digest ..	No. 46 (dated June/66)
DCA Aeronautical Information Publications	MAP/5 (1.3.66)
	RAC/2 (AL 76)
AAP No. 2 GCC Table of Contents (16th Edition)	SAL 36 (AL 27795)
	SAL 37 (AL 28278)
	SAL 38 (AL 28407)
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	SAL 6 (AL 24292)
AAP No. 2 GCC 5930 (7th Edition)	SAL 5 (AL 27521)
AAP 721.65 Vol. 1 Part 5 (1st Edition)	AL 3
	Errata to AL 3
AAP 721.65 Vol. 2 Part 2	AL 179 and 181
Support Command Publication Orders	23/66

(DNAS 465/57/614)

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

REGISTRAR.

RESTRICTED

ANO's 505-513/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
21st September, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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11239/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

505—Changing of Foreign Currencies in HMA Ships—Use of Money Change Record Book

Provision is made in Article 124 (2) of ABR 5018—Navy Accounts Manual—for particulars of transactions in money changing for personnel in HMA ships to be recorded in a Money Change Record Book. It has been evidenced that in some instances the book is being used as a record of the receipt and disposal of foreign currency obtained for all purposes and not solely for the intended purpose of recording transactions in respect of changing money of ship's company for use ashore.

2. In order to standardise the recording of transactions in money changing for personnel, the Money Change Record Book is to be maintained as per pro-forma in Appendix A to this order.

The amount of foreign currency drawn for use at each money changing session is to be entered in the book prior to commencement of the session. On completion of the session and before any other such transaction takes place, particulars of foreign currency disbursed and Australian currency thus obtained are to be entered in the appropriate columns. The gain, if any, made on exchange at the session is then to be entered in the book.

3. The certificate required to be included in the Ships' Cash Account in accordance with Article 124 (3) is then to be prepared from the information contained in the Money Change Record Book. Pro-forma of the certificate, with figures inserted by way of illustration, is shown in Appendix B to this order.

APPENDIX A

Date	Local Currency			Exchange Rate		Value in Australian of Local Currency Drawn	Australian Currency Received from Change	Profit	Remarks
	Drawn	Returned	Changed	Official	Change Rate				

APPENDIX B

CERTIFICATE OF MONEY CHANGING (NAM ARTICLE 124 (3))

Foreign currency withdrawn from Public Chest	$M1,200.00
Foreign currency returned to Public Chest	$M 200.00
Amount of foreign currency exchanged	$M1,000.00 (i)
Value of Australian currency obtained in money change ..	$A 300.00
Value at official exchange rate (i.e., rate at which taken on charge in Cash Account)	$A 290.00
Total Profit	$A 10.00

RECONCILIATION STATEMENT

Rate at which exchanged onboard $M1.00	=	$A 0.30
Official rate of exchange $M1.00	=	$A 0.29
Profit per denomination of foreign currency ..	=	$A 0.01 (ii)
Total Profit (i) $1,000 @ 1 cent (ii) = Aust.		$ 10.00

This is to certify that the above foreign currency was exchanged for the ship's company on ..... and the profit was paid to the ship's fund.

Money changing transactions have been reconciled and count of money made by me.

.....

Supply Officer
or Supply Officer (Cash)

(DNA 206/52/73)

UNCLASSIFIED

506—Return of Signalling With Merchant Ships—Procedure for Notifying Results

A review of the quarterly returns of signal exercises with merchant ships has recently been carried out. It has been decided that routine returns are no longer required but that merchant ships whose performance is considered worthy of special mention shall continue to be reported.

2. RI Article 3472 is to be amended as follows—

Clause 5—delete and *insert* the following in lieu—

"No routine returns of exercises conducted are required, except that exercises with Merchant Ships whose performance is considered by the Captain to be worthy of being brought to the notice of the ship's owners are to be forwarded direct to Navy Office (for D of C) at the end of each quarter, in the following form—

(i) Name of ship rendering return.

(ii) Merchant vessel.

(iii) Shipping company.

(iv) Date of exercise.
(v) Merchant vessel's system of signalling.
(vi) Remarks."

3. Navy Order 725 of 1964 is hereby cancelled.

(D of C 464/54/276)

(Navy Order 725 of 1964)

Section 2

PERSONNEL

UNCLASSIFIED

507—Minor War Vessel Bridge Watchkeeping Certificate for Chief Petty Officers

Navy Order 625 of 1964 introduced a Minor War Vessel Bridge Watchkeeping Certificate for which Chief Petty Officers of the Seaman Branch could qualify.

2. This certificate has now been withdrawn due to the failure of Chief Petty Officers to qualify for it, and changed manning requirements.

(DMT 303/21/83)

(Navy Order 625 of 1964)

UNCLASSIFIED

508—Repatriation and War Service Homes Benefits and Taxation Exemption—Service in the North Borneo and Malay Peninsula Areas

Navy Order 362 of 1966 is to be amended as follows—

Appendix B—add the following—

	From	*To*
HMAS DERWENT	10.6.66	13.6.66
	20.6.66	30.6.66
	21.7.66	26.7.66
*HMAS VAMPIRE	18.6.66	16.7.66

(HPB 302/201/25)

(Navy Order 362 of 1966)

UNCLASSIFIED

509—Reporting Methods—Members Joining and Leaving Ships and Establishments—Reporting of Movements—Other than Ships in Far East Strategic Reserve

It is essential that details of all members borne in ships at sea be readily available in Navy Office. It is equally important that information regarding "next-of-kin" should be up to date and accurate.

2. The reporting of movements still leaves much to be desired and it is most important that approved procedures should be followed. Recent investigations have indicated delays in rendering Form AS 257 prior to the sailing of ships resulting in a large volume of otherwise unnecessary reporting by signal. This causes a duplication of work in ships in that all movements must ultimately be reported by Form AS 257 series as well as placing an additional load on signal channels.

3. Forms of the AS 257 series (including leave check sheets) intended for Head of Naval Personnel Branch are to be prepared and dispatched daily by air mail addressed Head of Naval Personnel Branch, Navy Office, Canberra, ACT.

4. Sea-going ships which embark personnel, other than members of the Permanent Naval Forces, for passage, etc., are to obtain up to date particulars of next-of-kin in accordance with RI 1002 (10) and forward them to the address indicated in Paragraph 3 promptly by air mail. In addition, the names, etc., of these persons should be included on Form AS 257 series. Personnel to be reported in this manner include members of the Naval Reserves, members of other services, civilians, etc.

5. Sea-going ships are to report by signal on every occasion the ship sails names of those persons (PNF or otherwise) who have joined or left since the last Forms AS 257 were dispatched.

6. New stocks of Form AS 257B (revised 1965—yellow paper) should now be used by all ships and establishments. Where an old book is not exhausted, the number of the last form used is to be reported to the address in Paragraph 3.

7. ABR 18, Articles 0311 and 0312, should be noted pending amendment.

8. Navy Order 274 of 1965 is hereby cancelled.

(HPB 464/54/535)

(Navy Order 274 of 1965)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

510—Accounting—Victualling Stores—Supply of Ledger Pages

ABR 93, Manual of Victualling Stores, Article 1521, incorrectly shows the Superintending Naval and Air Store Officer as the source of supply of serially numbered ledger pages in Sydney.

2. Requirements of numbered pages should be demanded, by letter, from the Senior Inspecting Officer (Naval Storekeeping), c/o SNSO, Sydney.

3. ABR 93 will be amended.

(D of V 464/54/348)

UNCLASSIFIED

511—Boots, Non-slip

The loan issue of boots, non-slip, with protective toe-cap, Catalogue Nos. 40311–6, has been extended to—

(*a*) Members of Naval landing parties in jungle areas.

(*b*) Members of the staff of the Land Fighting Section of HMA Gunnery School.

(*c*) Sweep deck crews of minesweepers.

(*d*) Officers undergoing Combat Survival Courses at JTC, Canungra.

(*e*) Members serving in HMAS MELVILLE, HMAS TARANGAU and at Maralinga.

2. The boots, non-slip, will replace the jungle boots, Catalogue Nos. 40341–8, at present issued to members in Categories (*a*) to (*d*), and black universal boots, Catalogue Nos. 40264–72, at present issued to members in Category (*e*).

3. ABR 93, Appendix 35, Paragraphs 17 and 55, and Appendix 36, Paragraph 2, will be amended.

(D of V 917/65/171)

UNCLASSIFIED

512—Electrical (General)—Selenium Rectifiers—Precautions in Removing Burnt Out Units

(*DCI (RN) 1003/1966*)

Recent tests have shown that when selenium rectifiers burn out in service, certain toxic substances are released, but the amounts so produced will present minimal health hazard to personnel.

2. However, certain precautions are desirable when removing burnt out units to prevent the inhalation or ingestion of selenium dust by maintenance personnel.

3. Rectifiers should be carefully removed to avoid dispersal of settled dust and the defective unit placed in an airtight plastic bag, or similar container, and disposed of by conventional means in harbour, or over the side at sea. If the latter means is employed it should be ensured that the container will sink.

When a vacuum cleaner of the disposable bag type is available, the chassis and the area in the immediate vicinity of the burnt out unit should be thoroughly cleaned before fitting a new unit, and the cleaner bag disposed of as for the defective rectifiers.

4. During repair and after cleaning operations the hands should be thoroughly washed before handling food, cigarettes, or other material which may come in contact with the mouth or be taken internally.

5. The text of this order is to be incorporated in all relevant equipment handbooks.

(ACMD 177/1/75)

RESTRICTED

513—Guns—4.5-in. Mark 5—Breech Block Setting of 141467 Spring Balance for Correct Closing—Drawing NOD 3175/16

(*DCI (RN) 1004/1966*)

Reports have been received of sluggish breech block closing in 4.5-in. Mark 5 guns. Inspection showed that the 141467 springs (Drg. NOD 3175/27 Item 13) were set to the wrong reading.

2. Attention is drawn to BR 2014B and BR 1857 (2)A, Volume 2, Chapter I, Paragraph 27, for QF 4.5-in. Mark 5 gun on RP 41 Twin Marks 6, 6* and 6* Mod. 1 Mountings and RP 40/41 Marks 6 Mod. 2 and 6* Mod. 3 Mountings giving design data and instructions for springs operating breech.

3. Setting the balance springs for efficient breech operation is determined initially by the gun manufacturer, and it is essential for these settings to be maintained. Correct breech closing is achieved usually with a balance spring reading of between 325 lb. and 352 lb.

4. Subsequent adjustment of these settings should not normally be necessary, but ships' staff should record the readings. If for reasons such as maintenance procedure, the balance springs are removed, they must be re-assembled to the original settings.

(DWE 706/251/37)

By Authority: A. J. Arthur, Commonwealth Government Printer, Canberra.
11239/66.—2

REGISTRAR

ANO 514/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
21st September, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

11238/66.

Section 2

PERSONNEL

UNCLASSIFIED

514—Rescue and Resuscitation in the Royal Australian Navy

Before presenting a detailed description of the salient features of life saving (Appendixes A to C), it is emphasised that the necessity for its application and the unavoidable dangers involved may, in many cases, be obviated by reducing the number of poor and non-swimmers borne. The importance of encouraging the use of breast and side strokes among the younger sailors cannot be over-stressed.

2. It is usually only when coming into contact with life saving that those who have ignored these strokes realise their relative handicap, and remedying this becomes increasingly difficult in later life. If the breast stroke has been learned at the start, then the return to it, even if it has been protractedly ignored, is infinitely easier than starting from scratch.

Lives Lost by Drowning

3. Although as a result of pure accident many lives are lost by drowning, too often one hears of lives lost through sheer inability to swim, and whereas the former is sometimes adjudged an act of God, the latter is inexcusable. When, as a result of an unsuccessful attempt to assist a drowning person, the rescuer also drowns, it amounts to tragedy, with the fault almost entirely at the door of the non-swimmer. It is every man's duty to himself and his shipmates to learn to swim and, having done so, to become reasonably proficient in assisting others in difficulty. It is to this end that the following information is promulgated.

Drowning

4. When a person finds himself in difficulty in the water he invariably throws up his arms and shouts for help. By throwing up his arms instead of using them to keep afloat, he decreases his buoyancy, loses his ability to scull, and promptly sinks below the surface. Once below the surface and unable to breathe, he usually struggles more violently, pushing himself even deeper and swallowing water in the process. The struggles may be prolonged and then cease for a time, allowing him to rise again. If still conscious, he may renew his struggles again, though perhaps more feebly, with the same result. When insensibility does occur, the body sinks altogether assisted perhaps by the loss of air from the lungs, saturation of clothing and the probable filling of some body cavities with water. The belief that the body must rise three times before sinking is a fallacy; the question of rising or sinking at all, depends entirely upon the circumstances.

Speed of Action

5. Once a person is seen struggling in the water in apparent danger of drowning, no time should be lost. As already stated, the drowning person may sink and not rise again, making the rescue more difficult and exhausting, with a strong chance of losing the body altogether. In view of this the rescuer must, knowing his own capabilities as a swimmer, quickly assess the situation with regard to weather conditions and distances involved, and accordingly only spend time discarding such clothing as is necessary to effect a successful rescue. Footwear and similar heavy clothing should invariably be removed, for although in theory, air pockets captured in the clothing assist buoyancy, unless the distance is short, or the rescuer a strong swimmer, wet clothing must be considered a handicap; nevertheless, speed is the thing, and the situation will undoubtedly dictate the decision.

Entering the Water

6. With a few exceptional circumstances, it is usually wiser to jump into the water rather than dive, and if underwater obstacles are likely to be encountered the body should be as relaxed as possible. When jumping from a considerable height, although relaxed, the body should be held in a compact position, for an ungainly attitude of limbs is conducive to dislocation, on impact with the water.

The Approach

7. The swim-up to the subject will depend upon the distance and urgency, the main point being the expenditure of energy. There is not much point in effecting a speedy swim-up and "control", only to find that the rescuer is too exhausted to complete the tow back. Approach from the rear is most convenient, but as a drowning person will endeavour to turn and face the rescuer, no time should be lost insisting upon this. The advantage of shouting encouragement, advice or directions to the subject during the last stages of approach should not be ignored.

Reaching the Subject

8. Assuming that just before reaching the subject he sinks from sight, the rescuer should proceed to the point at which he disappeared and make a surface dive. The whole point of a surface dive, is that it is vertical from the surface and not a diagonal swim down to the bottom. It is done by "piking" or "jack-knifing" the body on the spot, and raising the legs vertically in the air; then, employing the initial sweep of the arms, pulling cleanly and swiftly to the bottom. If the bottom is muddy, disturbing it or pushing off from it, should be avoided, even if it means assessing the situation and returning to the surface for air before diving again. The rescuer should keep well clear of obstructions.

The Drowning Clutch

9. If a drowning person is allowed to seize his rescuer, he may not let go unless absolutely forced to. The practice of vigorous release methods may then end in the subject inhaling water into his lungs. If he does this he is likely to die, even though brought to safety within a minute or two. If, therefore, on approach the subject appears particularly hysterical and strong, the rescuer should not be too keen to get to grips. It will often be better to lie just out of reach and try to calm him with the voice, keeping a sharp watch for him sinking. It enormously improves the chances of safety for both if the co-operation of the subject can be obtained. If, however, it cannot, the rescuer must be able to preserve his own freedom of action. Release techniques are described in Appendix A.

The Tow Back

10. The type of tow used will again depend upon the circumstances, and various methods are described in Appendix B; the following points, however, generally apply—

(*a*) The subject's head must always be kept above water even though the rescuer's may, at times, be submerged.

(*b*) The rescuer must avoid giving the impression that the tow is difficult; it should be as smooth and continuous as possible; the subject will gain confidence and relax, making the rescuer's job easier.

(*c*) The rescuer should keep his own and the subject's legs as near the surface as possible to avoid retardation effect; if the subject's legs tend to sink, the rescuer should lift them occasionally with his own, endeavouring not to break the rhythm of the tow.

(*d*) Return to safety should be made the easiest way, with the tide or stream, diagonally across it, or even merely keeping the subject afloat and awaiting further assistance.

11. Finally, many knowledgeable and efficient life savers have got into difficulty or even failed in their attempts to save life, through being out of practice. Do not get caught this way; less than five minutes of your half-hour swim spent in practice, will be sufficient to keep you up to date; make it a habit.

APPENDIX A

METHODS OF RELEASE

If the rescuer finds himself gripped he should at all times keep uppermost and try to free himself by one of the methods here described. If he is unable to disengage himself, he must be prepared to sink with the subject, who, finding himself unable to breathe, will usually let go to reach the surface. Before sinking, the rescuer should aim to breathe in as the subject breathes out, and going down should be swift and decisive. Because of the danger of causing the subject to inhale water, the rescuer should regard sinking with him as a last resort. Having executed any of the following methods of release, the object is to maintain contact and take the subject immediately into the towing position (there is a momentary loss of contact in the first method). Further methods of release for more expert swimmers may be found in publications of the Royal Life Saving Society.

(1) *Held by the Wrists.*—Straighten and raise both arms above the head, bringing them down and together in front of the body. At hip level sweep them out against the thumbs of the subject to a right angle with the body. The rescuer's arms must be kept straight throughout.

Fig. 1

APPENDIX A—*continued*

(2) *Held by the Neck.*—Take a deep breath and get well over the subject. Place one hand in the small of his back, and the other hand on his chin, fingers clamping the nostrils. Pull hard towards with one hand, at the same time pushing downwards with the hand on his face.

Fig. 2

(3) *Clutched Round the Body.*—If clutched round the body pinioning the arms, place the left hand from behind on to the right shoulder and, whilst pulling down hard with the hand, force up hard with the upper part of the other arm. Bring the right knee into the lower part of his abdomen and place the palm of the right hand over his chin. With a sudden movement straighten the right arm, pull down hard with the left and push down with the knee. Again, the object is to get well over the subject so that all the forces exerted by the rescuer are downwards and away.

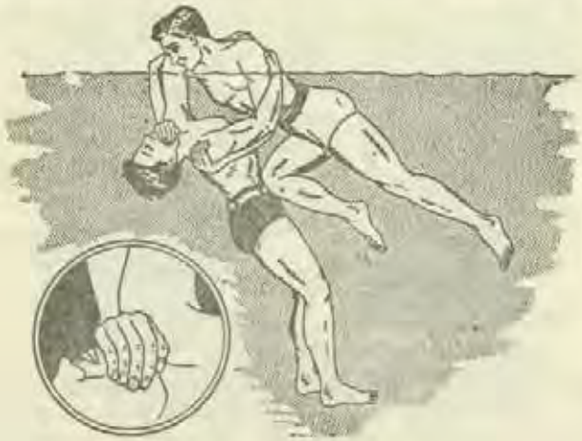

Fig. 3

APPENDIX A—*continued*

(4) *Clutched Round the Body from Behind.*—When clutched from behind, it is invariably round the neck. To protect the throat, quickly bring the chin down on the neck. Grip the subject's lower wrist and twist it down and inwards, at the same time pushing up hard on the elbow with the other hand. Retain the grip, continue to apply pressure and, by turning, bring his arm up behind him and force it upwards close to his body.

Fig. 4

Fig. 5

APPENDIX A—*continued*

Fig. 6

APPENDIX B

METHODS OF RESCUE

(1) *When not Struggling.*—Turn the subject on his back and place the palms of the hands over his ears. The rescuer must keep his upper arms close to his body and fingers in line with the forearms. Keep the subject's head close up to the chin and against the chest. Propel with the life saving leg kick.

Fig. 7

(2) *When Struggling.*—When the subject is inclined to turn and grapple, the hold should be as follows—Grip the arms firmly just above the elbow, rescuer's thumbs uppermost, fingers under the arms, elbows kept in the side (as in 1). Draw the subject's arms out at right angles to the body; this will prevent him from turning.

Fig. 8

(3) *Arms Difficult to Hold.*—If the subject is struggling violently or if for any other reason the arms are difficult to hold, pass the hands under the subject's armpits, fingers apart, and place them on his chest, thumbs on the collar bone. Raise the arms sideways, pushing the subject's at right angles to his body. Keep the subject's head up to the chin.

Fig. 9

(4) *Help when Passive.*—When the person in difficulties is amenable and obviously prepared to assist you, approach with breast stroke and call out clearly " Place your hands on my shoulders and lie back ". When he has done this tell him to keep his arms straight, whilst you continue to swim breast stroke. This is by far the easiest way to rescue, and great distances at comparative ease can be accomplished.

Fig. 10

(5) *Unigrip Method.*—This method, recommended by the RLSS, is the best standard method to encourage among life-savers in the Service. It is simple to master, its execution employing the use of the side-stroke leg action and allowing the use of the disengaged right arm to assist propulsion—

(*a*) Approach from the rear, pass the arm over the subject's shoulder and cup his chin in the hand, using the elbow to press his shoulder into chest. If the subject starts struggling, the opposite hand may be brought under the corresponding shoulder, clamping that also to the chest.

(*b*) If this is of no avail, the cupped hand should be brought on to his nostrils and mouth, shutting off his air supply. The subject will invariably seize the rescuer's wrist and pull it down on to his own chest whereupon the tow may continue.

(*c*) During any of the restraint the rescuer will swim on the back.

APPENDIX C

ARTIFICIAL RESPIRATION

The various methods of artificial respiration have only recently been subjected to critical scientific evaluation, which was not possible until the introduction of drugs to relax the muscles of the experimental subject. The experiments have shown that the mouth-to-mouth (or-mouth-to-nose) method is incomparably superior to all others, except in certain special circumstances. If the mouth-to-mouth method cannot be used, because of facial injuries for example, Sylvester's method is the next most efficient—provided that a free airway can be maintained. If Sylvester's method is not possible, because of inability to hold the tongue forward, the Holger Nielson method must be resorted to. All other manual methods are ineffective and should no longer be taught or used. The use of mechanical resuscitation apparatus is restricted to persons who have had training in its operation.

2. On recovering the body of an apparently drowned person the immediate start of artificial respiration is essential. No time should be wasted in attempting to drain water from the lungs, but the mouth and throat should be quickly cleaned of any debris or foreign matter. Operators should not be discouraged by apparent lack of response from the subject; it may well be a considerable time before the patient shows any sign of recovery. Artificial respiration should be continued until a medical practitioner declares life extinct.

Procedures

Mouth-to-Mouth or Mouth-to-Nose Method

3. Place the subject on his back and kneel at his right side. With the fingers of either hand, or a piece of cloth, remove any foreign material or loose objects from his mouth and the back of the throat, turning his head to either side as convenient. Placing the left hand on the victim's forehead and the right hand under his neck, tilt his head back fully. A support under the shoulders will make this easier. Close the nostrils by pressure with the thumb and forefinger of the left hand, take a deep breath and place your mouth tightly over the subject's mouth, keeping his mouth open. Blow with only sufficient force to make his chest rise. When the chest rises, take your mouth off in order to let him breathe out of his own accord by recoil of the chest muscles. Turn your head away and inhale deeply and continue the inflation

cycles, leaving an interval of 3 or 4 seconds between each inflation. During inflation and whilst the subject exhales, the backward tilt of his head must be maintained to keep his airway clear. If, in spite of this tilt, the airway is not clear, remove your right hand from under the neck, hook the thumb over the lower teeth and pull or lift the lower jaw forwards so that it overlaps the upper jaw.

Procedure for Resuscitation

Fig. 11

4. If the belly is seen to bulge during inflation, air is being blown into the stomach. Check that the airway is clear, and be careful not to blow any harder than necessary to cause the chest to rise. Do not attempt to expel air from the stomach by pressure on the belly as this may force stomach contents into the breathing passages.

5. Reluctance of the rescuer to contact the face of the subject may be reduced by placing a handkerchief over the subject's face.

6. An alternative method is to inflate the lungs through the subject's nose—maintaining the backward head tilt and upthrust jaw to keep a clear airway. In this case as the airway is through the nose and windpipe, his mouth must be kept closed during inflations to stop leakage of air.

7. Both methods are simple, easy to teach and easy to remember; they both give greater quantities of tidal air movements than any other except the mechanical positive pressure methods.

8. As soon as the subject endeavours to breath himself, help by timing your assistance to coincide with his efforts, watch his chest for timing, but do not stop until he has completely recovered consciousness.

9. Laymen often fail to obtain and maintain the necessary free airway. They do not remember to hold the jaw forward, or they do not do this properly.

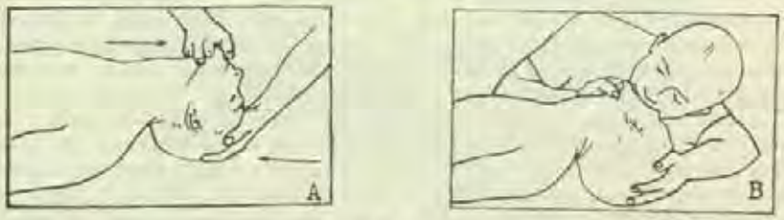

Fig. 12

10. Rescue breathing in water chest high. This is the easiest position of all, even easier than on land. In still water any relative position of heads sufficies so long as the patient's head is fully extended. In rough water, the patient's head should be higher out of the water, higher relative to the rescuer's shoulder, and rotated towards the rescuer's, not looking vertically upwards. But in such a position, mouth and nose are invisible from the side.

Fig. 13

Fig. 14

11. This sketch shows only the preparatory positions in the water. The head of the patient should be higher up on the shoulder, so that the head can be tilted backwards above the shoulder. Then in rescue breathing the faces are inclined towards each other, with the rescuer's head only slightly higher than the patient's. The rescuer does not attempt to swim fast or make a full stroke whilst doing rescue breathing, because this tends to depress the patient's head and face, and waves are apt to wash over the patient's face. In rough water rescue breathing cannot be regular, but rather as opportunity offers. The actual positions during rescue

breathing are very difficult to sketch, as the mouth and nose are not in view from the side. This sketch shows both of the rescuer's shoulders too high in relation to the patient. At the moment the rescue breathing commences the lower supporting arm is 90° or less from the body, and the rescuer's mouth points to the tip of his own shoulder. The patient's face is somewhat rotated towards the rescuer, not facing upwards.

12. In Australia, perhaps more than in most countries, many deaths occur in lagoons and in pools with wide shelving edges. In the rivers and creeks the foothold near the bank is often muddy and slippery. In many cases the banks of the creeks and rivers are high and steep, and often recurved and of loose soil. For long stretches, the bank may be hard to climb, even alone. The whole of the eastern coast has a series of shallow lagoons, which may take hundreds of yards to shelve down to deep water. An adult may be able to wade a quarter of a mile where a child would drown. The vital time saved by rescuing in shallow (waist or chest-high) water is obvious. Once practised, the ease of this type of rescue is remarkable. The mouth-to-nose method, once the ideal of full head-tilt is mastered, is so easy that children can perform it, instead of running or wading for help. It is actually in such pools and lagoons that the majority of deaths occur.

13. *The Seven Steps of Mouth-to-Mouth Respiration*—

(1) Clear subject's mouth and throat of water, mucus, food, teeth.

(2) Tilt head well back to open the airway passage and keep it there.

(3) Hold jaw in jutting out position and keep it there.

(4) Pinch nostrils to prevent air leakage unless victim is a child.

(5) Blow into mouth (and nose, if victim is a child) until you see the chest lift.

(6) Remove your mouth: listen for air return from victim's lungs.

(7) Repeat about 12 times a minute for an adult, about 20 times a minute by means of rapid small puffs for a child.

14. Remember when treating a child that the lungs are more easily damaged than those of adults. Therefore if you are a husky lifesaver, do not use your full force; rapid small puffs are the ideal for small children. You must take your cue from the age and size of the victim. If the victim is a small child it is better to blow through both his mouth and nose at the same time.

15. Summon medical help as soon as possible.

16. Training is not desirable using living persons as models; their conscious reactions preclude satisfactory air exchange, and the method is not hygienic. Where training is required and has not been given during periods spent in HMAS CERBERUS or HMAS PENGUIN, arrangements are to be made with those establishments, where training manikins are installed.

Sylvester's Method

17. This method was described over a hundred years ago, but fell into disuse for many years. It has now been shown to be in fact more efficient than later manual methods, as long as means are available to hold the tongue forward.

18. Lay the patient on his back and place a pillow or roll of clothing under the shoulders, so that the head hangs downwards and backwards, almost clear of the ground. Pull the tongue forward and get an assistant to hold it or fix it there (for example, by a large safety-pin thrust through the tongue and resting against the lips).

19. Kneel at the patient's head and grasp his arms just above or below the elbow, whichever is the more convenient. Sweep the arms upwards from the sides to above the head, keeping the elbows near the ground during the whole movement. This movement fills the lungs with air and should take two seconds.

Fig. 15

Artificial Respiration. Sylvester's Method. Inspiration.

20. Now sweep the arms downwards, cross the forearms over the body, and by leaning forward compress the sides and front of the lower ribs. This movement should also take two seconds.

Fig. 16

Artificial Respiration. Sylvester's Method. Expiration.

Holger-Nielson Method

21. This method, formerly taught as the method of choice, is now to be reserved for those cases in which the mouth-to-mouth and Sylvester's methods cannot be carried out.

22. Place the subject face down (head lowest if on an incline) and arrange the hands, palms downwards on top of each other in such a manner as to be able to rest the subject's chin on top of them. The head should be fully extended (tilted backwards) on the neck. An alternative, but less effective, position is for the forehead to rest on the hands, but the nose and mouth must be clear of the ground.

Fig. 17

APPENDIX C—*continued*

23. The action is a gentle rocking movement forward, until the arms are vertical, exerting a smooth increasing pressure from above, using the weight of the trunk. The arms must be kept straight throughout. A pressure of 33–34-lb. is sufficient for an adult, and should be decreased down to 2–4-lb. for infants. This movement takes two seconds (count " one-two-three "). (*See* Figures 17 and 18.)

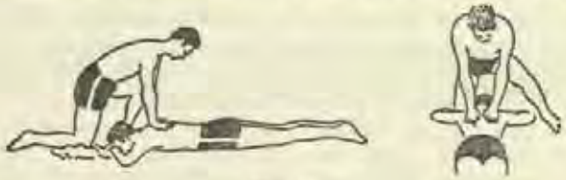

Fig. 18

24. At the end of this, release the pressure and slide the hands back over the subject's shoulders and upper arms grasping them just above the elbows. This movement takes about one second (count " change "). Quietly raise and pull on the arms, rocking back a little but never to sit on the heel. This takes two seconds (count " four-five-six "). The trunk must not be raised, neither should the position of the hands or head be disturbed. (*See* Figure 19.)

Fig. 19

25. Lower the arms gently to the ground and slide the hands back to the original starting position. This takes another second (again repeat " change "). (*See* Figure 20 and then Figure 17 repeated.)

Fig. 20

26. At all times a steady rhythm and even pace must be maintained, and the operator should listen keenly for the clear passage of air through the respiratory channels.

27. *To Change Knees.*—Whilst applying pressure (" one-two-three ") bring the raised knee to the ground. Whilst raising the arms (" four-five-six ") raise the opposite knee from the ground. Under no circumstances interrupt the rhythm at any time during the change.

APPENDIX C—*continued*

28. *To Change Operators.*—The relief operator should stand behind the operator, the foot of the intended " raised " leg in position. Both operators should count together for a while to ensure continuous rhythm, then at a signal from the operator, the relief takes over with the pressure movement on the back. Again, no interruption of the rhythm is acceptable.

29. *How Long to Continue.*—Assuming that no medical aid arrives to accept the responsibility, persist with the resuscitation drill to the absolute capacity of your physical capability. If the patient makes no effort at spontaneous respiration in a few minutes it is probable that his case is hopeless. It is nevertheless worthwhile persevering. The return of consciousness may be long delayed, and it can be very difficult to be certain of the presence of very shallow respiration in an unconscious person.

30. *Signs of Life.*—The first signs of life may be when the subject makes some slight movement, gasps, or the skin assumes a normal colour. The breathing at this stage will begin to strengthen, and every care must be taken to co-ordinate the timing of the drill to match the breathing.

31. *Important.*—Do not attempt to promote circulation, turn the patient on to his back or provide stimulation until he is breathing quite normally.

32. *On Recovery.*—When the patient has effected a definite recovery, he should be kept warm, covered, and at rest until satisfactory arrangements can be made for his removal.

33. *To Turn the Body Over.*—Kneel at right angles to the body facing it, extend the subject's nearest arm above his head, turning his head on its side so that he faces away from you. Grasp his right shoulder with your left hand and right hip (and hand) with your right hand draw him up on to his side—as his head is about to fall down towards you, slide the left hand under his left shoulder and behind his head—complete drawing him on to his back, checking his head from flopping on to the ground. Promote circulation as before.

34. *Finally.*—If the resuscitation is successful, the subject at this stage recovers movement, and invariably tries to sit up. Discourage violent movement, provide covering or any other means of promoting warmth and encourage him to lie still and relax. Test the ability to swallow (warm, sweet tea is the best medium). Do not administer alcohol or any form of drugs or drinks which are too hot.

35. *Subject's Arm Injured.*—Place the subject's arms by his side and substitute a rolled garment under the forehead. Lift under the shoulders instead of by the arms.

36. *Subject's Ribs Injured.*—In this case omit the pressure movement, effecting the lifting only.

37. Navy Order 692 of 1964 is hereby cancelled.

(MDG 156/51/27)

(*Navy Order 692 of 1964*)

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

REGISTRAR.

RESTRICTED

ANO's 515-529/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
3rd October, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

11973/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

515—Badges—Ships, Submarines, Commissioned Establishments, FAA Squadrons and Boats Badges and Mottoes

Navy Order 222 of 1966 is to be amended as follows—

(*a*) *Paragraph 12*

Delete and *insert* the following in lieu—

" Replacement Boats Badges

12. Approval has been given for GMGID to manufacture one aluminium master mould of an existing design of boats badge as a charge to the current annual repair and refit allocation of each HMA ship in commission.

Moulds will be manufactured without demand and when completed, will be issued to each ship to be taken on charge in the Shipwright's Equipment Lists. Issue of a mould will be made for all new construction ships as part of the initial oufit of equipment."

(*b*) *Paragraph 13*

Insert new Paragraph 13—

" Presentations of Badges at Public Expense

13. Any proposal for issue of a presentation badge at public expense is to be submitted to the Naval Board."

(*c*) *Renumber* subsequent paragraphs.

(4NM 37/3/127)

(*Navy Order 222 of 1966*)

UNCLASSIFIED

516—Motor Transport Census

Returns of motor transport appropriated to the Department of the Navy are required as at 1st October, 1966. They should be completed from a physical check of each vehicle.

2. The returns should be completed as at 1st October, 1966, and forwarded to reach Navy Office not later than 1st November, 1966. They should be rendered in duplicate, in numerical order of the Commonwealth number plates and include particulars of all motor vehicles and trailers under the following headings—

Plate No.	*Make of Vehicle*	*Type of Vehicle*	*Engine No.*	*Speedometer Reading*	*Condition*

3. Type of vehicle, e.g., sedan, station wagon, utility, etc., should be included after due reference to Navy Order 224 of 1965 which defines motor transport. In the case of semi-trailers, the prime mover and the trailer are to be shown as separate vehicles.

(DNAS 459/80/27)

(*Navy Order 224 of 1965*)

RESTRICTED

517—Security—Travel to Communist and Certain Other Countries

With the continuing increase in the tourist facilities being made available for Australian visitors to Communist countries, all members of the Naval Service, both uniformed and civilian, are reminded that, coincidentally, there is an increase in the hazards which attend such travel by anyone who is, or has been in the Government Service, and who may possess, or be thought to possess, any information of a classified nature.

2. In order to provide for the protection of such information, and indeed for the protection of individuals themselves, anyone who proposes to travel to, or through, a Communist country is, well before making any preparation for such a journey, to report full details of his proposed itinerary to the Director of Naval Intelligence (DNI) through his Commanding Officer or head of establishment; a minimum of one month's notice before departure is required to complete all formalities within the Navy Department. The report is to be made in the form of Annex A to this order. DNI will, in all cases, make a reply, giving advice as required. This notice is additional to that required by RI Article 0944.

3. It should be noted for planning purposes that intending tourists are advised to avoid travel by Communist air lines or Communist shipping lines, to adhere strictly to normal tourist routes and to travel, if possible, with a British companion or in an organised British party. A cruise in a Communist vessel is equivalent to taking a holiday in a Communist country.

4. **Briefing**—Before an intending traveller starts his/her proposed journey, action is to be taken in good time to brief him/her about the hazards which may confront him/her and on the precautions to be taken. This briefing is to be given orally and, in addition, the individual concerned is to be required to read a copy of the Warning Notice set out in Annex B to this order and to certify thereon that he/she has read and noted the advice given in it. The completed form is to be sent to the Director of Naval Intelligence for retention.

5. **De-briefing**—In addition to the requirement in Paragraph 9 of the Warning Notice that any unusual occurrences are to be reported, the Director of Naval Intelligence will, in selected cases, require an oral de-briefing to be carried out. If convenient, this will be done by a member of the Directorate of Naval Intelligence but if not, he will request the Commanding Officer or head of establishment to make arrangements for it to be done on his behalf.

6. The Communist countries concerned are—

Albania	N Vietnam
Bulgaria	Mongolia
China	Poland
Cuba	Rumania
Czechoslovakia	Tibet
E Germany (*See* Note)	USSR
N Korea	Yugoslavia

(*Note*—Including travel to West Berlin through the Soviet Zone of Germany.)

7. **Other Countries**—Because of travel and certain other difficulties, proposed journeys to, or through, the following countries are also to be reported—

Cambodia	Laos
Finland	Somalia
Formosa (Taiwan)	South Vietnam
Guatemala	United Arab Republic
Indonesia	Yemen

ANNEX A

TRAVEL TO, OR THROUGH, COMMUNIST COUNTRIES

PART A

Surname..... Christian names.....
Rank/Grade/Personal Number (if any).....
Date and place of birth.....
Countries it is proposed to visit.....
.....
Duration of journey from..... to.....
Itinerary—

(1) Is the visit being made privately or as a member of an organised party?
.....

(2) If the latter, name of the organisation and/or travel agency.....
.....

(3) Means of travel, e.g., air, sea, road, rail or a combination of two or more of these.....

(4) If travel is to be by a Communist airline or shipping line, full details
.....

(5) Do you intend adhering strictly to normal tourist routes; if not, insert full itinerary.....
.....
.....

(6) Any other relevant information.....
.....
.....

Date..... Signature.....

PART B

(To be completed by the Commanding Officer or Head of Establishment.)

The highest limit of the intending travellers access to classified information is— RESTRICTED / CONFIDENTIAL / SECRET / TOP SECRET — *Delete* all but one

Date..... Signature.....

ANNEX B

ADVICE ON TRAVEL IN COMMUNIST COUNTRIES

You are reminded that as a member of the Naval Service you have at all times an obligation under the Crimes Act of the Commonwealth to safeguard official information and particularly classified information.

2. Before proceeding to a Communist country you should—

(*a*) make certain that all your documents are in order, especially your passport and visas. Uniformed personnel should ensure that they are described on their passports as "Government Official" and photographed in civilian clothes;

(*b*) ensure that any official pass or identity card in your possession is handed in for safe custody during your absence.

3. Throughout your stay in a Communist country you are to—

(*a*) avoid, as far as possible, any reference to the fact that you are a member of the Naval Service;

(*b*) avoid doing anything which might draw attention to yourself or get you into difficulty with the Communist authorities.

4. All Communist Intelligence Services are constantly on the look-out for opportunities to recruit British subjects for espionage and any person who is known or thought to be an Australian Government official or a member of HMA forces is an object of particular interest to them. It is always possible that an attempt will be made to recruit the visitor as a spy, probably by blackmailing him because he has broken the laws of the country or has become involved in other circumstances which make him susceptible to pressure.

5. There is a number of ways in which a foreigner may fall foul of the law in a Communist country and you must remember that many acts which in the West are entirely innocent, or at worst carry a slight moral stigma, are offences against the law in a Communist state. Their Intelligence Services have considerable scope for "arranging" the compromise of a particular individual and then attempting recruitment through blackmail. You may, and should, assume that such people as guides, chauffeurs and hotel servants will act as police informers. You should also assume that any hotel room (particularly in hotels reserved for tourists) as well as the "private" apartments of any local contacts may contain hidden microphones and/or cameras.

6. It is dangerous for a foreigner to get involved in irregular currency deals, black market activities or smuggling. It is important, therefore, to be sure that there is no confusion about favourable currency arrangements for tourists which may be perfectly genuine. You should therefore get the latest information available about currency regulations from a bank, a reputable travel agent or the state tourist office of the country concerned, shortly before you leave Australia. The regulations are liable to change and fresh enquiries should be made before each visit. As a general guide, however, because of difficulties in exporting local currency and reconverting it to sterling, you will be well advised to take part of your sterling traveller's cheques in low denominations (i.e., £2 cheques) to ensure that you are not left with large amounts of local currency after paying your hotel bills, etc., at the end of your visit.

ANNEX B—*continued*

7. **Friendship**—particularly any sexual involvement—between a foreigner and a local inhabitant can also have its dangers. If the local inhabitant is not under the control of Intelligence Service at the start, he or she is likely to be brought under such control very soon afterwards and a "compromise" situation created.

8. Care is also required in connection with other activities which may, on the surface, seem quite harmless: for example, the sale of unwanted articles of clothing is an offence in some countries. Again, there are often strict local regulations about taking photographs: great care should therefore be taken and permission obtained as necessary.

9. Equal care must also be taken to avoid any undertaking to bring out of a Communist country on behalf of a local inhabitant any letter, parcel, etc., for "a relative in Western Europe".

10. It is essential that anyone who is a victim, or believes that he or she may have become a victim, of a "compromise" operation should, in his or her own interest, report the facts at the earliest possible moment to the nearest Australian or British Embassy, Legation or Consulate. The address of the Australian/British Embassy/Legation/Consulate is.....
.....
and its telephone number is..... A report of any such event, or of any other unusual occurrence, must also be made to the Director of Naval Intelligence immediately on return to Australia.

11. When you have read and understood this notice, you should sign the certificate below and return it to your Commanding Officer or head of establishment. You must not, in any circumstances, take it out of Australia with you.

I have read and noted the advice given above.

Date..... Signature.....

(DNI 42/222/67)

Section 2

PERSONNEL

UNCLASSIFIED

518—Aircrew—Medical Fitness

Aircrew suffering from any physical or constitutional complaints are to report to Medical Officers without delay. Authorising officers who have reason to doubt the medical fitness of any aircrew are to seek the advice of Medical Officers.

2. The effects of flying when suffering from common head colds may be serious and far-reaching.

3. A lowering of the black-out threshold may persist for three or four days after clinical recovery from gastro-enteritis.

4. Aircrew should not be authorised to fly for eight hours after taking any antihistamine drug to counteract the effects of hay fever or for other purposes.

5. In order that they may be properly rested, aircrew should not normally keep watch within eight hours of being due to undertake flying duties.

6. All flying personnel should undergo a very careful dental examination at least every six months, whether they know they require treatment or not, in order to minimise the risk of high altitude toothache. This complaint (aerodontalgia) may constitute a serious risk when flying modern high speed aircraft. Navy Order 488 of 1966 is relevant.

7. Navy Order 712 of 1964 is hereby cancelled.

(MDG 327/53/22)

(Navy Orders 712 of 1964 and 488 of 1966)

UNCLASSIFIED

519—Officers—Seaman Special Duties List Officers—Training Arrangements

Navy Order 710 of 1965 is to be amended as follows—

Paragraph 15—delete and *insert* the following in lieu—

Medical Fitness

15. Candidates must be physically fit for promotion to SD rank and are to undergo a medical examination including an audiometric assessment on Form AF Med. 1. Eyesight and colour perception standards are laid down in navy orders. Candidates must obtain certificates to this effect—

(*a*) before appearance at a Fleet Selection Board; and

(*b*) again before promotion to SD rank.

In regard to (*b*), to meet the requirements of the Royal Navy, the pro forma medical form as shown below should be completed by a Medical Officer and ophthalmic specialist and brought to the SD Officers School by the candidate. A duplicate of the pro forma is to be forwarded to the MDG, RAN. Forms AF Med. 4 should, however, be forwarded direct to the Principal Medical Officer, Royal Naval Barracks, Portsmouth.

Pro Forma

Certificates of Medical and Ophthalmic Fitness for promotion to SD rank.

Name..... *Rank*..... *Personal No*.....

Medical Certificate

1. Expected date of promotion.....

2. (*a*) I have today examined the abovenamed sailor and certify that he is medically FIT/UNFIT for promotion to SD rank in his sub-specialisation.

or

(*b*) The latest PULHEEMS for the abovenamed sailor is dated later than .....and meets the requirements of his sub-specialisation.

3. The latest CHEST X-RAY for the abovenamed sailor is dated later than .....

Signed.....

HMAS.....

Date.....

Ophthalmic Specialist's Certificate

4. I have today examined the abovenamed sailor and found him visually FIT/UNFIT for promotion to SD rank in his sub-specialisation.

Signed.....

Date.....

(DOA 302/2/50)

(Navy Order 710 of 1965)

UNCLASSIFIED

520—Ship's Sporting Colours

The appendix to Navy Order 253 of 1966 is to be amended as follows—

	Ship/Establishment	*Jumpers*	*Socks*
Add	QUEENBOROUGH	Light blue with black numbers and black "Q" badge on left breast	Blue with black tops

(DPS 138/6/31)

(Navy Order 253 of 1966)

UNCLASSIFIED

521—Uniform Badges—RAN Aircrew Badges—Revised Patterns

Approval has been given to the introduction of revised patterns of aircrew badges for wear by pilots, observers and sailor aircrewmen. However, the condition of award of the badges remains unaltered.

2. The badges which will replace the current patterns of embroidered badges will be gold plated gilding metal and fitted with friction pin attachments.

3. The design of the badges will be similar to the current pilot's embroidered badge (Vocabs. 67019-20) but with distinctive centres as follows—

Pilots .. Anchor surrounded by a wreath.

Observers .. Anchor surrounded by letter "O".

Aircrewmen .. Plain centre.

4. The badges which will be available in two sizes, large (2¾-in. x ¾-in.) and miniature (2-in. x ¾-in.) will be accounted for as follows—

Vocab. No.	*Nomenclature*	*Denom. of Quantity*
67788	Badge, qualification, Pilot, large	No.
67789	Badge, qualification, Pilot, miniature	No.
67790	Badge, qualification, Observer, large	No.
67791	Badge, qualification, Observer, miniature	No.
67792	Badge, qualification, Aircrewmen, large	No.
67793	Badge, qualification, Aircrewmen, miniature ..	No.

5. **Manner of Wearing**

(A) *Large Badge—*

(*a*) *Blue Uniform (excluding mess jacket)*

(i) *Officers and Sailors Not Dressed as Seamen*—The badge is to be worn in the position normally occupied by the top row of medal ribbons, that is, level with the point of the lapel. If worn, medal ribbons are to be placed immediately below the badge.

(ii) *Sailors Dressed as Seamen*—The badge is to be worn in the position normally occupied by the top row of medal ribbons, that is, 4½-in. below the point of the shoulder (measured over the front of the jumper). If worn, medal ribbons are to be placed immediately below the badge.

(*b*) *Serge Working Dress (Officers No. 8's and Sailors No. 3a's)*

The badge is to be worn above the left breast pocket of the blouse.

(*c*) *White Uniforms*

(i) *Officers and Sailors Not Dressed as Seamen*—The badge is to be worn 1½-in. above the left breast pocket of the tunic. If medal ribbons are worn, the badge is to be immediately above the top row of ribbons.

(ii) *Sailors Dressed as Seamen*—The badge is to be worn in the position normally occupied by the top row of medal ribbons, that is 4½-in. below the point of the shoulder (measured over the front of the jumper). If worn, medal ribbons are to be placed immediately below the badge.

(*d*) The badges will not be worn on tropical shirts, flannels, action working shirts, greatcoats, overcoats or raincoats.

(B) *Miniature Badge—*

The miniature badge is to be worn on officers' mess jackets on the left lapel, 1-in. below the point of the shoulder or, if medal ribbons are worn, immediately above the ribbons. The miniature may be worn in the same manner by Chief Petty Officers who have provided themselves with white mess uniform.

6. **Scale of Issue**

Qualified serving personnel will receive a gratuitous issue of 2 No. large badges and officers, an additional 1 No. miniature badge. Gratuitous issues to this scale will be made in future to members on qualifying for the award.

7. The availability and prices of the badges will be notified in due course.

8. ABR 93, Part II, Scales 1 and 9, will be amended.

(D of V 917/54/121)

UNCLASSIFIED

522—Vaccination and Immunisation

Navy Order 723 of 1965 is to be amended as follows—

Paragraph 68—Delete heading and *insert* the following in lieu—

Plague (Before Proceeding to Vietnam).

Paragraph 69—Delete and *insert—*

International requirements vary from time to time ~~and~~ and will be promulgated as necessary.

(MDG 327/54/19)

(Navy Order 723 of 1965)

UNCLASSIFIED

523—Waiver of Educational Test One

Regulations governing the granting of a waiver of the Educational Test One qualification for promotion purposes are laid down in ABR 10/64, Article 0206, Clause (4)(*a*).

2. In some cases, ships and establishments have not submitted all worked papers to the marking authority, but have instead, destroyed those papers which were obvious failed attempts. Such action may well prejudice the chances of a waiver of the ET1 qualification, for when considering such an application, results achieved in previous tests may provide evidence of a serious and sustained attempt to acquire the necessary knowledge to pass ET1 as required by the regulations.

3. Ships and establishments are therefore reminded of the importance of forwarding all attempts at the ET1 to the marking authority.

(DNES 325/1/131)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

524—Sailors' Course Programme—July to December, 1966

Amendment No. 4

The appendix to Navy Order 310 of 1966 is to be amended as follows—

(a) Page 4—

LSUC Course .. *Insert* new course date 14.11.66.
POUC Course .. *Amend* "2 seamanship" *to read* "4 seamanship"
ABUC Course .. in Column 5.
POFC Course ..
ABFC Course ..
POWM Course ..

(b) Page 5—

ABWM Course .. *Amend* "2 seamanship" *to read* "4 seamanship" in Column 5.

(c) Page 10—

STD Course .. *Amend* 5.9.66 *to read* 12.9.66.

(DMT 311/201/166)

(*Navy Order 310 of 1966*)

UNCLASSIFIED

525—Sailors—Reports of Training

The great importance of a maximum sustained training effort will be apparent to all during this period of rapid expansion of the Royal Australian Navy, involving as it does the introduction of numbers of new ships, submarines and aircraft with their very complex and advanced equipments. Consequently the Naval Board have decided that the practice of promulgating training targets, as in Navy Order 248 of 1965, will be discontinued and the new procedure outlined in this order substituted.

Object of New Procedures

2. The object of the new procedures is to provide administrative authorities and ships officers with an overall picture of the training effort of each ship and establishment on the 1st January and 1st July of each year. However, the numbers quoted will take no cognizance of the relative ability of ships and establishments to train during the period under review. For example, some ships may have been in refit, on operations when training was not possible, or may not have borne unqualified sailors of suitable categories and abilities for training.

Method of Collection of Data

3. The half yearly summary of training results will be compiled in Navy Office from information currently provided by existing reporting procedures. Consequently, for each ship and establishment to receive credit for training effort it will be necessary for reports award of certificates, or completion of tests, to be reported promptly.

Introduction

4. The first summary will be promulgated on the 1st January, 1967, incorporating information collected from 1st August, 1966, to 30th December, 1966.

General

5. The new procedures referred to in this order are in addition to those promulgated in Navy Order 442 of 1966, Report of Training of Engine Room Personnel.

6. Navy Orders 248 and 604 of 1965 are hereby cancelled.

(DMT 311/201/165)

(*Navy Orders 248 and 604 of 1965 and 442 of 1966*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

526—Gemini Craft—Introduction

An inflatable Gemini Craft has been introduced as an item of naval stores under Group Class 0472 Pattern 2226 for use in clearance diving and minehunting. Their use is restricted exclusively to Clearance Diving Units embarked in Minehunters and the Diving School at HMAS RUSHCUTTER (for training purposes).

Description

2. The craft consists essentially of a buoyancy tube, forming the sides and bow, the bottom consists of a single sheet of proofed material, and the transom multi-plywood bonded to the buoyancy tube and the floor. A collapsible keelson and floor-boards made of wood are used to keep the floor rigid.

3. The buoyancy tube is divided into five airtight compartments each provided with valves for inflation, deflation, safety and topping up. Inflation can be by air line, compressed air cylinder or bellows.

Outboard Engines

4. An 18 HP Model FD Johnson Outboard Engine Group Class 2805/10798 is available for use with the Gemini.

Maintenance

5. Maintenance instructions are given in BR 2117—Gemini Handbook—in course of distribution.

Allowance

6. Scales of allowance for Gemini Craft and the Outboard Motors are given in Outfit Schedule OID—Establishment of Stores for Clearance Diving Teams and Units.

General Instructions

7. Gemini Craft are fragile and require considerable maintenance if they are to be kept in a serviceable condition. Authorities operating Clearance Divers are to ensure the craft are not made available for purposes other than for CD operations, e.g., practice weapon recovery, recreation, etc.

8. For general diving use, a 14-ft. Diving Safety Boat (Carribean Whaler) made in fibre-glass will shortly be available.

9. For other specialised operations in the Clearance Diving Role, CD Teams may be issued with Zodiac Dinghy—10 Man Pattern 0472/L56874.

(DWE 400/2/277)

UNCLASSIFIED

527—Naval Stores—Tackle Blocks and Components—Transfer from Group Class 0477 to Group Class 0481

A new store charge Group Class 0481 has been introduced for items of Tackle Blocks and Components previously held on charge under Group Class 0477.

2. All items of Tackle Blocks and Components held on charge under Group Class 0477, except Pattern 0477/321 Block, are to be transferred to Group Class 0481.

3. Pattern 0477/321 Block Internal Bound, Traveller, Snatch, is to continue to be accounted for under Group Class 0477.

4. Action should be taken to adjust the ledger pages of Naval Store Accounts of HMA ships and commissioned establishments, in accordance with ABR 4 (Naval Storekeeping Manual) Article 1812.

(DNAS 514/66/45)

RESTRICTED

528—V-UHF Aerials—Horizontal Radiation Diagrams

Reports received show that nulls or arcs of greatly reduced performance are present in the horizontal radiation pattern of the majority of V-UHF aerials fitted in HMA ships. Every precaution is taken when planning an aerial rig to ensure the maximum possible all round cover, but the ever increasing demand for aerial sites renders it extremely difficult to achieve the desired result.

2. It is of great importance that ships should be aware of any nulls in the radiation pattern of their V-UHF aerials and for this purpose, instructions for measuring the horizontal radiation patterns are contained in Appendixes A and B to this order. The patterns are to be plotted in 5° of bearing relative to ships, head, using plotting Form AS 376Y, supplies of which are to be demanded from SNSO, Sydney, quoting this order as authority.

3. Commanding Officers are to ensure that radiation patterns of all V-UHF aerials are plotted in accordance with these instructions. For new construction, modernisation or conversions the diagrams will be prepared by the Electrical Equipment and Trials Unit during radio sea trials, and the Form AS 376Y will be forwarded to the ship.

4. The radiation patterns on the Forms AS 376Y are to be used to produce Forms AS 3124 for inclusion in the Planned Maintenance System, and Forms AS 376Z for display at the operating positions of V-UHF nets. The Forms AS 376Y are then to be placed in the Ship's Book.

5. Commanding Officers are to ensure that Forms AS 376Z are displayed at the operating position for V-UHF nets. These forms show an operator any directional limitations of a net using a particular aerial.

6. Where any work in a ship has been carried out which results in a change of aerial rig the Officer-in-Charge, Electrical Equipment and Trials Unit, should be consulted regarding the necessity or otherwise for a check of radiation patterns.

APPENDIX A

The method of measuring the ship's radiation patterns is to use a distant transmitter as a signal source and one of the ship's receivers as a monitor.

2. Where transmitter and receiver aerial feeders terminate in the same office both the ship's transmitter and receiver aerials can be tested by connecting them in turn to the monitor receiver. In ships where transmitters are fitted in an office separate to the receivers, connect transmitting aerial to be plotted by an extension cable to a suitable receiver in a convenient office.

3. Set the monitor receiver controls as follows—

(*a*) Modulation to AM.

(*b*) IF or RF gain to 50 per cent. gain level.

(*c*) Muting and/or AGC to "OFF".

(*d*) Connect a portable dB meter Pattern 6625-99-949-0512 or Wattmeter Pattern 54708 into the monitor jack via a suitable lead and plug.

Note—If neither of the above are available an AVO Model 47A may be used as detailed in Appendix B.

4. The transmitting vessel should be at a range of not less than 5 miles to ensure a uniform field strength and is to transmit an MCW signal on the required frequency. The transmitter used should be capable of continuous transmission and the aerial used should have a clear all round unrestricted line of sight. With the transmitting vessel on a clear bearing for the aerial being plotted the receiver audio gains should be set to give a midscale reading on the meter. The vessel being calibrated should then steam a tight circle, covering 360° in approximately fifteen minutes. Visual relative bearings of the transmitting vessel are to be passed to the logger every 5°. Concurrently, readings of output levels in dB should be logged and later plotted on Form AS 376Y and curves drawn.

5. This navy order should be read in conjunction with relevant instructions in ABR 2357.

APPENDIX B

When using an AVO Model 47A switch to the 12V AC scale and set level to 6 volts. The readings are then converted using the correction table below—

Volts	*dB*	*Volts*	*dB*	*Volts*	*dB*	*Volts*	*dB*
12.0	+6	5.4	—1	2.4	— 8	1.1	—15
10.7	+5	4.8	—2	2.1	— 9	0.95	—16
9.5	+4	4.3	—3	1.9	—10	0.85	—17
8.5	+3	3.8	—4	1.7	—11	0.75	—18
7.5	+2	3.4	—5	1.5	—12	0.65	—19
6.7	+1	3.0	—6	1.35	—13	0.6	—20
6.0	0	2.7	—7	1.2	—14	0.35	—25

(DWE 518/251/690)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

529—Stationery and Forms—Consolidations of Demands from HMA Ships and Establishments

It has been noted that, frequently items of stationery and forms are being repeated on different demands received by the Superintending Naval and Air Store Officer, Sydney, from the same HMA ship or establishment apparently to meet the various needs of their internal departments. This results in the handling of an unnecessarily large amount of paper work by both ship and store depot staffs.

2. To rectify this unsatisfactory state of affairs in future, requirements of stationery and forms for the various departments in HMA ships and establishments are to be collated and consolidated periodically by one co-ordinating authority into a single demand or series of demands to meet the entire requirements of the demanding service concerned.

3. ABR 4 will be amended.

(DNAS 400/54/283)

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

REGISTRAR

RESTRICTED

ANO's 530-541/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
6th October, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

12218/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

530—Clearance—Diving—Bomb Mine and Missile Disposal—Terminology

The term "Bomb Mine and Missile Disposal" is no longer considered to be an accurate description of the work of Clearance Diving Teams. This, together with the increasing use of publications of the American Explosive Ordnance Disposal series, is giving rise to confusion in terminology. It has therefore been decided that in future and from the date of this order, the term Explosive Ordnance Disposal will be adopted in the Royal Australian Navy.

2. The term Explosive Ordnance Disposal is also in use by NATO and other SEATO countries but is not yet ratified in all countries. Provisional NATO definitions of Explosive Ordnance and Explosive Ordnance Disposal are—

(*a*) *Explosive Ordnance*—Bombs and warheads; guided and ballistic missiles; artillery, mortar, rocket and small arms ammunition; all mines, torpedoes, depth charges; demolition charges; pyrotechnics; clusters and dispensers; cartridge and propellant actuated devices; electro-explosive devices; clandestine and improvised explosive devices; and all similar or related items or components, explosive in nature, which may cause injury/death to personnel or damage to material. This definition includes all munitions containing explosives, nuclear fission or fusion materials and biological and chemical agents.

(*b*) *Explosive Ordnance Disposal* (*EOD*)—The detection, identification, field evaluation, rendering safe, recovery and disposal of explosive ordnance which has been fired, dropped, launched, projected or placed in such a manner as to constitute a hazard to operations, installations, personnel or material. It also includes the rendering safe and/or disposal of items which have become hazardous by damage or deterioration when the disposal of such items is beyond the capabilities of personnel normally assigned the responsibility for routine disposal.

4. Joint Service use of this term is being investigated.

(DTWP 1623/202/41)

UNCLASSIFIED

531—Naval Social Work Service

The Naval social work service exists to provide a professional service to the Navy and its personnel, where problems of a domestic and compassionate nature are involved.

Social Workers' Training and Functions

2. All Naval social workers have completed professional training at University level which involves academic studies and practical experience. These studies develop an understanding of human behaviour, skills in counselling, and an ability to maintain a disciplined relationship with people. The social

workers' aim is always to help people achieve an understanding of their own problems, and to develop strengths within individuals to overcome their difficulties thus enabling them to function more adequately in the future. The social worker's knowledge of community resources in the fields of health, housing, social services, education, and the facilities provided by organisations in the care of children, medical disabilities, mental health services, etc., enable her to give practical help and advice to relieve immediate pressures and prevent more serious situations from arising.

Ethics of Social Work

3. Naval social workers are bound by a code of professional ethics established by the Australian Association of Social Workers. They are conscious of their obligation to respect and safeguard the rights of persons served to a relationship of mutual trust, to privacy and confidentiality in the use of the service, and to the responsible use of the information given.

Use of Services of Naval Social Workers

4. In areas where social workers are appointed, they are to be asked to assist in the following situations—

(*a*) Requests for compassionate leave, free discharge, LWOP and special postings or leave—Navy Order 361 of 1966 refers.

(*b*) Applications for priority housing—Navy Order 481 of 1965 refers.

(*c*) Any other matter of a domestic nature which concerns a member and he has requested advice.

(*d*) In addition a direct approach may be made to the social workers by a member, his wife or family although sailors should be encouraged to keep their Divisional Officers informed of their intention.

Preventive Use

5. It is important that all members of the Service are made aware of the functions of social workers in the Navy, and it is imperative, if the best use is to be made of the social workers' skills, that members should be advised to seek help as soon as possible, before a serious situation develops, so that breakdowns in their domestic affairs may be averted. In several recent cases earlier recourse to this social welfare service would probably have had a much happier result, saved unnecessary distress and kept the sailor in the navy.

Divisional Officers and Social Workers

6. Divisional Officers are responsible for keeping their sailors informed of the existence and functions of Naval social workers so that full use may be made of their services by them or their families. This is to the advantage of both the sailor and the Service. Close liaison is to be maintained between social workers and Divisional Officers in matters affecting the member's welfare. To this end the Principal Social Worker will visit all Commands regularly to discuss ways and means of improving the service with Divisional Officers and social workers.

Members to be Available for Interview

7. When a sailor has asked for assistance from Naval social workers he is to be given every encouragement and assistance. He should be made available for interview by the social worker as soon as the exigencies of the Service will permit.

Confidential Nature of Reports

8. Social workers' reports are of a confidential nature and 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. The Commanding Officer, if he does not deal with the matter personally, should ensure that the report is directed to the Divisional Officer or officer he considers most appropriate who is to speak to the member about the issues raised in the report. It is stressed that the value of the social worker's findings lies to a great extent in the way they are interpreted to the person concerned.

Recommendations Concerning Free Discharge

9. In cases of free discharge on compassionate grounds, the social worker's report will normally contain a recommendation in favour of or against the discharge. The member concerned may be informed of the nature of the recommendation, but if it is unfavourable the member should not be influenced to withdraw his application, but advised that it will receive consideration from all its aspects by the Naval Board.

Functions of Principal Social Worker

10. The Principal Social Worker is responsible for the co-ordination and development of the Naval social work service. This involves the maintenance of professional standards in the selection and functioning of Naval social workers, and providing them with opportunities to develop their professional knowledge and skills. The Principal Social Worker is to provide a consultant service on social work, on community facilities and organisation to the Naval Board, individual personnel and establishments and ships as requested. Direct liaison is maintained between the Principal Social Worker and other Naval social workers on matters of a professional nature.

Naval Social Workers—Areas of Responsibility

11. Naval social workers in local establishments are responsible to the Senior Naval Officer or officer appointed by him, in matters which involve the service of members; but are free to use their professional ethics, judgement and skills in relation to other areas of their work.

Manner of Request for Assistance of Naval Social Workers

12. Requests for the assistance of Naval social workers may be made by telephone, letter or signal giving whatever information may be considered necessary about the nature of the situation and the persons to be contacted.

13. Signals and letters should contain the information set out in Navy Order 361 of 1966, Paragraph 67, as follows—

(*a*) Rank, name and personal number.

(*b*) Nature of request and reasons.

(*c*) Full name and address of next-of-kin or person to be contacted (including telephone number if available and any special instructions about locating the address).

(*d*) Religious denomination.

(*e*) Any other relevant details, e.g.—

(i) Full names of patient if medical report is indicated.

(ii) Name, address and telephone number of doctor or hospital.

(iii) Times when person to be contacted is known to be away from home.

Location of Naval Social Workers

14. Naval social workers are situated at—

Principal Social Worker,
Navy Office,
CANBERRA.

Base Welfare Office,
Wembley Chambers,
104 Hunter Street,
SYDNEY.

HMAS ALBATROSS,
NOWRA.

HMAS LEEUWIN,
FREMANTLE.

HMAS LONSDALE,
PORT MELBOURNE.

(DPS 302/1/23)

(Navy Orders 481 of 1965 and 361 of 1966)

Section 2

PERSONNEL

UNCLASSIFIED

532—RAN College Timetable—1967

The following timetable for the Royal Australian Naval College, 1967, has been approved by the Naval Board—

1967

Monday, 16th January ..	Summer Assembly of Secondary Schoolboys.
Monday, 23rd January ..	
Monday, 23rd January ..	New Entry Cadet Midshipmen join.
Friday, 27th January ..	Remaining Cadets return from leave.
Monday, 30th January ..	Academic Term begins.
Friday, 17th March ..	Mid-term long weekend.
Monday, 20th March ..	
Monday, 27th March ..	Senior Year Cadets join HMAS ANZAC.
Friday, 5th May ..	Term ends. Cadets proceed on leave.
Friday, 19th May ..	Senior Entry Cadets of 1967 return from leave.
Friday, 26th May ..	Remaining Cadets return from leave.
Monday, 29th May ..	Academic Term begins.
Friday, 9th June ..	Senior Year Cadets return from sea.
Friday, 14th July ..	Graduation Day. Graduating Midshipmen leave RANC.
Saturday, 15th July ..	Mid-term long weekend.
Tuesday, 18th July ..	

Friday, 25th August ..	Term ends. Cadets proceed on leave.
Sunday, 10th September ..	Second and Third Year Cadets return from leave.
Monday, 11th September	Academic Term begins.
Friday, 15th September ..	First Year Cadets return from leave.
Monday, 18th September	Term begins for First Year Cadets.
Friday, 20th October ..	Mid-term long weekend.
Monday, 23rd October ..	
Friday, 8th December ..	Academic Year ends.
Friday, 15th December ..	Cadets proceed on leave.

(DOA 310/1/69)

UNCLASSIFIED

533—Repatriation and War Service Home Benefits and Taxation Exemption—Service in the North Borneo and Malay Peninsula Areas

Navy Order 362 of 1966 is to be amended as follows:—

Add new Paragraph 3A.

Members may be allotted for special service where an exchange of personnel has taken place, the member serves in a special area, and the Naval Board are of the opinion that there is an operational requirement for this exchange. Names of all personnel who carry out exchange duty should be reported to Navy Office together with dates and details of service.

(HPB 302/201/25)

(Navy Order 362 of 1966)

UNCLASSIFIED

534—Surgical, Orthopaedic and Artificial Aids and Appliances

This order concerns the supply of surgical and artificial aids and appliances such as surgical footwear, spinal braces, walking calipers, splints, abdominal belts and calaids (hearing aids).

2. Except where the issue of a calaid is involved, if the Naval Medical Officer attending the patient, considers the item is necessary for treatment, it may be procured with the approval of the local Naval Administrative Authority.

3. Surgical footwear required to remedy a permanent disability is to be issued on repayment at the current price for light boots.

4. Where it is considered justified by the nature of the orthopaedic defect, initial supply of two pairs of surgical footwear may be made; thereafter replacement is to be made by one pair only of footwear.

5. All orders for such footwear are to be given to the Repatriation Artificial Limb Factory and adequate notice is to be given when replacement is required.

6. Artificial hearing aids (calaids) are produced by the Commonwealth Acoustic Laboratories of the Department of Health.

7. The supply of calaids) will be effected under the following conditions—

(*a*) A report by an ear, nose and throat specialist is to be obtained and supplied to the Commonwealth Acoustic Laboratories, who will report if the aid will be of sufficient benefit to justify its issue.

(*b*) These reports are to be incorporated in the report of a medical board of survey.

(*c*) The MDG will decide if the aid is to be issued and his approval is not to be anticipated.

(*d*) Calaids will remain the property of the Commonwealth Department of Health and should be recovered and returned to that Department on the death of a serving member.

(*e*) Calaids will be supplied and maintained by the Acoustic Laboratories for a flat initial charge. Initially this charge will be $30, but it will be reviewed in the light of costs from time to time.

(*f*) After the recipient ceases to be a Navy responsibility, the aid may be retained and maintenance will be continued but no batteries supplied; members are to be informed that they should make arrangements for the calaid to be returned to the Commonwealth Department of Health on death after discharge.

8. Branch Acoustic Laboratories are established in all capital cities.

9. It is not generally known that hearing aids are liable to damage as the result of currents induced by diathermy machines, high powered radio transmitters and radar sets. Personnel issued with hearing aids should therefore be instructed to remove the aid prior to undergoing short-wave therapy, and when working in the immediate vicinity of the above equipment whilst in operation. The danger of damage to hearing aids should also be brought to the notice of physiotherapists and other personnel operating diathermy machines in HMA ships and establishments.

(MDG 1009/51/11)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

535—Training—Interim Leading Rank Courses

Navy Order 441 of 1966 is to be amended as follows—

Add new Paragraph 9 as follows—

Failures at BTT

9. Sailors eligible for interim courses who elect to undergo a BTT will not prejudice their provisional promotion nor their eligibility for a course, should they fail the Branch Technical Test.

(DMT 303/221/61)

(*Navy Order 441 of 1966*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

536—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 21 (Ex TDL "A").

(*a*) *Item:* To modify the existing hand gear to an electrical/hand system with the controllers mounted on after bulkhead.

(*b*) Weight compensation is not required.

(*c*) *References:* (i) HMAS MORESBY's Form AS 1182 TDL "A" dated 17th September, 1964, forwarded under cover of FOICEA Memorandum No. N 20/14/344 dated 27th November, 1964.

(ii) FOICEA Letter N 20/14/344 dated 11th March, 1965.

(iii) Navy Office Letter 1236/52/20 dated 4th May, 1965.

(iv) GMGID Memorandum N 20/14/344 dated 15th February, 1966.

(CNTS 1236/52/20)

UNCLASSIFIED

537—Alteration and Addition Item—HMAS SUPPLY

The following Alteration and Addition Item is approved to be carried out in HMAS SUPPLY—

Class List Item No. 35 (Ex TDL "AZ").

(*a*) *Item:* To increase Junior Sailors' accommodation as follows—

(i) By converting the changing room and sports store frames 31 to 35 starboard Deck 1 into a messdeck to accommodate nine sailors.

(ii) By converting the existing 4-in. magazine into a messdeck to accommodate fifteen sailors.

(iii) By construction of a messdeck on Deck 03 abaft the engineroom skylight to accommodate twelve sailors. Sheltered access to be provided from Deck 02.

(*b*) Changes in weight are to be reported.

(*c*) *Reference:* HMAS SUPPLY's Form AS 1182 TDL "AZ" dated 20th October, 1964, forwarded under cover of FOCAF Memorandum dated 9th November, 1964.

(CNTS 1246/251/33)

UNCLASSIFIED

538—Ammunition—Cartridges QF 40/60 HET Lots MEM 141, 142, 145 and 172 Filled T and I ME 1951 and 1952—Withdrawal

1. *Ammunition item* .. .. Cartridges QF 40/60 HET Lots MEM 141, 142, 145 and 172 filled T and I ME 1951 and 1952.

2. *Action to be taken by HMA ships* Exchange any cartridge of these lots for unrestricted cartridges at the first opportunity.

3. *Depots* .. .. .. Stocks and receipts of these cartridges are to be set aside and the quantities reported for disposal.

4. *Reason for action* .. .. Cartridges of these lots have been sentenced "Unserviceable" DD due to the incidence of "early bursts".

5. *Safety category* .. .. NMER (BR 862) Article 1705—Category DD, i.e., dangerous if used. Restriction List (A) will be amended.

6. ACNB General Australian Message 092F, 160131Z August, 1966, is hereby cancelled.

(DAS 729/57/43)

UNCLASSIFIED

539—Coarse Amplifier and Coarse/Fine Change-Over Unit Mark 8D

It has been reported that a number of faults on this equipment have been due to poor soldering of the phase advance capacitor connections.

2. All units held in ships and shore establishments are to be examined and any suspect joint resoldered.

(PEE 1224/67/327)

UNCLASSIFIED

540—Naval Stores (General)—Allowances of Portable Power Tools and Cleaning and Descaling Tools

Details of the allowances of portable power tools and cleaning and descaling tools to HMA ships are included in the appendix to this order.

2. Investigations in regard to suitability for service use of types of grit blasting machines are still being conducted. If this type of machine is introduced into service, allowances will be promulgated in navy orders.

3. Demands to complete to allowance should be forwarded to SNSO, Sydney, and should not be hastened.

4. Tools held in excess of allowance, shown in the appendix, should be returned to store. Catalogue numbers for items 8 to 12 inclusive will be promulgated later.

APPENDIX

Item No.	Group Class or Class Group	Catalogue No.	Description	D of Q	MELBOURNE	SYDNEY	SUPPLY	DDG's	Darings	ANZAC	DE's Type 12	DIAMANTINA	QUEENBOROUGH	MORESBY	BASS, BANKS	PALUMA	KIMBLA	Ton Class Minesweepers	Remarks
1	5130	66-021-5526	Hammer, pneumatic portable (Jason Model 3B)	No.	15*	15*	11*	—	1	1	2	3	1	1	2	1	—	—	* Includes 7 No. for each ship for use with pistol carrier. (*See* Item 24)
2	0565	33119	Electric grinding/sanding machine 220/230 V DC	No.	6	6	4	—	—	3	—	2	2	—	—	1	1	—	
3	0565	33120	Electric grinding/sanding machine 115 V DC	No.	—	—	—	—	3	—	3	—	—	—	—	—	—	—	
4	0565	L45147	Kit, power, "Jamec" 220 V DC	No.	1	1	1	—	—	1	—	1	1	—	—	—	—	—	
5	0565	L45148	Kit, power, "Jamec" 115 V AC	No.	—	—	—	—	1	—	1	—	—	1	—	—	—	—	
6	0565	L24335	Scaling hammer, ¼-in., 220 V DC	No.	—	—	—	—	—	—	—	1	1	1	—	1	—	—	
7	0565	L24411	Scaling hammer, ¼-in., 115 V AC	No.	—	—	—	—	—	—	—	—	—	1	—	—	1	—	
8			Stanley, heavy duty all purpose saw, No. 363, 220 V DC	No.	1	1	1	—	—	1	—	1	1	—	—	—	—	—	

Item No.	Group Class or Class Group	Catalogue No.	Description	D of Q	MELBOURNE	SYDNEY	SUPPLY	DDG's	Darings	ANZAC	DE's Type 12	DIAMANTINA	QUEENBOROUGH	MORESBY	BASS, BANKS	PALUMA	KIMBLA	Ton Class Minesweepers	Remarks
9			Stanley, heavy duty all purpose saw, No. 363, 115 V AC	No.	—	—	—	1	1	—	1	—	—	1	—	—	—	—	
10			Orbital sanding machine, Wolf Model OR 37, 220 V DC	No.	3	3	2	—	—	2	—	2	2	—	1	1	1	1	1 armature and 1 set of brushes allowed to each ship as spares
11			Orbital sanding machine, Wolf Model OR 37, 115 V AC	No.	—	—	—	2	2	—	2	—	—	1	—	—	—	—	
12			Planer, electric, 220 V DC	No.	1	1	—	—	—	—	—	—	—	—	—	—	—	—	
13	0565	33091	Drilling machine, ¼-in., 220 V AC/DC	No.	1	1	—	—	—	1	—	1	1	—	—	1	4	—	
14	0565	33092 or L21271	Drilling machine, ¼-in., 115 V AC/DC	No.	—	—	—	—	1	—	1	—	—	—	—	—	—	—	
15	5130	00-293-0167	Drilling machine, ¼-in., 115 V AC	No.	—	—	—	1	—	—	—	—	—	—	—	—	—	—	
16	0565	33095	Drilling machine, ⅜-in., 220 V AC/DC	No.	7	7	—	—	—	2	—	—	—	—	—	—	1	1	
17	0565	33096 or L21276	Drilling machine, ⅜-in., 115 V AC/DC	No.	—	—	2	—	2	—	1	—	—	—	—	—	—	—	
18	0565	L21284	Drilling machine, ¾-in., 220 V AC/DC	No.	—	1	2	—	2	3	—	—	—	—	—	—	—	—	
19	0565	L21283	Drilling machine, ¾-in., 115 V AC	No.	—	—	—	—	—	—	—	—	—	1	—	—	—	—	
20	0565	33101 or L21287	Drilling machine, 1-in., 220 V AC/DC	No.	5	5	—	—	—	—	1	1	1	—	—	—	—	—	
21	0565	L21278	Drilling machine, ½-in., 110 V AC/DC	No.	—	—	—	—	—	—	—	—	—	—	—	1	—	—	
22	5130	00-288-7767	Drilling machine, ½-in., 115 V AC	No.	—	—	—	2	—	—	—	—	—	—	—	—	—	—	
23	0565	L21279	Drilling machine, ½-in., 220 V AC/DC	No.	—	—	—	—	—	—	—	—	—	—	—	—	1	—	
24	5130	66-021-5525	" Jason " pistol carrier ..	No.	1	1	1	—	—	—	—	—	—	—	—	—	—	—	*See* Item 1 above

(DNAS 506/71/418)

UNCLASSIFIED

541—Replenishment at Sea—Heavy Jackstay Storing Rigs—Use of Nylon Outhauls

The introduction of nylon outhauls for RAS to RFA store ships has been arranged, at some considerable cost, to obviate the use of wire outhauls to aircraft carriers and to improve and speed up replenishment operations generally. Recent reports from RFA's have stated, however, that on some occasions damage is caused to the outhauls by incorrect use and chafe by lead blocks, warp ends of outhaul winches, etc.

2. Attention is therefore drawn to the need to prevent undue chafe or damage to nylon outhauls by HMA ships, particularly when returning the hook to the supply ship, since the inhaul winches in modern supply ships are capable of hauling at 400-ft. per minute under light load conditions and, being considerably faster than the winches provided for manning the outhaul in a large proportion of HMA ships, can cause melting of the nylon ropes by the considerable friction set up at the warp end of the outhaul winch.

3. Consideration is being given to a new design of outhaul lead block to reduce chafe on ropes.

(DTWP 1623/202/22)

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

REGISTRAR

ANO's 542-552/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10th October, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

12308/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

542—Guided Missile Destroyers—Terminology

It has been noted that HMA ships PERTH, HOBART and BRISBANE are being variously described as DDG 2 Class, Charles F. Adams Class, etc.

2. These vessels are significantly different from the types of Guided Missile Destroyers at present in service in the United States Navy.

3. It has therefore been decided that in the RAN they are to be described on all occasions as Guided Missile Destroyers (short title DDG).

(AS (NS) 1211/251/116)

UNCLASSIFIED

543—Safety—Confined Spaces and Unventilated Compartments—Precautions on Entering

In a recent incident in one of HMA ships two labourers lost consciousness in a poorly ventilated compartment. This draws attention to the need for further emphasis of the precautions necessary before entering such spaces and when men are required to work therein. The incident also illustrates the precautions which must be observed before rescue is attempted.

2. An amended version of Form S 565 is attached as an appendix to this order. Copies, suitable for display, are to be demanded from SNSO, Garden Island. Supply being effected when printing action has been completed.

APPENDIX

Confined Spaces and Unventilated Compartments—Precautions to be Observed Before Entering—Use of Safety Lamps

To be displayed in all prominent positions in the ship where men congregate, on the Engineering Mechanics' Mess Deck and in the Engineroom Department Bathroom.

Unventilated Compartments

1. These are defined as those spaces or compartments which have been completely closed up without through ventilation for more than 24 hours. All confined spaces, defined in the Marine Engineering Manual, BR 3000, Article 0602, are to be treated as unventilated compartments.

Naked Lights

2. These are not to be used inside an unventilated compartment or within twenty feet of the opening until it has been ascertained by means of a safety lamp that the air therein is pure enough for men to work in and does not contain any explosive gas.

Safety Lamps

3. These are to be used for testing the air in unventilated compartments. The instructions for the use of safety lamps which are fully described in the Marine Engineering Manual, BR 3000, Articles 0602, 0603 and 0604, and BR 3003 (1), Naval Marine Engineering Practice, Vol. 1, Chapter 14, are to be strictly complied with.

Precautions

4. An air fan with hose is to be used freely for ventilating with fresh air before men are admitted to the compartment and while they are at work. If a compartment has not been opened up for a considerable time, a good current of air is to be supplied and the compartment left open for some time, preferably twenty-four hours, before any attempt is made to enter or carry out the safety lamp tests.

5. During the period that the compartment is open for ventilating prior to its being proved free from dangerous gases the entrance is to be roped and a notice posted to the effect that no man is to enter the compartment and that naked lights are not to be taken within twenty feet of the opening. A responsible sailor is to be stationed at the opening to prevent anyone entering the compartment or the use of naked lights. The notice is not to be removed until the officer in charge is satisfied that the compartment is safe to enter, and gives a direct order to remove the notice. A responsible sailor is to remain stationed at the opening to a confined space whenever men are working inside.

Life-lines and Communication

6. No man is to enter a compartment which is not known to be free from dangerous gas without a life-line securely attached to his person. After certification that the compartment is free from dangerous gases, the first man entering the compartment is to do so with a life-line attached, which is to be worn for at least five minutes after his entering and no other man is to enter the compartment until this time has elapsed.

7. Communication is always to be kept up between the men in the compartment and those who have access to the outer air.

Breathing Apparatus

8. A Pattern 5665 type or Pattern 230 type breathing apparatus is always to be available at the entrance to the compartment for immediate use if required.

Rescue

9. If a man collapses in the compartment the sailor stationed at the opening is to call for assistance. On no account is he to enter the compartment until help has arrived. Rescue must only be attempted when wearing a Pattern 5665 type or Pattern 230 type breathing apparatus or any type of self-contained breathing apparatus. In no circumstances is rescue to be attempted without such apparatus nor when wearing a service respirator. Such action will almost certainly prove fatal to the man and to the would-be rescuer as well.

Note—Engineering Mechanic candidates for promotion are required to have a good knowledge of the above instructions before being considered qualified to hold a higher rank.

(CONS 464/54/660)

Section 2

PERSONNEL

UNCLASSIFIED

544—Sailors—Qualifications of Air Electrical Branch Sailors to Sign Form A 700 as Supervisory Sailors

In view of the continuing shortage of supervisory sailors in the Air Electrical Branch it has been decided to continue, for a further period, the policy whereby selected Acting Leading Electrical Mechanics (AW) and (AC) may be authorised to sign the Form A700 as supervisory sailors for work in their own trade in accordance with AP(RAN) 140, Article 122, Paragraph 1.

2. The authorisation is to be given at the discretion of the Captain of the ship or air station at which the sailor is serving, subject to the following restrictions—

(*a*) The number of sailors so authorised is to be limited to that essential to carry out the current task.

(*b*) The authorisation is only to be given for the time the sailor is serving in the particular ship, station or squadron concerned.

3. A central record of sailors so authorised is to be kept at each ship or air station.

4. The authorisation is not to be recorded on History Sheets.

(DAMR 1313/201/5)

UNCLASSIFIED

545—Training and Promotion of Junior Officers (General List)

Navy Order 323 of 1966 is to be amended as follows—

Part 5—Sub-Lieutenants—*add* the following—

However, service in the rank of Acting Sub-Lieutenant will not count towards pay seniority in the rank of Sub-Lieutenant.

(HPB 311/3/37)

(*Navy Order 323 of 1966*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

546—Alteration and Addition Item—HMAS SUPPLY

The following Alteration and Addition Item is approved to be carried out in HMAS SUPPLY—

Class List Item No. 41 (Ex TDL " NLAB ").

(*a*) *Item:* To provide 2 in No. portable eductors as described in Navy Office Drg. 108/988, Sheets 1, 2 and 3, together with the necessary hoses, hose fittings and adaptors to enable connection of the pressure

supply hoses to either, Butterworth salt water main outlets, or Firemain hydrants. Sufficient connections and adaptors are to be provided to enable both eductors to be used simultaneously on either Butterworth main or Firemain.

(*b*) Weight compensation is not required.

(*c*) *References:* (i) Navy Office Letter 1246/51/22 of 9th August, 1963.

(ii) FOCAF Memorandum AF 1908/38 dated 3rd January, 1964, forwarding SUPPLY Memorandum 112/1/13 of 7th September, 1963.

(CNTS 1246/51/165)

UNCLASSIFIED

547—Ammunition—Propellant—Landing—Destruction—Reports

(DCI (RN) 907/1966)

Propellant of the following lots and sub-lots is due for withdrawal having reached their age limits—

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition, Etc., Which May be Involved*
RNC 3795XA	SC 061	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in. (FA)
RNC 3422 RNC 3433 RNC 3449 RNC 3461 RNC 3854XA	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNC 3448	SC 109	Cartridges— QF 4.7-in.
RNC 3421 RNC 3447 RNC 3460	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 3431 RNC 3459 RNC 4248XB RNC 4635XC RNC 4653XC RNC 4669XC	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo
RNC 3420 RNC 3446 RNC 3834XA	SC 150	Cartridges— QF 4.5-in. (SL), Impulse Torpedo
RNC 3415 RNC 3440 RNC 3466 RNC 3467	NF 029	Cartridges— QF 4-in. (FA)

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition, Etc., Which May be Involved*
RNC 4226XB RNC 4255XB	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 3340 RNC 3465 RNC 3487 RNC 3830XA	NF 052	Cartridges— QF 4.7-in., QF 4-in. (FA)
RNC 4275XB	NF 059	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 3438 RNC 3439 RNC 3452 RNC 3463 RNC 3464 RNC 3489	NS/S 164–048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 5633XF	NF/S 168–048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 6406	SUK/X11	Motor Rocket, A/C 3-in.
RNP 4 RNP 883XD RNP 1253XF RNP 1262XF	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNP 351XB	SC 122	Cartridges— QF 4.7-in., QF 4.5 in. (SL)
RNP 500RXB RNP 1259XF	NF 052	Cartridges— QF 4.7 in., QF 4-in. (FA)
RNP 110XA RNP 621XC RNP 628XC	NF 059	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNP 591XC	NF 070	Cartridges— QF 4-in. (FA)
RNP 76XA RNP 97XA RNP 107XA RNP 111XA RNP 121XA RNP 295RXA RNP 323XB RNP 337XB RNP 338XB RNP 342XB RNP 343XB RNP 594XC RNP 1250XF	NF/S 164–048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition, Etc., Which May be Involved*
RNP 1257XF	NF/S 168–048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 1255XF RNP 1266XF	NF/S 198–054	Cartridges— QF 4.7-in. (SL), QF 5.25-in. (SL), QF 4.5-in. (SL)
RNP 2313 RNP 2337	SUK/X11	Motor Rocket, A/C 3-in.
MEC 113XA	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
MEC 95	SC 140	QF 5.25-in., Impulse Torpedo
MEC 209XF	NF 052	Cartridges— QF 4.7-in., QF 4-in. (FA)
X 2591XB	N/S 164–048	Cartridges— QF 4.5-in. (SL)

2. *Action to be taken by HMA ships, establishments and proof ranges* — Return to nearest RAN armament depot as early as practicable; if unable to comply within three months from date of this order, report specially to DAS for instructions. HM and ER BR 862, Article 1126 refers.

3. *Action to be taken at RAN armament depots* — Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/66)

UNCLASSIFIED

548—Ammunition—Propellant—Landing—Destruction—Reports

(DCI (RN) 1030/1966)

Propellant of the following lots and sub-lots is due for withdrawal having reached their age limits—

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition, Etc., Which May be Involved*
RNC 3496 RNC 3500 RNC 3534	SC 061	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in. (FA)
RNC 3482 RNC 3523	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4-in., QF 4.5-in.

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition, Etc., Which May be Involved*
RNC 3480 RNC 3494 RNC 3506 RNC 3522 RNC 3532	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 3485 RNC 3505 RNC 3520	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo
RNC 3479 RNC 3521 RNC 3531 RNC 3534	SC 150	Cartridges— QF 4.5-in., Impulse Torpedo
RNC 3511 RNC 3512 RNC 3539	NF 029	Cartridges— QF 4-in. (FA), QF 4.5-in. (SL)
RNC 3510 RNC 3543	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 3529	NF 052	Cartridges— QF 4.7-in., QF 4-in. (FA)
RNC 3497 RNC 3498 RNC 3542	NF 059	Cartridges— QF 4.7-in., QF 4.5-in. (SL), QF 4-in.
RNC 3488	NF 080	Cartridges— QF 5.25-in.
RNC 3526 RNC 3527 RNC 3528 RNC 3540	NF/S 164/048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 8	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.25-in., QF 4-in.
RNP 17	SC 150	Cartridges— QF 4.5-in. (SL), Impulse Torpedo
MEC 98	SC 150	Cartridges— QF 4.5-in. (SL), Impulse Torpedo
BS 22072 BS 22076	SUK/X11	Motor Rocket, 3-in. A/C

2. *Action to be taken by HMA ships, establishments and proof ranges* — Return to nearest RAN armament depot as early as practicable; if unable to comply within three months from date of this order, report specially to DAS for instructions. NM and ER BR 862, Article 1126 refers.

3. *Action to be taken at RAN armament depots* — Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 726/51/77)

UNCLASSIFIED

549—Boot, Man's, Sand—Introduction

Boot, man's, sand, Catalogue Nos. 40364–72, sizes 4 to 12, have been introduced for issue on loan to Survey Officers, Survey Recorders and surveying boat crews.

2. Accounting for loan issues is to be in accordance with ABR 93, Articles 3511 or 3513, as appropriate. The price for losses, etc., is $2.57 per pair.

3. ABR 93, Appendix 35, will be amended.

(D of V 917/65/171)

UNCLASSIFIED

550—Lubricants—Turbine Lubrication Systems—Effect of Certain Metals on Turbine Lubricating Oil

During recent years sufficient experience has been built up to enable design authorities to take active steps to avoid the use of certain metals in lubricating oil systems. It has been found that these metals react with certain of the additives which might be present in OEP-69 and to a much lesser extent, in OM-100, giving rise to sludges which, in turn, promote further reactions and decomposition.

2. Every effort has therefore been made in recent designs to remove components containing zinc or cadmium from all turbine oil systems. The use of steel instead of copper for lubricating oil piping is encouraged for the same reasons, where practicable. It is emphasised that any harmful effects that these elements have are greatly increased if neighbouring temperatures are high. For example, the use of copper piping with steam at high temperatures in oil purifier heaters can be expected to cause deposition on the coils and sludging in the oil in use.

3. Protective coatings containing zinc (including all zinc containing paints), galvanising and " hot dipping " are also harmful. It is most desirable that their use in oil tanks and systems is discontinued.

4. The use of zinc and cadmium should be avoided in all oil systems. Pipework, etc., should be in steel rather than copper, especially in designs where temperatures in excess of 160° F. are known to be encountered.

(PME 400/2/248)

UNCLASSIFIED

551—Shot Guns, Ammunition, Clay Pigeons and Traps—Allowances and Supply on Repayment

The allowances of shot guns, ammunition, clay pigeons and traps have been determined, observing the following principles—

(*a*) Shot guns and traps will be provided from public funds. The allowance of guns is shown in Paragraph 6.

(*b*) HMAS CERBERUS and WATSON will be allowed 2,000 rounds of number 6 shot, special for trap shooting, when hosts in inter-service competitions and 1,000 rounds per annum for practice for inter-service competition in other years.

(*c*) HMAS MELVILLE will be allowed 4,000 rounds of number 2 shot to overcome the depredations of birds at Coonawarra.

2. Trap shooting is no longer required as a training aid except at HMAS TARANGAU and for small arms handling familiarisation at HMAS CRESWELL. These establishments will therefore be allowed 4,800 and 3,000 rounds respectively of number 6 shot annually.

3. Clay pigeons will be allowed, as required, to HMAS CERBERUS, WATSON, TARANGAU and CRESWELL on the basis of two clay pigeons for every round of ammunition allowed.

4. Non-service shot gun ammunition, for recreational purposes, may be purchased by members or ship welfare committees, and brought on board and stowed in accordance with the provisions of RI Article 2958 (C).

5. Members of a properly constituted gun club, within a ship or establishment, may obtain shot gun ammunition and clay pigeons from Naval armament and Naval store depots respectively. A necessary condition of this concession is that competent supervision of expenditure be exercised by the gun club, and that supply to individual members be kept within reasonable proportions. The current prices for supply are as follows, but these are liable to adjustment—

No. 6 shot gun cartridges	$6.55 per 100
Clay pigeons	$2.10 per 100

Demands by the club on the stores depots are to be made on Form AS 134. On issue, a receipt is to be given by either the President or the Secretary of the club on this form. However, clubs may find it advisable to check that ammunition and clay pigeons are not obtainable cheaper from non-service sources.

6. Guns, single or double barrelled, are allowed to ships and establishments as follows—

Ships—

Aircraft Carrier, Troop Carrier, Destroyers, Frigates, Escort Maintenance Ship, Tankers, Survey Ships, Oceanographic Survey Ships	2 guns
Minesweepers, PALUMA, KIMBLA, BASS and BANKS	1 gun

Establishments—

ALBATROSS, CERBERUS, CRESWELL, MELVILLE, TARANGAU, WATSON	2 guns

(DTWP 726/251/132)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

552—Form AS 2061Z—Use With Return of Defective Items of Weapon and Electrical Equipment

Inspection of defective items of weapon and electrical equipment returned to Naval or weapon equipment stores has shown that the documents presently accompanying these items do not provide sufficient detail with respect to defects or general state of equipment.

2. In order to overcome this deficiency HMA ships, shore establishments and Naval dockyards are requested to provide all available information on Form AS 2061Z and to ensure that this form accompanies the defective item, when the defective item is returned to store. Form AS 2061 may be pasted to a blank label and attached securely to the defective item.

3. The type of information required is listed below—

(*a*) Recent defects.

(*b*) Length of time in service.

(*c*) Units burnt out.

(*d*) Mechanical failure with specific details.

(*e*) Exposure to excess temperature, moisture, shock or accidental dropping.

4. Equipments to be handled in this manner are—

(*a*) Weapon mechanical.

(*b*) Weapon electrical.

(*c*) Radio and radar.

(*d*) Sonar.

5. The aim of the above procedure is to enable repair of spares to be expedited.

6. Documents used for accounting purposes are to be processed in the normal manner.

(DWE 464/69/5)

With reference to Navy Order 794 of 1965, Navy Orders 607 to 691 of 1964 are now over two years old and may be disposed of.

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

ANO's 553-561/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10th October, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

12309/66.

CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

553—Uniform and Clothing Issuing Prices—Annual Revision

The issuing prices of uniform and clothing have been revised with effect from 1st September, 1966. Copies of the pamphlet "Official Memorandum—Prices of Clothing, Etc., Maintained for Issue to Ships' Companies," together with copies of the poster, showing the revised prices 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 poster are to be displayed in positions which will permit scrutiny by ships' companies.

3. Details of arrangements made for the supply of made-to-measure garments are being promulgated in navy orders being issued concurrently with this order. Copies of the contracts have been distributed to HMA ships and establishments in the areas concerned.

4. Orders concerning sailors are being reprinted for posting on notice boards.

5. Navy Order 622 of 1965 is hereby cancelled.

(D of V 930/52/30)

(Navy Order 622 of 1965)

UNCLASSIFIED

554—Alteration of Braiding of Uniforms of WRANS Officers at Melbourne—1966-1967

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 August, 1966, to 30th June, 1967—

—	*Coat, Woman's*	*Shoulder Straps*
	$	$
On Promotion To—		
Third Officer	2.75	2.30
Second Officer	2.75	2.30
First Officer	2.70	2.30
Chief Officer	2.75	2.30
On Reversion To—		
Third Officer from A/Second Officer ..	2.25	2.30
Second Officer from A/First Officer ..	2.35	2.30
First Officer from A/Chief Officer ..	2.25	2.30

Prices—Nett, FOB/FOR Melbourne.

2. Navy Order 623 of 1965 is hereby cancelled.

(D of V 930/52/30)

(Navy Order 623 of 1965)

UNCLASSIFIED

555—Alteration of Lacing of Uniforms, Etc., of RAN and RANR Officers at Melbourne and Sydney—1966-1967

The prices applicable to alterations effected to RAN and RANR Officers' Uniforms, etc., by official contractors, viz., Commonwealth Government Clothing Factory, Miles Street, South Melbourne, during the period 1st August, 1966, to 30th June, 1967, and Evers and Cohen Pty. Ltd., during the period 12th July, 1966, to 30th June, 1967, are detailed in Appendixes A and B of this order.

2. Navy Order 624 of 1965 is hereby cancelled.

APPENDIX A

Alteration of Lacing of Uniforms, Etc.

Rank	*CGCF*		*Evers and Cohen Pty. Ltd.*	
	Coat, Undress and Jacket, Mess	*Shoulder Straps*	*Coat, Undress and Jacket, Mess*	*Shoulder Straps*
	$	$	$	$
On Promotion to—				
Lieutenant	4.55	2.80	5.00	3.02
Lieutenant-Commander	5.35	2.90	6.25	2.92
Commander	5.90	3.00	7.40	3.02
Captain	8.15	3.00	7.93	3.02
Commodore	12.30	6.50	—	—
Rear-Admiral (from Captain) ..	10.55	17.35	—	—
Rear-Admiral (from Commodore) ..	14.45	17.35	—	—
Vice-Admiral (from Rear-Admiral) ..	6.35	5.30	—	—
With Distinction Cloth between Lace ..				
Removal of gorget patch from shoulder straps of Midshipmen and relacing to rank of A/Sub-Lieutenant	2.85	—	—	—
Replacement of collar of Coat, Undress, of Midshipmen—				
Cloth, Wool, Serge No. 2 ..	2.05	—	—	—
Cloth, Wool, Venetian No. 1 ..	2.25	—	—	—
Replacement of peak of cap on promotion to—				
Commander	7.95	—	—	—
Rear-Admiral	11.00	—	—	—

APPENDIX A—*continued*

Rank	*CGCF*		*Evers and Cohen Pty. Ltd.*	
	Coat, Undress and Jacket, Mess	*Shoulder Straps*	*Coat, Undress and Jacket, Mess*	*Shoulder Straps*
	$	$	$	$
Replacement and sewing on of buttons on promotion to Rear-Admiral—				
Coat, Undress	2.45	—	—	—
Greatcoat	3.25	—	—	—
Jacket, Mess, blue	2.00	—	—	—
Vest, Mess, blue	1.15	—	—	—
Removal of letter " R " from Lacing of reserve Officer's Uniform on transfer to the RAN	0.50	—	—	—
On Reversion to—				
Sub-Lieutenant (from A/Lieutenant) ..	—	—	3.45	1.95
Lieutenant (from A/Lieutenant-Commander	3.15	2.25	4.70	2.25
Lieutenant-Commander (from A/Commander)	5.35	2.70	5.95	2.75
Commander (from A/Captain) ..	5.85	2.25	4.70	2.25
Captain (from Commodore) ..	14.55	6.35	—	—
With Distinction Cloth between Lace—				
Sub-Lieutenant (from A/Lieutenant) ..	As above		3.65	1.95
Lieutenant (from A/Lieutenant-Commander)			4.70	2.25
Lieutenant-Commander (from A/Commander)			5.95	2.75
Commander (from A/Captain) ..			4.70	2.25
Captain (from Commodore) ..			—	—
Replacement of peak of cap on reversion to—				
Lieutenant-Commander (from A/Commander)	1.10	—	—	—
Commodore or Captain (from A/Rear-Admiral)	7.30	—	—	—
Replacement and sewing on of buttons on reversion to Commodore or Captain—				
Coat, Undress	2.35	—	—	—
Greatcoat	3.30	—	—	—
Jacket, Mess, blue	1.90	—	—	—
Vest, Mess, blue	1.10	—	—	—

APPENDIX B

Relacing of Uniforms, Etc. (i.e., Where Removal of Old Lace is Involved)

Rank	*CGCF*		*Evers and Cohen Pty. Ltd.*	
	Coat, Undress and Jacket, Mess	*Shoulder Straps*	*Coat, Undress and Jacket, Mess*	*Shoulder Straps*
	$	$	$	$
Sub-Lieutenant	7.00	4.15	8.60	5.95
Lieutenant	9.55	4.70	8.95	6.42
Lieutenant-Commander	11.50	5.55	11.75	8.13
Commander	12.05	5.65	12.05	8.36
Captain	14.60	6.45	13.52	9.31
Commodore	12.10	5.80	—	—
Rear-Admiral	13.95	—	—	—
Vice-Admiral	16.70	—	—	—
With Distinction Cloth between Lace—				
Sub-Lieutenant	As above		9.05	6.17
Lieutenant			9.37	6.64
Lieutenant-Commander			12.17	8.38
Commander			12.50	8.81
Captain			13.97	9.53
Commodore			—	—
Rear-Admiral			—	—
Vice-Admiral			—	—
Additional cost for letter "R" or "A" to be inserted in the curl of the lace ..	1.00	—	0.50	—

Note—The prices of all alterations effected by the Commonwealth Government Clothing Factory include the cost of distinction cloth between the lace where required.

Prices—Commonwealth Government Clothing Factory—Net. FOB/FOR Melbourne. Evers and Cohen Pty. Ltd.—Nett.

(D of V 930/52/30)

(Navy Order 624 of 1965)

UNCLASSIFIED

556—Made-to-Measure Uniforms for Sailors at Melbourne, Sydney and Perth—1966-1967

The official contractors for made-to-measure uniforms for RAN sailors for 1966–67 are—

Melbourne .. Commonwealth Government Clothing Factory, Miles Street, South Melbourne.

Sydney .. Evers and Cohen, 16–22 Wentworth Avenue, Sydney.

Perth .. Carter and Foley Pty. Ltd., 370 Murray Street, Perth.

2. The prices which will operate in Sydney and Perth during the period 1st July, 1966, to 30th June, 1967, and in Melbourne during the period 1st August, 1966, to 30th June, 1967, are as follows—

Sailors, Class I, II and III

Item	*CGCF, Melbourne*	*Evers and Cohen, Sydney*	*Carter and Foley Pty. Ltd., Perth*
	$	$	$
BLAZER, MAN'S, cloth, wool, flannel, worsted, blue, single breasted, pockets unbadged, Junior Recruits (topmen) ..	—	—	12.60
COAT, MAN'S, cloth, wool, serge, No. 2, double breasted, with gilt buttons, CPO ..	26.90	24.07	25.95
COAT, MAN'S, cloth, wool, serge, No. 2, double breasted, with gilt buttons, PO ..	26.55	23.52	25.95
COAT, MAN'S, cloth, wool, serge, No. 2, double breasted, with gilt buttons, w/o cuff buttons, NAA	26.15	23.66	—
COAT, MAN'S, cloth, wool, serge, No. 2, double breasted, with gilt buttons, CPO, SCC	—	23.29	—
COAT, MAN'S, cloth, wool, serge, No. 2, double breasted, with gilt buttons, PO, SCC	—	23.04	—
COAT, MAN'S, drill, white, with blue facings, w/o buttons	5.40	—	—
COAT, MAN'S, drill, white, with gilt buttons, CPO	6.20	—	—
COAT, MAN'S, drill, white, with gilt buttons, PO	5.45	—	—
COAT, MAN'S, drill, white, w/o buttons, Class I and III, NAA	4.95	7.45	—
COAT, MAN'S, drill, white, with buttons, Class I and III, NAA	—	7.95	—
JACKET, MAN'S, cloth, cotton, twill, working dress	8.35	—	—
JACKET, MAN'S, cloth, wool, serge No. 1, working dress	11.10	17.29	—
JACKET, MAN'S, cloth, wool, serge No. 2, working dress	11.25	—	—
JUMPER, MAN'S, cloth, wool, serge No. 1	7.95	12.90	9.00
JUMPER, MAN'S, drill, white	3.45	8.63	—
OVERCOAT, MAN'S, with gilt buttons ..	30.85	28.10	35.00
RAINCOAT, MAN'S, sailor	26.75	—	—
TROUSERS, MEN'S, action working ..	5.40	—	—
TROUSERS, MEN'S, cloth, wool, flannel, worsted, grey, Junior Recruits (Topmen)	—	—	11.95
TROUSERS, MEN'S, cloth, wool, serge No. 1, Class II	8.40	9.85	11.95

Item	CGCF, Melbourne	Evers and Cohen, Sydney	Carter and Foley Pty. Ltd., Perth
	$	$	$
TROUSERS, MEN'S, cloth, wool, serge No. 1, gymnastic	8.15	—	—
TROUSERS, MEN'S, cloth, wool, serge No. 1, working dress	10.50	12.15	—
TROUSERS, MEN'S, cloth, wool, serge No. 2, Class I and III	9.70	—	13.95
TROUSERS, MEN'S, cloth, wool, serge No. 2, working dress	10.65	—	—
TROUSERS, MEN'S, drill, white, Class I and III	4.15	5.89	—
TROUSERS, MEN'S, drill, white, NAA ..	—	5.89	—
TROUSERS, MEN'S, drill, white, Class II	4.35	6.19	—
Extra Charges—			
Sewing on of badge, chevrons, etc. ..	—	1.08	—
Sewing on shoulder flash, Australia ..	—	0.35	—

3. Terms of the contracts are as follows—

CGCF .. .. Nett, FOB/FOR Melbourne.

Evers and Cohen Pty. Ltd. .. 2½ per cent.—30 days. $2.50 deposit.

Carter and Foley Pty. Ltd. .. Nett.

4. The conditions governing purchases of uniforms under these contracts are contained in ABR 93, Chapter 26.

5. Sailors are warned that they themselves are responsible for ensuring that uniforms obtained under these 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.

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

7. Navy Order 625 of 1965 is hereby cancelled.

(D of V 930/52/30)

(Navy Order 625 of 1965)

UNCLASSIFIED

557—Made-to-Measure Uniforms for Wrans at Melbourne and Sydney—1966-1967

Made-to-measure uniforms for Wrans may be obtained from the Commonwealth Government Clothing Factory, Miles Street, South Melbourne, during the period 1st August, 1966, to 30th June, 1967, and Evers and Cohen Pty. Ltd., 16–22 Wentworth Avenue, Sydney, during the period 1st July, 1966, to 30th June, 1967.

2. The prices which will operate during the above periods are as follows—

Commonwealth Government Clothing Factory, Miles Street, South Melbourne

Item	Price
	$
COAT, WOMAN'S, cloth, wool, twill No. 1, with horn buttons ..	24.25
DRESS, WOMAN'S, white	7.70
RAINCOAT, WOMAN'S	23.65
SKIRT, WOMAN'S, cloth, wool, serge No. 1	8.00
SKIRT, WOMAN'S, cloth, wool, twill No. 1	8.20
SLACKS, WOMEN'S, cloth, wool, serge No. 1	8.50
SLACKS, WOMEN'S, drill, blue	5.30

Evers and Cohen Pty. Ltd., 16-22 Wentworth Avenue, Sydney

Item	Price
	$
COAT, WOMAN'S, cloth, wool, twill No. 1, with horn buttons ..	21.70
SKIRT, WOMAN'S, cloth, wool, twill No. 1	8.84

2. Terms of the contracts are as follows—

CGCF .. .. Nett, FOB/FOR Melbourne.

Evers and Cohen Pty. Ltd. .. 2½ per cent.—30 days. $2.50 deposit.

3. The conditions governing purchase of uniforms under these contracts are contained in ABR 93, Chapter 26.

4. This order will be reprinted for posting on notice-boards.

5. Navy Order 626 of 1965 is hereby cancelled.

(D of V 930/52/30)

(Navy Order 626 of 1965)

UNCLASSIFIED

558—Naval Dockyard Police—Made-to-Measure Uniforms at Melbourne, Sydney and Perth—1966-1967

Made-to-measure uniforms for Naval Dockyard Police may be obtained from the Commonwealth Government Clothing Factory, Miles Street, South Melbourne, during the period 1st August, 1966, to 30th June, 1967; Evers and Cohen Pty. Ltd., 16–22 Wentworth Avenue, Sydney; and Carter and Foley, 370 Murray Street, Perth, during the period 1st July, 1966, to 30th June, 1967.

2. The prices which will operate during the above periods are as follows—

Item	*CGCF, Melbourne*	*Evers and Cohen, Sydney*	*Carter and Foley Pty. Ltd., Perth*
	$	$	$
COAT, MAN'S, cloth, wool, serge No. 2, Chief Inspector, with buttons	38.00	46.19	—
COAT, MAN'S, cloth, wool, serge No. 2, Inspector, with buttons	36.05	42.49	—
COAT, MAN'S, cloth, wool, serge No. 2, Sub-Inspector, with buttons	—	38.52	—
COAT, MAN'S, cloth, wool, serge No. 2, police, with buttons	26.00	22.95	25.95
COAT, MAN'S, khaki, Chief Inspector, Inspector and Sub-Inspector, with buttons	As reqd.	—	—
COAT, MAN'S, drill, khaki, police, with buttons	10.70	—	—
COAT, MAN'S, drill, khaki, police, without buttons	10.10	—	—
OVERCOAT, MAN'S, officer, police ..	30.20	34.54	—
OVERCOAT, MAN'S, police ..	30.20	29.09	—
SHOULDER STRAPS, Chief Inspector, police	6.10	—	—
SHOULDER, STRAPS, Inspector, police ..	5.25	—	—
SHOULDER STRAPS, Sub-Inspector, police	4.70	—	—
TROUSERS, MEN'S, cloth, wool, serge No. 2, officer, police	As reqd.	11.52	—
TROUSERS, MEN'S, cloth, wool, serge No. 2, police	As reqd.	11.52	—
TROUSERS, MEN'S, khaki, officer, police	As reqd.	—	—
TROUSERS, MEN'S, drill, khaki, police ..	As reqd.	—	—

3. Terms of the contract are as follows—

CGCF	Nett FOB/FOR Melbourne.
Evers and Cohen Pty. Ltd. ..	2½ per cent.—30 days. $2.50 deposit.
Carter and Foley Pty. Ltd. ..	Nett.

4. The conditions governing purchases of uniforms under these contracts are contained in ABR 93, Chapter 26.

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

6. Navy Order 627 of 1965 is hereby cancelled.

(D of V 930/52/30)

(Navy Order 627 of 1965)

UNCLASSIFIED

559—RANNS and WRANS Officers' Made-to-Measure Uniforms at Melbourne and Sydney—1966-1967

The official contractors for made-to-measure uniforms for RANNS and WRANS officers for 1966–1967 are listed in the following appendixes—

Sydney—

Appendix A—(RANNS and WRANS officers) — Evers and Cohen, 16–22 Wentworth Avenue, Sydney, NSW.

(Prices operative during the period 1st July, 1966, to 30th June, 1967)

Melbourne—

Appendix B—(WRANS officers only) — Commonwealth Government Clothing Factory, Miles Street, South Melbourne, SC4.

(Prices operative during the period 1st August, 1966, to 30th June, 1967)

2. The terms of the contracts are as follows—

Evers and Cohen Pty. Ltd.	2½ per cent.—30 days.
Commonwealth Government Clothing Factory	Nett FOB/FOR Melbourne.

3. The conditions governing the purchase of uniforms under these contracts are contained in ABR 93, Chapter 26.

4. Navy Order 628 of 1965 is hereby cancelled.

APPENDIX A

EVERS AND COHEN PTY. LTD., SYDNEY

Made-to-Measure Uniforms for WRANS Officers

1966–1967

Item	*Price*
	$
COAT, WOMAN'S, cloth, wool, venetian, No. 1, 1st Officer ..	30.03
COAT, WOMAN'S, cloth, wool, venetian, No. 1, 2nd Officer ..	29.72
COAT, WOMAN'S, cloth, wool, venetian, No. 1, 3rd Officer ..	29.50
COAT, WOMAN'S, cloth, wool, barathea, No. 1, 1st Officer ..	23.82
COAT, WOMAN'S, cloth, wool, barathea, No. 1, 2nd Officer ..	22.97
COAT, WOMAN'S, cloth, wool, barathea, No. 1, 3rd Officer ..	22.62
GREATCOAT, WOMAN'S, officer	27.67
SKIRT, WOMAN'S, cloth, wool, venetian, No. 1	12.76
SKIRT, WOMAN'S, cloth, wool, barathea, No. 1	8.77

APPENDIX A—*continued*

Made-to-Measure Uniforms for RAN Nursing Service

Item	*Price*
	$
CAPE, WOMAN'S, cloth, wool, venetian, No. 1	11.15
CLOAK, WOMAN's, cloth, wool, gabardine	19.58
COAT, WOMAN'S, cloth, wool, barathea, No. 1	20.26
COAT, WOMAN'S, cloth, wool, venetian, No. 1	27.42
SKIRT, WOMAN'S, cloth, wool, barathea, No. 1	8.77
SKIRT, WOMAN'S, cloth, wool, venetian, No. 1	12.76

APPENDIX B

COMMONWEALTH GOVERNMENT CLOTHING FACTORY

Made-to-Measure Uniforms for WRANS Officers

1966–1967

Item	*Price*
	$
COAT, WOMAN'S, cloth, wool, barathea, No. 1	29.15
COAT, WOMAN'S, cloth, wool, serge, No. 2	28.30
COAT, WOMAN'S, cloth, wool, venetian, No. 1, doeskin	34.80
COAT, WOMAN'S, cloth, wool, venetian, No. 2	29.15
GREATCOAT, WOMAN'S, officer, with plain shoulder straps ..	31.15
SHOULDER STRAPS, Wrans, plain	1.75
SHOULDER STRAPS, Wrans, mess dress, plain	2.55
SKIRT, WOMAN'S, cloth, wool, barathea, No. 1	8.35
SKIRT, WOMAN'S, cloth, wool, serge, No. 2	7.80
SKIRT, WOMAN'S, cloth, wool, venetian, No. 1, doeskin	12.00
SKIRT, WOMAN'S, cloth, wool, venetian, No. 2	8.35

Braiding—Extra per garment or per pair shoulder straps. As required for all ranks.

(D of V 930/52/30)

(Navy Order 628 of 1965)

UNCLASSIFIED

560—RAN, RANR and ASCC Officers' and Chaplains' Made-to-Measure Uniforms at Melbourne, Sydney and Perth—1966-1967

The official contractors for made-to-measure uniforms for RAN and RANR Officers and Chaplains for 1966–1967 are listed in the following appendixes—

Sydney—

Appendix A—RAN, RANR and ASCC Officers	Evers and Cohen Pty. Ltd., 16–22 Wentworth Avenue, Sydney.
Appendix B—Chaplains ..	Evers and Cohen Pty. Ltd., 16–22 Wentworth Avenue, Sydney.

Perth—

Appendix C—RAN, RANR and ASCC Officers	Carter and Foley Pty. Ltd., 370 Murray Street, Perth.

Melbourne—

Appendix D—RAN, RANR and ASCC Officers	I. L. Wise, 360 Little Bourke Street, Melbourne, C1.
Appendix E—RAN, RANR and ASCC Officers	Commonwealth Government Clothing Factory, Miles Street, South Melbourne.
Appendix F—Chaplains ..	Commonwealth Government Clothing Factory, Miles Street, South Melbourne.

2. Terms for the contracts are as follows—

Commonwealth Government Clothing Factory	Nett, FOB/FOR Melbourne.
Evers and Cohen Pty. Ltd.	2½ per cent.—30 days.
Carter and Foley Pty. Ltd.	Nett. $0.50 deposit.
I. L. Wise	2½ per cent.—14 days. Deposit 25 per cent. of order.

3. The conditions governing the purchase of uniforms under these contracts are contained in ABR 93, Chapter 26.

4. Navy Order 629 of 1965 is hereby cancelled.

APPENDIX A

EVERS AND COHEN PTY. LTD.—SYDNEY

Made-to-Measure Uniforms for Officers

1966–1967

Rank	*Cloth, Wool, Serge No. 2*		*Cloth, Wool, Venetian No. 1, Doeskin*			*Cloth, Wool, Venetian No. 2*		*Greatcoat (with Shoulder Straps)*	*Shoulder Straps (per Pair)*
	Coat, Undress	*Jacket, Mess*	*Coat, Undress*	*Coat, Undress, Tait*	*Jacket, Mess*	*Coat, Undress*	*Jacket, Mess*		
RAN	$	$	$	$	$	$	$	$	$
Officer (Unlaced)	32.10	—	36.00	—	—	32.65	—	—	—
Sub-Lieutenant	36.92	36.29	44.95	—	41.36	38.12	36.90	36.19	5.32
Lieutenant	40.39	39.80	48.42	—	44.76	41.60	40.35	37.56	5.89
Lieutenant-Commander	41.34	42.73	51.42	—	45.71	44.57	43.36	38.76	6.91
Commander	43.96	43.24	51.89	—	48.25	45.06	43.82	38.97	7.05
Captain	46.83	44.16	55.09	89.75	51.22	48.02	46.85	40.65	8.85
Rear-Admiral	48.43	47.57	56.46	88.30	52.57	50.80	48.09	48.46	18.25
RANR									
Sub-Lieutenant	37.42	36.79	45.45	—	41.86	38.62	37.40	36.59	5.31
Lieutenant	40.89	40.30	48.92	—	45.26	42.10	40.85	37.96	6.15
Lieutenant-Commander	41.84	43.23	51.92	—	46.21	45.07	43.86	39.16	7.15
Commander	44.46	43.74	52.39	—	48.75	45.56	44.32	39.37	7.32
ASCC									
Sub-Lieutenant	37.72	36.21	46.04	—	41.23	38.91	36.85	35.59	5.31
Lieutenant	41.54	40.04	49.63	—	42.94	42.81	40.65	36.90	6.15

Notes—(*a*) Addition of distinction cloth between lace when required—$0.45 per coat.
(*b*) Addition of decoration and medal ribbons (to be supplied by officer)—$1.05 per coat.
(*c*) Addition of attachment for aiguillette (to be supplied by officer)—$1.00 per coat.
(*d*) Attachment of shoulder flashes Australia on uniforms (to be supplied by officers)—$0.48 per coat.

APPENDIX A—*continued*

All Ranks	*Cloth, Cotton, Drill, White*	*Cloth, Cotton, Marcella*	*Cloth, Wool and Cotton, Gabardine*	*Cloth, Wool, Serge No. 2*	*Cloth, Wool, Venetian No. 1*	*Cloth, Wool, Venetian No. 2*
	$	$	$	$	$	$
CLOAK, BOAT ..	—	—	—	—	38.90	31.65
COAT, MAN'S, BUSH, drill, white (for Captain and above)	11.97	—	—	—	—	—
COAT, MAN'S, drill, white, Officer, with gilt buttons	7.98	—	—	—	—	—
COAT, MAN'S, drill, white, Officer, without buttons	7.42	—	—	—	—	—
JACKET, MAN'S, MESS, drill, white, Officer, with gilt buttons	7.32	—	—	—	—	—
JACKET, MAN'S, MESS, drill, white, Officer, without buttons	6.92	—	—	—	—	—
RAINCOAT, MAN'S, Officer	—	—	27.42	—	—	—
TROUSERS, MEN'S, Officer	5.89	—	—	11.26	17.39	11.97
TROUSERS, MEN'S, Officer (with gold lace)	—	—	—	—	47.94	42.52
VEST, MAN'S, MESS, Officer	4.83	—	—	8.63	11.24	9.93

Khaki Clothing

Officers Taking up Appointment in North America or Asian or South-East Asian Area

	$
COAT, MAN'S, cloth, wool, gabardine, khaki	30.45 each
COAT, MAN'S, drill, khaki	12.29 each
TROUSERS, MEN'S, cloth, wool, gabardine, khaki	13.15 per pair
TROUSERS, MEN'S, drill, khaki	5.98 per pair
Working Dress	
JACKET, MAN'S, cloth, wool, serge No. 1, working dress ..	17.32 each
JACKET, MAN'S, cloth, wool, serge No. 2, working dress ..	17.49 each
TROUSERS, MEN'S, cloth, wool, serge No. 1, working dress ..	12.32 per pair
TROUSERS, MEN'S, cloth, wool, serge No. 2, working dress ..	12.48 per pair

Note—Permanent creasing, by Si-Ro-Set method, of trousers, can be effected, if desired, at an additional cost of—$0.38 per pair.

APPENDIX B

EVERS AND COHEN PTY. LTD.—SYDNEY

Made-to-Measure Uniforms for Naval Chaplains

1966–1967

Item	*Price*
	$
COAT, MAN'S, UNDRESS, black serge cloth (without gold lace) ..	32.07
TROUSERS, MEN'S, black serge cloth	11.59

APPENDIX C

CARTER AND FOLEY—PERTH

Made-to-Measure Uniforms for Officers

1966–1967

All Ranks	*Cloth, Cotton, Drill, White*	*Cloth, Wool, Serge No. 2*	*Cloth, Wool, Venetian No. 1*	*Cloth, Wool, Venetian No. 2*
	$	$	$	$
COAT, MAN'S, drill, white, Officer with gilt buttons	14.45	—	—	—
COAT, MAN'S, drill, white, Officer, without buttons	13.25	—	—	—
COAT, MAN'S, UNDRESS, Officer (Unlaced)	—	25.95	31.95	29.95
TROUSERS, MEN'S, Officer ..	9.00	13.95	16.85	13.95

Notes—Additional costs for—

(i) Affixing gold lace to Coat, Undress—

Rank	—	*Machine Sewn*	*Hand Sewn*
		$	$
Sub-Lieutenant	per coat	7.00	8.50
Lieutenant	per coat	8.00	8.50
Lieutenant-Commander ..	per coat	10.95	13.00
Commander	per coat	11.00	12.50
Captain	per coat	12.00	14.75

APPENDIX C—*continued*

(ii) Alteration of lacing consequent upon promotion or reversion—

Rank	—	*Machine Sewn*	*Hand Sewn*
		$	$
Sub-Lieutenant	per coat	8.00	10.50
Lieutenant	per coat	10.00	12.50
Lieutenant-Commander ..	per coat	12.00	14.00
Commander	per coat	13.00	14.50
Captain	per coat	13.00	16.75

(iii) Affixing letter " R " or " A " .. .. .. $0.75 per uniform

(iv) Affixing distinction cloth between lace when required $0.75 per strip

APPENDIX D

I. L. WISE—MELBOURNE

Made-to-Measure Uniforms for Officers

1966–1967

All Ranks	*Cloth, Wool, Venetian No. 1*	*Cloth, Wool, Venetian No. 2*	*Cloth, Wool, Serge No. 2*
	$	$	$
UNIFORM, UNDRESS, Unlaced	50.72	39.68	38.04
JACKET, MAN'S, MESS, Officer	28.29	23.69	—
VEST, MAN'S, MESS, Officer ..	12.89	11.31	10.49

Note—Additional costs for—

(i) Affixing gold lace to Undress Coats and Mess Jackets—

	RAN	*ASCC*
	$	$
Captain	10.69	—
Commander	8.54	—
Lieutenant-Commander ..	7.96	6.90
Lieutenant	6.39	5.33
Sub-Lieutenant	4.24	3.59
Midshipman (Turnbacks) ..	2.70	—

(ii) Affixing letters " R " .. .. $0.50 per uniform

(iii) Affixing shoulder flashes Australia (Gold) .. $0.62 per uniform

(iv) Sewing on of medal ribbons .. .. .. $0.25 per ribbon

APPENDIX E

COMMONWEALTH GOVERNMENT CLOTHING FACTORY, MELBOURNE

Made-to-Measure Uniforms for Officers

1966–1967

Rank	Cloth, Wool, Serge No. 2	Cloth, Wool, Venetian No. 1, Doeskin			Cloth, Wool, Venetian No. 2		Greatcoat (with Shoulder Straps)	Shoulder Straps (per Pair)
	Coat, Man's, Undress, Officer	Coat, Man's, Undress, Officer	Coat, Man's, Undress, Tail, Officer	Jacket, Man's, Mess, Officer	Coat, Man's, Undress, Officer	Jacket, Man's, Mess, Officer		
	$	$	$	$	$	$	$	$
Midshipman (with white turn backs)	30.50	37.95	45.15	33.70	31.50	28.85	36.00	2.85
Sub-Lieutenant	34.30	41.75	50.10	38.65	35.30	33.80	37.85	4.70
Lieutenant	36.85	44.30	52.65	41.20	37.85	36.35	38.40	5.25
Lieutenant-Commander ..	38.80	46.25	54.60	43.15	39.80	38.30	39.25	6.10
Commander	39.35	46.80	55.15	43.70	40.35	38.85	39.35	6.20
Captain	41.90	49.35	57.70	46.25	42.90	41.40	40.15	7.00
Commodore	39.40	46.85	55.20	43.75	40.40	38.90	39.50	6.35
Rear-Admiral	41.25	48.70	57.05	45.60	42.25	40.75	54.70	19.55
Vice-Admiral	44.00	51.45	59.80	48.35	45.00	43.50	55.00	19.85

Uniforms for Officers—RANR, RANR(S) and RANVR

The above schedule of prices is applicable, with the addition of—$1.00 per garment or per set of shoulder straps for the addition of letter " R".

Uniforms for Officers—ASCC

The above schedule of prices is applicable.

Note—The above prices include the cost of distinction cloth between lace where required.

Prices—Nett, FOR/FOB Melbourne.

All Ranks	Cloth, Cotton, Drill, White	Cloth, Cotton, Marcella	Cloth, Wool and Cotton, Gabardine	Cloth, Wool, Serge No. 2	Cloth, Wool, Venetian No. 1 Doeskin	Cloth, Wool, Venetian No. 2
	$	$	$	$	$	$
CLOAK, BOAT ..	—	—	—	—	35.40	28.10
COAT, MAN'S, BUSH, drill, white (for Captain and above)	11.20	—	—	—	—	—
COAT, MAN'S, drill, white, Officer, with gilt buttons	6.80	—	—	—	—	—
COAT, MAN'S, drill, white, Officer, without buttons	5.95	—	—	—	—	—
JACKET, MAN'S, MESS, drill, white, Officer, with gilt buttons ..	7.50	—	—	—	—	—
JACKET, MAN'S, MESS, drill, white, Officer, without buttons ..	6.35	—	—	—	—	—
RAINCOAT, MAN'S, Officer ..	—	—	25.80	—	—	—
TROUSERS, MEN'S, Officer	4.55	—	—	10.00*	16.00*	10.85*
VEST, MAN'S, MESS, Officer	—	3.65	—	—	10.25	8.65

	$
LACE, GOLD, ¼-in. (complete with curl, ready for placing on cuffs)	2.75 per pair
LACE, GOLD, 3/16-in. (complete with curl, ready for placing on cuffs)	3.25 per pair
LACE, GOLD, ¼-in. (complete with curl, ready for placing on shoulder straps)	2.00 per pair
LACE, GOLD, ½-in. (complete with curl, ready for placing on shoulder straps)	2.05 per pair

Khaki Clothing

Officers Taking up Appointment in North America or Asian or South-East Asian Area

	$
COAT, MAN'S, cloth, wool, gabardine, khaki	33.55 each
COAT, MAN'S, drill, khaki	12.85 each
TROUSERS, MEN'S, cloth, wool, gabardine, khaki	11.00 per pair
TROUSERS, MEN'S, drill, khaki	5.60 per pair

Note—Permanent creasing, by Si-Ro-Set method, of trousers marked * can be effected, if desired, at an additional cost of—$0.20 per pair.

Prices—Nett, FOB/FOR Melbourne.

APPENDIX F

COMMONWEALTH GOVERNMENT CLOTHING FACTORY, MELBOURNE

Made-to-Measure Uniform for Naval Chaplains

Item	*Price*
	$
COAT, MAN'S, UNDRESS, black serge cloth (without gold lace) ..	29.75
TROUSERS, MEN'S, black serge cloth	10.25

(D of V 930/52/30)

(*Navy Order 629 of 1965*)

UNCLASSIFIED

561—Made-to-Measure Uniforms—Availability of Commonwealth Government Clothing Factory Representatives in Sydney and Brisbane for Try on of Completed Uniforms

Details of contracts arranged with the Commonwealth Government Clothing Factory for supply of made-to-measure uniforms to RAN personnel during 1966–1967 have been promulgated in navy orders.

2. Arrangements have now been made to enable members in the Sydney and Brisbane areas to try on completed uniforms at premises of representatives of the Commonwealth Government Clothing Factory located as follows—

Sydney .. .. 9th Floor, Dymock's Building, George Street.

Brisbane .. .. Ampol House, 44 Herschel Street.

3. This arrangement should ensure that the customer is completely satisfied before taking delivery of garments. If uniforms are acceptable, purchasers may make payment to the factory representative and take immediate delivery of their orders. In the event that customers are not satisfied, the garments will be returned to the clothing factory for necessary alterations free of charge.

4. When placing orders with the Commonwealth Government Clothing Factory, members are to indicate clearly whether final delivery is to be made to either of the representatives referred to in Paragraph 2 above.

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

6. Navy Order 630 of 1965 is hereby cancelled.

(D of V 930/52/30)

(*Navy Order 630 of 1965*)

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

REGISTRAR.

ANO's 562-572/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18th October, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

12689/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

562—Navy Owned Residences and Leased Premises—Works and Maintenance

Approved arrangements relating to capital improvements and maintenance of Navy owned residences and leased premises is—

(A) Expenditure Classification Definitions

(i) *Capital Expenditure—Buildings, Works, Fittings and Furniture*—Includes all expenditure on—

(*a*) creation of a new asset and additions to an asset;
(*b*) replacement or reconstruction of an asset;
(*c*) demolition work integrally related to a capital project;
(*d*) property which the Commonwealth is entitled to remove on vacating leased premises, e.g., floor coverings, light fittings, furniture, equipment, moveable partitions;
(*e*) new and replacement furniture, fittings and equipment, including floor coverings;
(*f*) landscaping, paths and garden constructions.

(ii) *Repair and Maintenance Expenditure—Buildings Works, Fittings and Furniture*—Includes all expenditure on—

(*a*) making good damages, defects, wear and tear;
(*b*) repainting and renovating;
(*c*) alterations and additions in leased premises other than those referred to in (i) (*d*);
(*d*) removal expenses where the service is performed by the Department of Works;
(*e*) grounds, landscaping and garden maintenance—the latter includes top soil, fertilisers and seedlings.

(B) Vote Chargings

In general, capital expenditure is a charge to the New Works Vote (currently Division 694) and maintenance expenditure to the Repairs and Maintenance Vote (currently Division 695). Exceptions, however, are—

(i) Minor works up to $100—currently Division 668/0/11—Administrative Expenses and General Services—Minor Buildings Maintenance and Works;

(ii) Top soil, fertilisers and seedlings—currently Division 668/0/15/9—Administrative Expenses and General Services—Incidentals and Other Expenditure—Fertilisers and Seedlings.

(C) Delegations to Incur Expenditure

Current Ministerial delegations relating to (A) above are set out in Navy Order 148 of 1965, and ABR 5018, Article 340, except for FOICEA, GMGID and GMWD to whom amended delegations were advised in Navy Office Letter 2/10/12 of 7th April, 1966. The restrictions specified in each case regarding new works on official residences should be noted. Expenditure approvals by delegates in relation to supply of top soil, fertilisers and seedlings are limited to the total Navy Office annual allocations.

(D) Minor Repairs and Maintenance

Tenants of officially owned residences are normally responsible for such repairs as are tenants in a private landlord/tenant relationship, e.g., blocked drains and sinks, broken windows, damages caused by the tenant, etc. Conditions of tenancy, procedures for recovery of charges for damage and other matters affecting the tenancy of Navy and Commonwealth/State Housing Agreement residences are outlined in Navy Order 481 of 1965.

(E) General

The foregoing should be read in conjunction with Works and Maintenance instructions as relevant, contained in Paragraph 5631 *et seq* of Regulations and Instructions for the RAN.

2. In the case of residences controlled by external authorities, e.g., Commonwealth/State Housing Agreement houses the question of new works and repairs and maintenance is a matter between the tenant and the controlling authority.

(AS (F) 1424/1/10)

(Navy Orders 148 and 481 of 1965)

Section 2

PERSONNEL

UNCLASSIFIED

563—Eastern Orthodox Denomination Holy Days, 1967

Subject to the exigencies of the Service, leave of absence may be granted to Royal Australian Naval personnel belonging to the Eastern Orthodox Denomination who may desire to observe the following Holy Days in 1967 in lieu of those observed by the other Christian Denominations—

Christmas Day	7th January
Good Friday	28th April
Easter Sunday	30th April
Easter Monday	1st May

(HPB 323/1/24)

UNCLASSIFIED

564—The Ian MacDonald Memorial Prize

The Ian MacDonald Memorial Prize for 1965 has been awarded to Lieutenant J. H. Hazell (X) RAN.

(HPB 38/6/6)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

565—Alteration and Addition Item—HMAS SYDNEY

The following Alteration and Addition Item is approved to be carried out in HMAS SYDNEY—

Class List Item No. 335 (Ex TDL " AA ").

(*a*) *Item:* To manufacture a vehicle and large loading tray.

Dimensions—Length ..	17-ft. 6-in.	Between stanchions.
Width ..	9-ft.	
Spreader clearance ..	11-ft.	
SWL capacity	9-tons	

Notes: (i) Weight to be minimum to keep cargo loads to a maximum.

(ii) Tray to be similar to type already held and shown in GI Drawing 475/53, dated 2nd April, 1965, but ramp to be semi-automatic as per ship drawing supplied to Garden Island Dockyard.

(*b*) Weight compensation is not required.

(*c*) *Reference:* HMAS SYDNEY's Form AS 1182 TDL " AA " dated 5th April, 1966, forwarded under cover of FOCAF Memorandum AF 1212/55/4 dated the 21st April, 1966.

(CNTS 1213/53/156)

UNCLASSIFIED

566—Canteen Stocks—Transportation to HMA Ships in War Zones

The Commonwealth Treasury has given approval to the free transportation in Commonwealth owned or controlled vessels, of essential canteen supplies for delivery to HMA ships operating in war zones subject to—

(*a*) the costs of freight to the carrier vessel and loading in Australia not being borne by the Commonwealth;

(*b*) the Commonwealth not being liable for the costs of unloading and/or freight in the overseas area where undertaken by commercial means;

(*c*) the goods being for sale to Australian personnel only except as approved by Treasury from time to time.

2. Representations have been also made to Treasury in relation to the matter of insurance of canteen goods against loss by enemy action. Information in this regard will be promulgated on receipt of Treasury decision.

(DNA 210/51/29)

UNCLASSIFIED

567—Centage Crown Dried Yeast—Use in the RAN

Supplies of " Centage Crown " dried yeast will in future be available only in 2-lb. non-vacuum packed cans. This pack will remain at full strength in cool, non-temperature controlled storage for a period of three months from date of delivery. Care should be taken not to overstock.

2. Paragraph 3 of Navy Order 11 of 1966 is amended accordingly.

(D of V 912/64/83)

(Navy Order 11 of 1966)

UNCLASSIFIED

568—Fleet Air Arm Tie

Approval has been given to the design of a tie for wearing by those officers, sailors and civilians who are associated with the Fleet Air Arm.

2. The navy blue tie has the design of a gold swept wing aircraft containing a Kangaroo roundle underneath the Naval crown.

3. Orders have been placed for the tie which will be available for sale at HMAS ALBATROSS at a cost of approximately $2.25.

(DPS 918/62/25)

UNCLASSIFIED

569—Maintenance of Electrical Equipment in HMA Ships—Damage to Heavy Electrical Equipment

(DCI (RN) 1098/1966)

Instances of serious damage to heavy electrical equipment fitted in HM ships have occurred due to the employment of inexperienced maintenance ratings without adequate supervision. Maintenance of very high starting current equipment should only be carried out by experienced men under supervision of a senior sailor who is to be in attendance when power is restored.

2. The attention of all personnel is to be drawn to these dangers, in particular that of operating starters of such equipment with arc shutes removed. The physical danger due to shock and burns should also be emphasised.

(DWE 1201/1/28)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

570—Form AS 283—RAN Saluting Poster—Introduction

Form AS 283—RAN Saluting Poster has now been introduced and replaces Form S 283—Saluting Poster.

2. Distribution, as follows, is being effected by SNSO, Sydney, without demand and on receipt of the new poster, copies held of Form S 283 should be destroyed.

HMA Ship or Establishment	*Qty.*
HMAS CERBERUS	25 No.
HMAS LEEUWIN	25 No.
HMAS NIRIMBA	25 No.
HMAS ALBATROSS	5 No.
HMAS CRESWELL	5 No.
HMAS WATSON	2 No.
HMAS KUTTABUL	2 No.
HMAS PENGUIN	1 No.
HMAS RUSHCUTTER	1 No.
Reserve Training Establishments..	2 No. each (1 No. for Naval Staff Office)
Fleet Ships	1 No. each
Training Squadron Ships	1 No. each
Sea Cadet Units	1 No. each

(DNAS 464/54/520)

UNCLASSIFIED

571—Record of Aircrew Particulars

Form AS 3040—Annual Return of Aircrew Particulars—has been re-introduced in a revised form.

2. The revised Form AS 3040 is common for all aircrew personnel and is designed to provide a yearly record during a member's flying career. It is also designed to assist posting authorities and where indicated should show all relevant qualifications (including aircraft not flown during the year).

3. Remarks by superior officers should only concern a member's professional performance and should be of a non-confidential nature. However, completed forms are to be regarded as private information.

4. It is no longer required to forward copies of Forms AS 226 and AS 227 to Navy Office.

5. Form AS 1 and ABR 5016 will be amended.

(DOA 464/54/246)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

572—Supply of Electric Current to Residences and Quarters

It has been decided that charges for electricity supplied to married quarters from Service sources are to be calculated in future on the basis of reimbursement of all departmental expense incurred.

2. From the commencement of the accounting period following the date of issue of this order (an " accounting period " being as mentioned in the second paragraph of Article 376 (*c*) of ABR 5018—Navy Accounts Manual) the alternative method of recovery of charges permitted by Article 376 (*c*) of the manual will cease to apply. Tenants will then, in all cases, be liable for charges based on the cost per unit of electricity supplies to the establishment generally and will not be given the advantage of a (lower) current domestic rate charged to private householders by the local supply undertaking.

3. Article 376 of ABR 5018 will be amended.

(DNA 1461/1/46)

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

REGISTRAR.

ANO's 573-588/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
28th October, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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13120/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

573—Gifts of Stores—Prior Approval of Competent Authority

An instance occurred recently where the Department was committed to an undertaking involving a free gift of stores without the prior approval of competent authority having been sought.

2. As considerable embarrassment would otherwise have been caused departmentally and to others in the particular circumstances attaching in this instance, covering approval was given for the undertaking to be fulfilled.

3. As indicated in RI for the RAN, Article 4907, and ABR 5018, Article 25 (2), all proposals for the free gift of Commonwealth stores must be referred to Navy Office for prior approval.

(DNA 37/8/34)

UNCLASSIFIED

574—Importation of Firearms

Instances have occurred recently where members of the Services returning from overseas have attempted to import military type firearms into Australia as their personal property.

2. The importation of weapons of this type, together with ammunition is restricted under the Customs (Prohibited Imports) Regulations and it is essential that they be declared to the Customs authorities at the point of entry into Australia.

3. Their release is also subject to approval by the State Police authorities and as this approval is normally withheld the practice of attempting to import such items is to be discouraged.

(AS (NS) 184/1/1)

UNCLASSIFIED

575—Liferafts in HMA Ships, Excluding HMA Submarines

Policy

All RAN ships and craft of any type, excluding HMAS SUPPLY and HMA submarines, whether in commission or not, which are required to make passage, or to be towed on the open sea, are to be equipped with inflatable liferafts of an approved type, on every occasion when making passage beyond the normal limits of a harbour or port, or when remote from the parent ship.

2. **Approved Types of Inflatable Liferafts**

Catalogue No.		
0472/5604	20 Man	Admiralty Raft
1H-1940-529-7277	15 Man	USN Raft
	10 Man	Rafts of approved proprietary design
	8 Man	
	6 Man	

3. Scale of Allowances

Numbers of liferafts carried are to be calculated on the following basis—

(*a*) *Ships or Craft Whose Complement is 100 or More*—One liferaft seat for each member of the Ship's War Complement plus 10 per cent. spare rafts.

Note—20 Man Admiralty Rafts and RAN 5 day survival packs are to be used for all ships in this category, except in the case of DDG's where the USN 15 man raft and survival pack may be used until replaced by 20 Man Admiralty Rafts.

(*b*) *Ships or Craft Whose Complement is less than 100, But More Than 10*—One liferaft seat for each member of the War Complement or crew plus 1 spare raft.

Notes—

(i) 20 man rafts with 5 day RAN survival packs, or 10, 8 or 6 man rafts with a 3 day RAN survival pack, are to be used for ships or craft in this category.

(ii) In general, each ship should carry only one type of raft. Consideration will be given to supplying more than one type where significant stowage advantages would result by so doing.

(iii) In no case may less than 2 rafts be carried.

(iv) The choice of rafts will depend on considerations of numbers carried, stowage space, weight and accessibility, which will vary with different craft.

(v) Should one raft fail or be damaged, the spare raft is to be capable of carrying an equivalent load.

(*c*) *Ships or Craft Whose Complement is 10 or Less*—One liferaft seat for each crew member.

Note—8 or 6 man rafts are to be used for craft in this category, with a 3 day RAN survival pack.

4. HMAS SUPPLY is to be equipped with sufficient lifeboats and RAN 5 day survival packs for 100 per cent. of the War Complement, at davits on each side of the ship. Motor Cutters are to be included in this total. As an interim measure until this can be achieved, 1 in No. 20 man inflatable liferaft plus 5 day RAN survival pack are to be fitted in the vicinity of each of the two power boats on the starboard side to achieve 100 per cent. War Complement uplift.

5. The above instructions will be incorporated in RI.

(DTWP 400/2/500)

RESTRICTED

576—Method of Reporting Fighter Attack

A method of reporting fighter attack has been standardised by SEASTAG 3275 and in future aircraft crews are to use the Clock System set out in Figures 1 and 2 and Paragraph 4 when making reports on the following—

(*a*) Fighter attacks on bomber aircraft alone or in formation.

(*b*) Fighter attacks on fighter formations.

(*c*) Fighter attacks on maritime reconnaissance aircraft.

2. In fighter aircraft, the system will be used by the pilot; in all other aircraft by all crew members.

3. The Clock System is intended for use within and between airborne aircraft and not necessarily in control procedures.

4. **Description of the Diagrammatic Presentation of the Clock Reporting System.**

(*a*) Reporting aircraft	45 Leader.
(*b*) What sighted?	" One fighter ".
(*c*) Where?	
(i) Lateral section *see* Fig. 1	" One o'clock ", " Two o'clock ", etc.
(ii) Vertical sector *see* Fig. 2	(i) Above (iii) Level (v) Below (ii) High (iv) Low
(*d*) Range?	" Near " or " Far ".
(*e*) What is fighter doing? ..	" Parallel heading ". " Converging heading ". " Diverging heading ". " Reciprocal heading ".
(*f*) Preparation	" Prepare " (appropriate combat manoeuvres).
(*g*) Warning	" Coming in " (give o'clock and range of fighter).
(*h*) Action	Repeat combat manoeuvre and give executive word of command " GO ".

Note—If time is critical, Items (*c*) to (*h*) may be left out of the commentary.

(*j*) Commentary	Give o'clock and ranges for remainder of attack, " 4 o'clock near ", etc., together with additional instructions, if necessary.
(*k*) Breakway	" Attack broken ". Give direction in o'clock and in vertical sector, " Resume heading ".

Example of a Commentary for Fighter Versus Fighter (attacking aircraft first seen in firing range)

"Jacket Item 2—Item section break right—continue turning—attack broken 7 o'clock high—resume heading (or straighten out)."

Notes—

(i) To hand over control to another position—"Take control mid-upper".

(ii) To regain control "45 Leader—45 Leader" and continue commentary.

(iii) In the event of an undeveloped or altered attack give "Correction—Correction" and continue commentary.

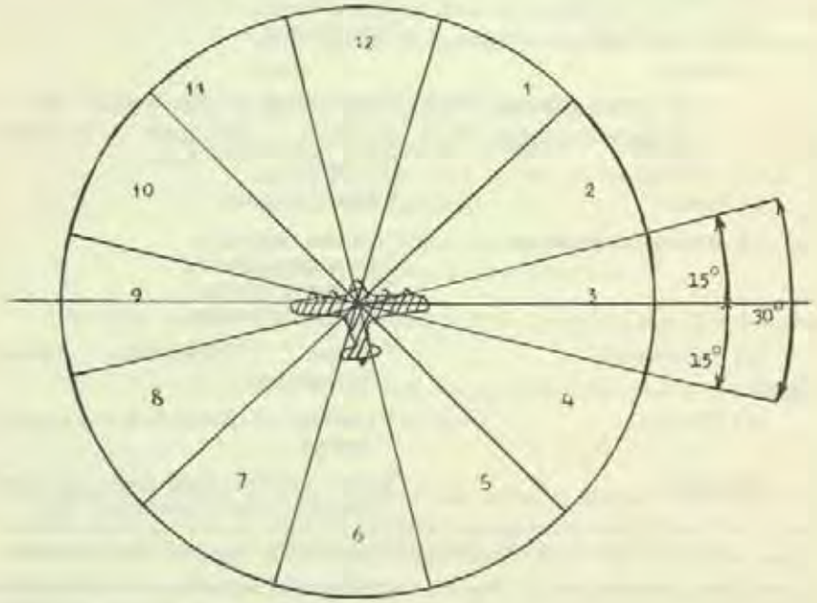
(iv) If the fighter is lost to view—"Pilot weave—Crew search".

(v) If shadowed by more than one fighter, they will be numbered in the order sighted and crew members detailed accordingly.

CLOCK SYSTEM

Figure 1:

LATERAL

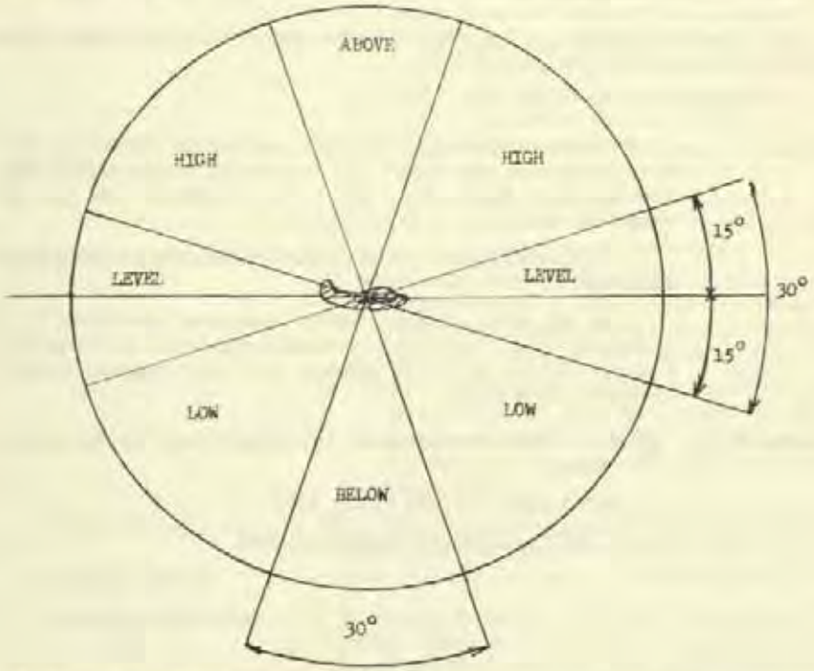


"LEFT" AND "RIGHT" SHOULD BE USED INSTEAD OF "PORT" AND "STARBOARD"

* US Reservation: "Port" and "Starboard" will be used instead of "Left" and "Right" by the United States.

Figure 2:

VERTICAL



5. Navy Order 758 of 1964 is hereby cancelled.

(DNAP 1600/212/63)

(*Navy Order 758 of 1964*)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

577—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 12.

(*a*) *Item:* To modify the main engine lubricating oil system by the addition of motor driven oil priming pumps and replacement of the existing lubricating oil filters, all in accordance with Drg. No. MBB 2–66.

(*b*) *References:* (i) ACNB signal DTG 210626Z January, 1966.

(ii) Minutes of HMAS MORESBY meeting N20/14/393 of 20th January, 1966.

(iii) GMGID letter DN20/14/431 dated 2nd February, 1966.

(iv) Navy Office Memorandum 1228/252/14 dated 11th February, 1966.

(CNTS 1228/252/14)

UNCLASSIFIED

578—Alteration and Addition Item—Ton Class Minesweepers

The following Alteration and Addition Item has been approved for HMA ships HAWK, GULL, CURLEW and SNIPE—

Class List Item No. 15 (Ex TDL " NCU ").

(*a*) *Item:* To replace the domestic automatic refrigerator (electrolux) with a 14 cubic foot deep freeze unit constructed in accordance with Garden Island Specification 6D1. The compressor unit for the deep freeze to be sited at lower deck level.

2. This item has been placed on the Deferred List for HMA ships IBIS and TEAL.

3. In the event of these vessels undergoing conversion to a minehunter role or reverting to minesweeping duties, the Carter and Finmore DAR's are to be replaced by a low magnetic content absorption Type DAR.

(*b*) *References:* (i) Navy Office Memorandum 1426/20/46 dated 5th November, 1964.

(ii) ACNB signal 310746Z March, 1965.

(iii) ACNB signal 160547Z September, 1965.

(CNTS 1426/20/46)

RESTRICTED

579—Ammunition—Propellant—Discontinuation of Sub-Lotting of Gun Ammunition and A/S Mortar Propellants

(*DCI (RN) 1029/1966*)

1. *Ships and establishments concerned* — All fitted with guns 40-mm. and above and A/S mortars. *Note*—Cartridges CIT and DCT are not subject at present time to sub-lotting.

2. *Stores affected* .. Cartridges BL, QF, SL and QEEA. 40-mm. and above, A/S mortar.

3. *Information* .. .. It has been decided that penalisation of gun ammunition and A/S mortar cartridges which have been subjected to temperatures in excess of 90° F. will be abandoned.

4. *Reason* .. .. Current types of cartridges have a life expectancy of up to 25 years at 90° F. plus a safety factor. The system of biennial inspection of each lot gives advance warning of incipient deterioration.

5. *Action required* .. (*a*) The completion of Forms S1147 for temperatures in magazines containing gun ammunition and A/S mortar cartridges is to be discontinued except under the following circumstances—

(i) When the maximum temperature has reached 100° F. but less than 110° F. for 28 days or more in aggregate since the date of the last propellant test.

(ii) When the propellant has been subjected to a temperature of 110° F. or above at any one time. The occurrence to be reported by signal to ACNB with copy to nearest armament depot.

(*b*) Sample cartridges of each lot of propellant from the magazine affected under (*a*) (ii) above, are to be landed at the nearest RAN armament depot with the report for test by the Inspecting Officer.

(*c*) There is no change to the existing regulations when temperatures of gun ammunition propellants have reached 120° F. In the case of RU stowage, the above is only applicable when temperature exceeds 120° F.

6. *Publications affected* .. MOD (Navy) has advised that BR 862 (Naval Magazine and Explosive Regulations), Articles 0209, 1105, 1108, 1114, 1115 and 1116 will be amended in due course.

7. *Additional information* .. It is already unnecessary to record temperatures and render Forms S1147 for gun ammunition below 2-pdr. and SSA, 2-in. and 3-in. mortar ammunition, engine starter, seat ejection and other aircraft cartridges, Hedgehogs and DCT cartridges filled ballistite.

8. *RAN armament depots only* — Separate instructions have been issued.

(DAS 726/251/307)

UNCLASSIFIED

580—A/S Weapons—A/S Mortar Mark 10—Loading Equipment—Modification to Hoist Motor Starter—Modification No. 9 to Type 12 DE and Daring Loading Equipment

(*a*) *Ships, establishments and authorities concerned* — All ships so fitted. Weapon equipment depots.

(*b*) *Type of equipment* .. Hoist Motor Starter, Type NDA20, Direct-on, reversing starter, D3488/BC2 and D3488/BC3.

(*c*) *Part of equipment affected* — Reversing drum.

(*d*) *Purpose of modification* — To remove the reversing facility from the starter to ensure that power cannot be used for " striking down " projectiles.

(*e*) *Nature of modification* .. To re-arrange the connections at the reversing drum terminals.

(*f*) *How to be done* .. (i) *Remove* link and re-arrange wiring.

(ii) *Amend* diagram plate on inside face of front cover.

(iii) *Delete* reference to " reversing " on diagram plate.

(iv) On completion, *check* that when in " power " the hoist operates in the " raise " direction only. If not reverse the A and B motor leads and re-check operation.

Note—This modification will render the reversing drum inoperative and its handle may be left in either position.

(*g*) *Drawings* .. .. Navy Order Diagram Issue 4/66.

(*h*) *By whom to be done* .. Ship's staff.

(*j*) *Priority* .. .. Category 1.

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

(*m*) *How to be recorded* .. As modification No. 9 to Type 12 DE and Daring Loading Equipment.

(DWE 707/51/136)

RESTRICTED

581—Cartridges 40/60 HET Fitted Tracer Igniter, Maker MOE, Lot 138, Filled ME 10/52—Withdrawal

1. *Information* .. .. Prematures have occurred at proof and the above lot is to be withdrawn from service.

2. *Action by HMA ships and establishments* All boxes containing cartridges with propellant of MEM lots are to be examined and any cartridges fitted tracer igniters of the above maker, lot and filling are to be landed as soon as possible. Tracer igniter details can be ascertained from package contents labels.

3. *Action by RANA depots* Stocks held, together with any returned from service, are to be reported for disposal. Restriction Lists are to be annotated pending formal amendment.

4. *Safety category* .. NMER (BR 862), Article 1705 (1), Category (dd)—Dangerous if used.

5. ACNB General Message 004F of 7th January, 1966, is hereby cancelled.

(DAS 726/251/288)

UNCLASSIFIED

582—Electrical (General)—35 Ton/Hour and 40 Ton/Hour Portable Pumps, Worthington Simpson—Stowage of AC Motor Starters, Electrical Apparatus Co. Ltd.

(*DCI (RN) 909/1966*)

The EAC starters for the 35 Ton/Hour and 40 Ton/Hour portable pumps of Worthington Simpson manufacture employ an overcurrent relay which embodies a partially sealed dash pot.

2. The starters carry a tally plate bearing the legend " Turn this end of starter upwards before operating." This ensures the correct operating positioning of the starter, but leakage of the silicone fluid from the dash pot is likely to occur during stowage unless the operating position is maintained.

3. Ships' Officers should examine all portable pump starter stowages, and list those incorrectly stowed as defects, quoting this order. Stowages are to be corrected at the earliest opportunity.

4. In addition, the existing Warning Plate is to be replaced by one bearing the legend—

" STOW AND OPERATE WITH THIS END UP."

(DWE 400/2/646)

UNCLASSIFIED

583—General Mess Victualling—Use of Cooking Wines

In the interests of improved messing standards and having regard to the growing awareness of the efficacy of wine for culinary purposes, the discriminate use of good, low-priced wine in cooking for general mess victualling has been approved.

2. Wine is, however, to be used only when the General Mess is in credit.

3. Stock is to be accounted for in the Provision Account, but stowed in the ward-room wine store.

4. Wine is to be issued only on the authority of the Supply Officer and supplied, by measure, in his presence, or in the presence of the officer detailed for victualling duties.

5. The cost of wine for cooking purposes should not exceed $2.50 per gallon.

6. Supplies should be purchased in half-gallon flagons whenever possible and once the flagons are opened the contents should be used within two weeks. Fresh wine should not be added to ullages as this causes spoilage.

7. On all occasions when food cooked in wine is served, a dish prepared without wine is to be provided as an alternative choice.

8. ABR 93, Manual of Victualling Stores, will be amended.

(D of V 912/60/53)

UNCLASSIFIED

584—Gun Mountings—4.5-in. Twin RP 41 Mark 6 Series Mountings—Dither Motors

There will be no further manufacture of AC dither motors for the abovementioned gun mountings. When existing stocks of AC dither motors are exhausted, DC dither motors are to be fitted in lieu, the necessary wiring changes being made generally in accordance with drawings DEE 16230 R/4 and series.

2. Reports have been received of unsatisfactory performance of DC and AC dither motors fitted in Mark 6 and Mark 6* mountings respectively.

3. Failures in most cases are attributed to the overloading of dither motors by mechanical misalignment of the motor and bevel gear shafts, introduced by the varying individual motor shaft heights and the different thicknesses of the packing fitted between the bevel gear assembly and the servo unit casing.

4. When fitting dither motors, shaft alignment is to be obtained by inserting shims under the motor mounting feet. Correct alignment is to be checked by measuring the motor working current which should not exceed 0.5 Amps. and 0.2 Amps. for AC and DC dither motors respectively.

(DWE 736/59/71)

UNCLASSIFIED

585—Ice Cream Machines in HMA Ships

Approval is given for Service System Canteens in HMA ships to negotiate direct with Dairy Frost Pty. Ltd. of 13 South Street, Rydalmere, NSW, regarding the fitting in HMA ships of ice-cream making machines.

2. The Company is prepared to supply "soft" ice-cream making machines to HMA ships on a no-rental basis provided that the necessary powdered mix is purchased from them.

3. Machines are available in two sizes—

(i) *For Large Ships' Companies* (MELBOURNE, SYDNEY, STALWART)—

Type ..	.. Model F600.
Dimensions	.. Width 19-in., Depth 27-in., Height 60¾-in.
Weight	.. 476-lb.

(ii) *For Smaller Ships' Companies* (Destroyers and below and SUPPLY)—

Type ..	.. Model F400.
Dimensions	.. Width 19-in., Depth 27-in., Height 60¾-in.
Weight	.. 466-lb.

4. The Company will supply servicing and wiring manuals with each machine and a quantity of "on board" spares. In addition, company technicians will give necessary instruction to operating and maintenance personnel.

5. Powdered mix and replacement parts for machines are available in Perth, Adelaide, Melbourne, Sydney, Brisbane and Darwin.

6. Fitting of machines in existing ships is to be carried out by A's and A's action, the item being raised by ships concerned.

7. Equivalent top weight and space compensation will be required in each case.

(ACDC 1112/51/97)

UNCLASSIFIED

586—Motor Starters—New Design Allan West DOL Type SCF Starters for Daring Class Destroyers

A limited number of new design Allan West DOL Type SCF starters as listed below are available for replacement purposes when existing DOL Type SCF starters presently fitted in Daring Class Destroyers become beyond economical repair.

Description of Starter	*Service*
(i) Starter connected in accordance with diagram No. 543933, Scheme A with Type 1B enclosure (totally enclosed) and fitted with Admiralty Ref. No. 070/015584 overload coils	(*a*) Distilling Plant Coil Drain Pump Motors (without alteration). (*b*) Boiler Filling and Lighting-up Pump Motors (when fitted with Admiralty Ref. No. 070/015586 overload coils). (*c*) Lubricating Oil Purifier Motors (when fitted with Admiralty Ref. No. 070/015581 overload coils).
(ii) Starters connected in accordance with diagram No. 544761 (modified to provide connections for remote indicating lamp box), with Type 1B enclosure and fitted with Admiralty Ref. No. 070/015581 overload coils	(*a*) Water Service Pump Motors (without alteration). (*b*) Gland Steam Condenser Circulating Pump Motors (without alteration).
(iii) Starter connected in accordance with diagram No. 543933, Scheme D, with Type 1B enclosure and fitted with Admiralty Ref. No. 070/015581 overload coils	Bilge Drain Pump Motors (without alteration).
(iv) Starter connected in accordance with diagram No. 543933, Scheme C, with Type 1C enclosure (WT to 1½-lbs. psd) and fitted with Admiralty Ref. No. 070/015586 overload coils	(*a*) Fresh Water Pump Motors (without alteration). (*b*) Waste Heat Water Pump Motors (when fitted with Admiralty Ref. No. 070/015579 overload coils).
(v) Starter connected in accordance with diagram No. 543933, Scheme A, with 1B enclosure and fitted with Admiralty Ref. No. 070/015579 overload coils	(*a*) Starch Injection Pump Motors (without alteration). (*b*) Hot Water Circulating Pump Motors (without alteration).

2. The diagrams and details of the overload coils referred to above are shown in Navy Order Diagram Issue 3/66.

3. The starters (i) and (v) above are interchangeable except that the overload coils would have to be changed to suit the particular service.

4. It is important that overload coils fitted in both "new" and "old" design starters have settings adequate for the loadings of the motor driven plant controlled. The overload setting should be of the fixed type normally set at 125 per cent. of the designed full load current of the motor, i.e., nameplate current and should operate in one-half to ten minutes at that setting. In addition, the device should operate at

eight times full load in six to twelve seconds. Care should be taken to select the appropriate overload coils from the correct column of the table shown in the above-mentioned navy order diagram.

5. Existing overload coils which are replaced should be carefully packed and identified by ships staff and forwarded to SNSO, Sydney, where they will be held in stock for further service requirements.

6. Navy Order 764 of 1964 is hereby cancelled.

(PEE 1107/51/41)

(Navy Order 764 of 1964)

UNCLASSIFIED

587—Naval Stores—Accounting—Group Class 0552—Plotting Tables, Stateboards and Plots

Plotting Tables, Stateboards and Plots which are permanently fitted when installed in HMA ships are at present classified as Permanent Sea Stores.

2. It has now been decided that these items should more appropriately be classified as Portable Fittings and they are to be transferred from the Naval Store Account to the following Lists of Equipment, etc., in accordance with ABR 4, Article 1812—

Plotting Tables, Stateboards and Plots

Permanently wired and fitted in place .. Electrical Part 1 List of Equipment, etc.

Plain Stateboards

Bolted to a bulkhead .. .. Shipwrights List of Equipment, etc.

3. ABR 4, Appendix 19, will be amended.

(DNAS 519/53/609)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

588—ABR 5076—Married Quarters—Policy and Administration—Distribution

ABR 5076, which is in course of promulgation, will be issued in accordance with the distribution detailed in the appendix to this order, without demand. This publication is classified as non-accountable.

2. In addition, one copy is to be allowed to the tenant of each married quarter and should be supplied on request. Demands covering this requirement are to be forwarded to SNSO, Sydney.

3. Navy Orders 481 of 1965, 594 of 1965 and 192 of 1966 are hereby cancelled.

APPENDIX

Navy Office, Canberra	9
Navy Office, Melbourne	8
FOCAF	2
Capt. (D) 10	1
Capt. (F) 1	1
HMAS MELBOURNE	4
HMAS SYDNEY	2
All other HMA ships	1
FOICEA	4
General Manager, Garden Island	1
GOSIEA	1
PNO Codock	1
HMAS KUTTABUL	3
HMAS PENGUIN	3
HMAS RUSHCUTTER	1
HMAS WATSON	2
HMAS WATERHEN	1
HMAS ALBATROSS	4
HMAS CRESWELL	2
HMAS HARMAN	3
RENATE	1
Internal Audit Branch, Eastern Division	1
HMAS CERBERUS	4 (includes one for RAN Rep., Pt. Cook)
NOIC Vic	1
GOSI Vic	1
General Manager, Williamstown Dockyard ..	1
Naval Recruiting Officer, Townsville	1
NOIC SA	2 (includes one for SNO Maralinga)
NOIC WA	2 (includes one for OIC Naval Store Section)
HMAS LEEUWIN	1
NOIC QLD	1
NOIC TAS	1
NOIC NA	3 (includes one for Radio Station, Darwin)

NOIC NG	2
DEP NOIC NG	1
ANRUK	1
ANA Washington	1
RANLO Honolulu	1
RAN DET Singapore	1
ANA Djakarta	1
ASA Karachi	1
ASA Bangkok	1
Mull of Kintyre	1

(DNAS 465/52/1285)

(*Navy Orders 481 and 594 of 1965 and 192 of 1966*)

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

ANO 589/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
28th October, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

13122/66.

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

589—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc., During August, 1966

The magazines, pamphlets and amendments to publications, etc., contained in the appendix to this order have been distributed to ships and services during August, 1966.

2. Article 2517 (6) of ABR 4 is relevant.

3. Copies of "P" Series Amendments referred to in the appendix to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2517 (6) of ABR 4.

BR AMENDMENTS

BR No.	*Amendment No.*
BR 31	QR 2/65
BR 70	Cumulative Suppt. corrected to 31/3/66
BR 70	Cumulative Suppt. corrected to 30/4/66
BR 218 (3)	Change No. 7
BR 218 (4)	Change No. 1
BR 226D (14)	Aust. Amendment No. AN 3
BR 672	Change No. 7
BR 677	Change No. 3
BR 1049 (1)	Change No. 1
BR 1120 (A)	Change No. 1
BR 1156	Change No. 7
BR 1288	Change No. 1
BR 1332 (1)	Change No. 1
BR 1332 (2)	Change No. 1
BR 1332 (4)	Change No. 1
BR 1332 (12)	Change No. 2
BR 1332 (15)	Change No. 5
BR 1615	Change No. 3
BR 1653	Change No. 15
BR 1661 Addendum	Change No. 1
BR 1771 (34)	Change No. 4
BR 1943	Change No. 2
BR 1981	Change No. 1
BR 1991	Change No. 4
BR 2111 (18)	Change No. 3
BR 2212	Change No. 3
BR 2215 Vol. 11	Change No. 1
BR 2330	Change No. 4

BR AMENDMENTS—*continued*

BR No.	*Amendment No.*
BR 3000	Change No. 13
BR 3327	Change No. 2
MBR 8001	Issue No. 6 dated 9/3/66 Minor Amendment Sheet No. 3
NAVSHIP 353—0191	Insert
NAMAN N2589-N2592 Vol. 21 dated 29/4/66	
NAMAN N2593-N2596 Vol. 21 dated 31/5/66	

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date*
Aeroplane and Commercial Aviation News	12.5.66
Aeroplane and Commercial Aviation News	19.5.66
Aeroplane and Commercial Aviation News	26.5.66
Aeroplane and Commercial Aviation News	2.6.66
Aeroplane and Commercial Aviation News	9.6.66
Aeroplane and Commercial Aviation News	30.6.66
Aircraft Vol. 45 No. 10	July, 1966
Aircraft Vol. 45 No. 11	August, 1966
Flight	12.5.66
Flight	19.5.66
Flight	2.6.66
Flight	9.6.66
Flight	30.6.66
HMSO List of Government Publications issued during March, 1966	
International Electronics Vol. 11 No. 6	June, 1966
Joint Services Recognition Journal Vol. 21 No. 2	February, 1966
Joint Services Recognition Journal Vol. 21 No. 3	March, 1966
Joint Services Recognition Journal Vol. 21 No. 4	April, 1966
Journal of the RN Medical Service	Spring, 1966
Signal Vol. 20 No. 10	June, 1966
US Naval Institute Proceedings Vol. 92 No. 6	June, 1966

ESTABLISHMENT LIST AND AMENDMENTS

"E" List No.	Amendment No.
A/S 206 dated 1.6.62	
A/S 223 dated 1.4.64	
A/S 232 dated 30.8.63	
A/S 232 dated 30.8.63	Amendment Nos. 1 and 3
A/S 242 dated 1.11.60	
A/S 242	Amendment Nos. 1 and 2
A/S 258 dated 3.2.65	
A/S 269 dated 9.9.63	
A/S 269	Amendment No. 1
A/S 280 dated 17.12.64	
A/S 280	Amendment No. 1
A/S 288 dated 25.10.63	
A/S 288	Amendment Nos. 1 and 3
A/S 290 dated 1.3.65	
E 850 dated 27.3.57	Amendment Nos. 12, 13 and 14
E 854 dated 4.2.57	Amendment Nos. 6, 7 and 8
E 1041 dated 2.2.63	Amendment No. 1
E 1060 dated 4.12.63	Amendment No. 4
E 1127 dated 30.11.62	Amendment No. 6
E 1153 dated 16.4.62	Amendment Nos. 5 and 6
E 1191 dated 16.9.60	Amendment No. 5
E 1293 dated 21.6.61	Amendment Nos. 6, 7 and 8
LE 41	Amendment No. 2
LE 46 September, 1964	Amendment No. 3
LE 60 21.6.61	

AMENDMENTS TO AIR PUBLICATIONS

AP No.	AL or Leaflet
109A-0001-1 (Formerly AP 4288A Vol. 1 1962 Edition)	AIL 1/66 AIL 2/66 AL 53, 54, 55 and 56
109A-0001-5	AL 27
109A-0002-1 (Formerly AP 4288 (N) Vol. 1 Parts 1 and 2)	AL 117
109B-0102-5	AL 25 and 26
109B-0103-5	AL 21
116D-0102-6A (Formerly AP 2535F Vol. 6 New Coding introduced *see* AL 17)	AL 16 and 17
116D-0105-1	AL 42
957C Vol. 4 Part 6 (1st Edition) ..	AL 19
1086 Book 1 (2nd Edition) ..	AL 43
1086 Book 3 Part 1 (2nd Edition) ..	AL 109 and 112
1086 Book 7 (2nd Edition) ..	AL 169
1086 Book 9 (2nd Edition) ..	AL 226
1086 Book 13 (2nd Edition) ..	AL 219 and 227
1086 Book 15 (2nd Edition) ..	AL 256 and 257
1181 Vol. 2	(AL 211)-B 163 (Alt. 1)

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	AL or Leaflet
1181D Vols. 1 and 6 Part 1 ..	AL 46
1182 (Naval) Vol. 4 Part 6 ..	Information Leaflet RAN/13 (July, 1966)
1182C (Naval) Vol. 1	AIL 2/66 AIL 3/66 AIL 4/66 AIL 5/66 AIL 6/66 AIL 7/66 AIL 8/66 AIL 9/66
1182C Vol. 6 (Naval)	AL 11, 12 and 13
1234B Vol. 2	AL 12
1275A Vol. 1 Section 24	AL 133
1275A Vol. 2	(AL 235)-C 8 (Canc.) (AL 234)-C 35 (Alt. 1)
1275A Vol. 3 Part 1 (Naval) Book 1	AL 15
1275B Vol. 1 Section 11	AL 75
1275G Vol. 1 (2nd Edition) Part 2 ..	AL 33
1275G Vol. 2	(AL 203)-K 22
1275T Vol. 1 Section 2	AL 10
1275T Vol. 1 Section 7	AL 19
1355C Vol. 4 Part 6 (2nd Edition) ..	AL 1
1538 Vol. 1	AL 60
1602 (The Air Almanac)	September-December/1966
1641F Vol. 1 Parts 1 and 3	AL 39
1641H Vol. 2 Part 3	AL 70
1661D Vol. 1 (2nd Edition) ..	AL 132
1661E Vol. 1 (2nd Edition) ..	AL 150
1664A Vol. 1 Book 1 (2nd Edition) ..	AL 64
1664A Vol. 2 Part 3 Book 1 ..	AL 82, 84, 85 and 86
1664D (2nd Edition) Vol. 1 Parts 1 and 3	AL 76
1664E Vols. 1 and 5	AL 37
1803D Vol. 1 Book 4	AL 126 and 127
1803D Vol. 2 Part 2	AL 263 and 264
1803U Vol. 1 Book 1	AL 26
1803U Vol. 1 Book 3	AL 28, 29, 32 and 33
2306B Vols. 1 and 6 (2nd Edition) ..	AL 21
2306M Vol. 2	(AL 21)-B 8 (Alt. 1 inc.) (AL 22)-B 17
2531J Vol. 2	(AL 208)-B 141 (AL 209)-B 142
2531S Vol. 2	(AL 30)-B 6 (Alt. 2)
2531S Vol. 5 Part 6 (Naval) Issue 1 ..	AL 1 and 5
2533K Vol. 2	(AL 14)-B 5 (Alt. 2 inc.) (AL 11)-B 7 (AL 13)-B 9 (AL 15)-B 10
2534G Vol. 1 with O/L	AL 24

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
2534N Vol. 2	(AL 132)-B 80 (Alt. 1) (AL 130)-B 81 (AL 131)-B 82
2534 (N) Vol. 5 Part 6 (Naval) Issue 1 (Office and Working Copies)	AL 13
2656A Vol. 1 (2nd Edition) ..	AIL 2/66 AIL 3/66
2662B Vol. 1	AL 47
2876A Vol. 1	AL 16
2876E Vol. 2	(AL 11)-I 2
2887N Vol. 2	(AL 92)-B 51 (Alt. 1)
2887N Vol. 3 Part 1 (Naval) Book 1	AL 3
2890SC Vol. 5 Part 6 (Naval) Issue 1	AL 6
2892F Vol. 2	(AL 65)-I 2
3042 Vol. 1 Book 4	AL 23
3275A	AL 38
AVP 4089A	A 12 (AL 3) Issue 5
4204 (Introducing new coding 101A-1104 *see* AL 5)	AL 5, 12 and 14
4288 Vol. 2	(AL 1011)-B 480 (AL 970)-F 2 (AL 1012)-I 8 with O/L's covers 1, 2, 3 and 4
4288 Vol. 4 Part 6 (Naval) Issue 4 ..	AL (RAN) 16
4288B Vol. 1 Part 2 Section 5 ..	AL 8
4300 ML	AL 12
4306A	AL 64
4338A Vol. 2	(AL 4)-B 1 (Alt. 1 inc.) (AL 3)-B 2
4340 Vol. 4 Part 6 (3rd Edition) ..	AL 2
4343 Vol. 4 Part 6 (1st Edition) ..	AL 11
4343B Vol. 1 Book 3	AL 96
4343B Vol. 3 Part 1 (N) ..	AL 17
4343C Vol. 3 Part 1 (N) ..	AL 12
4343D Vol. 6 Book 2	AL 136 and 138
4343E Vol. 5 Part 6 (N) ..	AL 7
4343P Vol. 1 Book 2	AL 7
4343S Vol. 1 Book 2	AL 160
4343S Vol. 1 Book 4	AL 165, 166 and 167
4343X Vol. 2	(AL 182)-V 17
4350A Vol. 2	(AL 15)-B 11 (AL 17)-B 13 (AL 18)-B 14
4411A Vol. 2	(AL 32)-B 27 Technical Leaflet RAN/3
4411A Vol. 6 Part 4 (New coding 116G-0601-6)	AIL (RAN) 3 AL 19 with O/L
4483A Vol. 1 Part 1	AL 86
4487D, E and F Vol. 5 (Naval) Book 1 Issue 1 F/S	AL 10

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
4487D, E and F Vol. 5 Book 2 (Naval) F/S Issue 1	AL 20 and 21
4487D, E and F Vol. 5 Book 3 (Naval) F/S Issue 1	AL 7
4578 Vol. 1	AL 21, 22, 23 and 24
4579B Vol. 2	(AL 76)-D 1 (Alt. 1 inc.)
4597ML	AL 12
4685 Vol. 1 Part 2 Section 4 ..	AIL 2/66 AIL 3/66 AIL 4/66 AIL 5/66 AIL 6/66 AL 82 and 83
4685 Vol. 1 Part 2 Section 5 ..	AL 87
4685 Vol. 6 Part 1 (Introducing new coding AP 112B-0305-6)	AL 6
4723ML	AL 16
4723 Vol. 6 Part 4	AL 37
4723A Vol. 1 Book 1	AL 117
4737A Vols. 1 and 6	AL 66
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AP (RAN) 19 Pilot's Check List (June/66)	AL 1 (with TM 55-1520-211-10CL (dated 19.1.66) attached)
AP (RAN) 19 Vol. 1 Book 1 (June/66)	AL 4 and 5
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AMRA 15 Booklet 1 Section ..	AL 18 and 19
Air Clues	June, 1966
Air Pictorial	July, 1966

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AP No.	*AL or Leaflet*
DCA Aeronautical Information Publication	AL 55
	MAP (AL 20) (1.2.66)
	MAP (AL 22) (1.5.66)
DCA NOTAMS	9/66 (1.8.66)
Rolls Royce TSD Pub. 594	Transmittal Letter No. 107
	Transmittal Letter No. 108
	Transmittal Letter No. 110
Standardisation Design Memorandum	No. 379 Issue 1 (A)
	IS 16 Section 5 Issue 2 (A)
	IS 168 Issue 6 (A)
	IS 349 Issue 2 (A)
	IS 380 Issue 1 (A)
AAP No. 2 GCC 5826 (5th Edition)	Erratum to Sub AL 3 (AL 28619)
AAP No. 2 GCC 5840 (6th Edition)	Sub AL 4 (AL 25619)
AAP No. 2 GCC 5945 (5th Edition)	Sub AL 2/Suppt. 1 (AL 16163)
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AAP No. 2 GCC 5955 (5th Edition)	Sub AL 3 (AL 28620)
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AAP 751.52 Vols. 1 and 6 Book 2 ..	AL 11
RAAF Flight Digest	1966
Support Command Publication Orders	10/66 (15th March, 1966)
	26/66 (1st July, 1966)
Air Diagram Index	June/66

(DNAS 465/57/614)

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REGISTRAR.

ANO's 590-601/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
7th November, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

13315/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

590—Loan of Service Stores and Equipment to Ships' Welfare Committees, Etc.

An instance has arisen where an item of portable equipment belonging to one of HMA ships was lost after being loaned to a committee formed by the ship's company who used it for decorative purposes at the ship's ball.

2. The attention of all concerned is drawn to RI, Article 4903 (2), which stipulates that service fixtures, fittings, stores or equipment are not to be removed from a ship or establishment without proper authority.

3. In future, when authority for the loan of service stores or equipment to such bodies as ship's welfare committees is obtained, a form of indemnity is to be signed by a responsible member of the borrowing organisation in accordance with the procedure laid down in ABR 5018 (Navy Accounts Manual), Article 20.

4. ABR 5018 (Navy Accounts Manual) will be amended.

(DNAS 400/62/1328)

UNCLASSIFIED

591—Navigation—Veering Cable Underway

(DCI (RN) 1155/1966)

HM ships have suffered serious damage recently to their hulls and hull outfits as a result of veering cable while approaching an anchorage at speeds of 8 to 10 knots.

2. Investigations are being made to establish the maximum safe speed at which ships of different classes can proceed with cable veered without causing damage to the hull. As an interim measure until data for each class is available, whenever it is necessary to veer cable before anchoring, speed is to be restricted to the minimum necessary to ensure safe navigation.

3. The above limitation is to apply also when trailing the anchor after weighing.

(CONS 161/1/210)

UNCLASSIFIED

592—Safety—Electric Shock Precautions—Test Set Electronic Valve CT160

(DCI (RN) 1132/1966)

In a recent accident in the RN, the user of a Test Set Electronic Valve CT160 received a severe electric shock when, whilst gripping one handle of the instrument with one hand, he went to touch the envelope of a CV428 under test with the other. It is thought that in doing this, his hand came into contact with the adjacent exposed and live valve base terminals.

2. Personnel are warned that when this instrument is switched on, all valve bases and connections in the lid are alive, not just the particular base in use at the time. Special care must therefore be taken to avoid contact with exposed connections when the power is on.

3. A modification is in train to provide detachable covers for the three sets of exposed connections, safer anode current links and insulated sleeves for the handles. Pending the promulgation of this modification, ships and services holding this instrument are to make up temporary covers from local resources. No permanent alterations are to be made to the instrument.

4. MOD (Navy) has advised that BR 1171 (13A) and (13B) will be amended to include a suitable warning notice.

(CONS 177/1/77)

Section 2

PERSONNEL

UNCLASSIFIED

593—Allotments—Requirement for Early Dispatch From HMA Ships and Establishments of Forms AS 63 and AS 54 and Signalled Advices of Reductions and Stoppages

When advice of the declaration, alteration or stoppage of an allotment is late in being forwarded to Navy Office, it becomes difficult and at times impossible to give effect to the desired allotment action on the pay day nominated by the allottor. Consequently delay in payment or overpayment of the allotment can occur.

2. The requirements for dispatch to Navy Office, Melbourne, of the forms and signals associated with transactions for allotments (the methods of payment of which are set out in the appendix to this order) are—

(*a*) *Allotments Payable in Australia*

The original of Form AS 63 (Allotment Declared or Altered) or Form AS 54 (Allotment Stoppage) is normally to be dispatched to the Director of Navy Accounts (Allotments Section) on a date which will ensure receipt of the form in Navy Office at least fourteen days before the effective pay day.

When personnel accompanied by dependants are posted overseas, allotments payable in Australia and qualifying the member for the credit of Marriage Allowance are to be stopped prior to departure and re-declared for payment on arrival at the overseas destination, the relevant Forms AS 54 and AS 63 being forwarded as early as is practicable.

(*b*) *Allotments Payable in the United Kingdom*

Forms AS 63 and AS 54 supported by RN Forms S 63 and S 54 series in triplicate must normally be received by the Director of Navy Accounts (Allotments Section) not later than the first day of the month in which the change is effective.

ANRUK is required to raise Forms AS 63 and AS 54 from Forms S 63 and S 54 when received, and endorse them as certified true copies. Only the original and duplicate copy of Form AS 63 and AS 54 are to be forwarded to the Director of Navy Accounts, Melbourne.

(*c*) *Allotments Payable in Overseas Areas Other Than the United Kingdom*

Original Forms AS 63 and AS 54 are to be forwarded to the Director of Navy Accounts (Allotments Section) to ensure receipt in Navy Office normally not later than twenty-one days before the effective pay day.

3. Dispatch of Form AS 54 is to be given priority particularly when relating to the stoppage of allotments of a member sentenced to detention or being discharged.

4. Where reduction or stoppage of an allotment is involved and compliance with the due dates for receipt of forms in Navy Office is not possible, a signal is to be made to Navy Office quoting the AS 63 or AS 54 number. The signal is to be followed by dispatch of the form.

5. A requirement for signalled advice in respect of allotments is incorporated in the discharge particulars required by Instruction 0213 (1) of ABR 18—Manual of Instruction for the Pay Accounting System—and also exists in respect of the allotments of absentees—in accordance with Instruction 0308 (20) of those instructions.

6. When the allotment in action is not one qualifying a member for the credit of Marriage Allowance, the late receipt of the form or signal may make it necessary for the effective date to be amended in Navy Office to a later allotment pay day with corresponding adjustment of the member's pay account. In particular, advices in respect of the reduction of allotments payable to Bank accounts, Clerks of Courts and to Government Departments, cannot be processed for the effective date if received later than nine days before the allotment pay day nominated.

7. ABR 18 will be amended.

APPENDIX

ALLOTMENTS OF PAY—METHODS OF PAYMENT

Payable In	*Existing Arrangements For Payment*
Australia	*Allotment to Bank Account* A standing authority is issued to the Bank concerned for continuous fortnightly credit until otherwise advised. These allotments may be made only in respect of the officer or sailor making the allotment or his dependants. *Post Office Allotment* An authority for payment is issued to the Postmaster and an Allotment Certificate is sent to the allottee. He or she applies fortnightly for payment at the Post Office. *Allotment to a Government Department, e.g., War Service Homes or Department of the Interior* Payment is made by cheque fortnightly.

Payable In	*Existing Arrangements For Payment*
Australia—*continued*	*Allotment to a Clerk of Courts* Payment is made by cheque fortnightly. *Allotment to a Trading Firm* Firms in receipt of more than five fortnightly allotments are paid by cheque forwarded monthly. The monthly payment is based on the number of fortnightly allotment pay days in the month. Firms in receipt of five allotments or less are paid fortnightly through the Post Office allotment system *Allotment to an Assurance Society* Payment is made by cheque monthly. The payment is based on the number of fortnightly allotment pay days in the month.
United Kingdom ..	These allotments are processed through the Royal Navy system. Both weekly and monthly allotments may be declared in accordance with the conditions contained in Articles 701 *et seq.* of BR 1950—Naval Pay Regulations for the Royal Navy. The Principal Director of Accounts (N), Ministry of Defence, requires that forms for monthly allotments be received not later than the fourteenth day of the month in which they are effective. When forms are received later than that day action will not be taken until the following month and no payment will be made for arrears for the previous month.
Overseas Areas Other Than the United Kingdom	*In the United States* Allotments are payable only to dependants—payment is effected by cheque or credit to Bank Account fortnightly. *In New Guinea* (i) To dependants of accompanied personnel located at Manus—payment is made in cash through the Cash Account of HMAS TARANGAU. (ii) To other residents of New Guinea and Papua—payment is made only to Bank Accounts per medium of the standing authority system. *At Miscellaneous Overseas Posts* Payment is made to dependants only and is arranged through the Chief Accounting Officer at the oversea post either by credit to a Bank Account or by cheque.

(DNA 271/53/46)

UNCLASSIFIED

594—Ships' Sporting Colours

The appendix to Navy Order 253 of 1966 is to be amended as follows—

	Ship/Establishment	*Jumpers*	*Socks*
Add	OXLEY	Black with broad red vee	Black with red tops

(DPS 138/6/31)

(*Navy Order 253 of 1966*)

UNCLASSIFIED

595—Watchkeeping Routines—Chow-to-Chow System

Following trials in the Fleet, the Naval Board have decided that the "Chow-to-Chow" Watchkeeping Routine may be adopted at Commanding Officers' discretion in ships when, due to operational or exercise requirements, prolonged periods of watchkeeping in 3 watches or less can be foreseen. Shore establishments concerned may adopt the routine if considered appropriate.

2. The supplementary allowance of one-third of the appropriate rate of victualling allowance, which was authorised by Navy Order 186 of 1966, for members required to undertake heavy extra work, may be claimed for personnel engaged in "Chow-to-Chow" watchkeeping for any day that they are required to work prolonged hours and are provided with an additional meal or snack. ABR 93 will be amended.

3. Examples of two and three watch systems are shown below but Commanding Officers are at liberty to vary the hours in the light of experience and depending on operational requirements.

(*a*) *Three Watch System*

	Day 1	*Day 2*	*Day 3*	etc.
2359–0730	Blue	Red	White	
0730–1200	Red	White	Blue	
1200–1730	White	Blue	Red	
1730–2359	Blue	Red	White	

(*b*) *Two Watch System*

	Day 1
2359–0730	Port
0730–1200	Starboard
1200–1730	Port
1730–2359	Starboard

(DTWP 1606/203/33)

(*Navy Order 186 of 1966*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

596—Boilers—Klinger Sleeve Packed Double Blow Down Cocks—Examination of Bottom Plugs

Service experience has indicated the necessity of examining the bottom plug of sleeve packed double blow down cocks for ships so fitted, at the earliest convenient opportunity.

2. The examination is to cover the condition of the mating threads of the cocks and plugs to ensure sufficient engagement of threads and freedom from corrosion.

3. The plugs fitted should have parallel threads, being of a good fit in the body and capable of engaging at least five complete threads when an unmodified Klinger sleeve is in position.

4. Any work involved in achieving the above conditions is to be undertaken by Defect List Action.

5. Relevant planned maintenance schedules are being amended to include the provisions of this order.

(DMED 1224/64/122)

RESTRICTED

597—Gunnery—Fire Control—MRS 3 Mod. 1—Mark 4 ZC Impedance Changer—Amendments to Test Instructions

(DCI (RN) 1097/1966)

When minor modification No. 3 to Impedance Changer Mark 4 ZC has been carried out, the internal gain tolerance given in BR 2297 (6) (A), Appendix 1, Paragraph 4b, is to be amended *to read*—

"Not less than 2,000
Not more than 6,000."

2. The following amendments to BR 2297 (6) (A), Appendix 1, are to be adopted immediately—

Paragraph 1. *Add* "(i) VMU".

Paragraph 5 (*f*). *After* "0, 20V, 40V, 60V, 100V and 120V" *add* "The VMU is to be used to measure the input and output signals at K1 and K7 of the Mark 4 ZC under test. Reference supply for the VMU is to be taken from the Mark 1 SP selector panel. The output measured on the VMU should be linear with the input to ± 0.1 per cent. ± 0.03V.

Alternatively this linear response test may be carried out with the unit in the predictor and using its own summing network. Variation of input voltage may be obtained by manually altering servos further back in the predictor chain."

Delete "The output readings _____ to _____ input and output meters".

3. Ships should arrange at an early opportunity that all Mark 4 ZC Impedance Changers be subjected to this revised linear response test.

4. MOD (Navy) has advised that BR 2297 (6) (A) and the handbook for EMO testing will be amended in due course.

(DWE 737/256/109)

RESTRICTED

598—Guns (Other Than Aircraft)—QF 4.5-in. Mark 5—Introduction of 141626 Covers, Slide (Nylon)

(DCI (RN) 234/1966)

The following new item has been introduced for the QF 4.5-in. Mark 5 gun—
141626 COVER, slide, loading stop (Nylon)

2. *Parts affected* ..	141004 Mechanism, breech, left Gun—Assembly 141017 Mechanism, breech, right Gun—Assembly 14107611 Stop, loading, left Gun—Assembly 14108911 Stop, loading, right Gun—Assembly
3. *Purpose* ..	To replace 14161311/12/13 Covers.
4. *Drawing* ..	NOD 3175/25.
5. *By whom to be done* ..	Staffs of RANAD's. Covers are to be treated as "fitted spares" and fitted in accordance with TIAD (Guns) No. 002 Worksheet No. 15.
6. *When to be done* ..	HMA ships—as soon as possible. RANAD stocks—when convenient, but before issue.
7. *Amendment to Schedule of Modification*	Part I. *Add* Serial No. 39 and *delete* Serial No. 37.
8. *Changes in allowances* ..	Spare 141626 Covers will be allowed to HMA ships in the same proportion as that previously allowed for 141613 Covers (i.e., one per ship with one mounting and two per ship with two or three mountings). HMA ships are to demand spare covers as necessary.
9. *Publications affected* ..	Warrants of NA stores will be amended in due course.

(DAS 706/251/27)

RESTRICTED

599—Radar—Types 978 and 979—Fire Hazard

(DCI (RN) 440/1965)

A major fire occurred in the Type 293/978 office of an HM ship due to a fault in the Type 978 Transmitter Unit.

2. The exceptional fire hazard in this equipment is due to the presence of inflammable materials in the transmitter unit. These materials will be replaced by modification action.

3. Types 978 and 979 are not to be left unattended when in operation except where modified Transmitter Unit (AP 0626/399086 which is a re-patternisation of 0626/103645A) and EHT Unit (AP 0626/399087 which is a re-patternisation of 0626/103646A) have been fitted.

4. Particular attention is to be paid to maintenance routines on the EHT Unit.

5. Attention is drawn to the requirement to fit surge resisting fuses in accordance with BR 1152, Chapter 10, Paragraph 11.

6. Navy Order 286 of 1965 is hereby cancelled.

(PEE 400/202/326)

(Navy Order 286 of 1965)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

600—Form TG 100—List of Authorised Movable Magnetic Material and Form TG 101—List of Excess Movable Magnetic Material—Introduction

Forms TG 100/TG 101 are introduced for use by HMA minesweepers to enable control of movable magnetic material affecting the magnetic state of the ship.

2. The degaussing coil system is designed and calibrated for a specific quantity and location of allowed magnetic material. Certain movable magnetic items such as sweep gear are allowed for in the magnetic design of the ship and are covered separately. It is essential that before ranging and sweeping operations are undertaken these items and items covered in Paragraphs 3 and 4 are stowed in the locations assigned to them. Items listed in Paragraph 5 must be off-loaded.

3. **Allowed Movable Magnetic Material**—Movable magnetic items allowed for in the design and calibration of the degaussing coil system will be entered on Form TG 100, List of Authorised Movable Magnetic Material. Three copies of this list are to be prepared by the Commander Mine Countermeasures for each minesweeper. Changes to the list are to be notified on separate sheets which must be attached to the initial list by the ship's officers. One copy of the completed form and all changes are to be forwarded to Navy Office.

4. One copy of the list is to be retained in the Ship's Book. The second copy is a working copy and is issued enclosed within a hard covered folder. It is to be held by a ship's officer who is responsible for ensuring that the items listed are stowed in the location noted on the list whenever the ship is ranged, carries out sweeping operations, or whenever a low magnetic signature is required.

5. **Excess Movable Magnetic Materials**—Careful accounting must be made of temporary or minor movable magnetic material brought aboard a ship and which is not included in the list of authorised material.

These items include—

(*a*) Tools for special repairs.

(*b*) Extra stores.

(*c*) Items permitted on board to increase the habitability of the ship and which are not normal allowance items.

(*d*) Personally owned magnetic tools and other personal magnetic items such as golf clubs.

6. Items of this nature are to be entered on Form TG 101—List of Excess Movable Magnetic Material. The list is to be prepared and maintained by a ship's officer delegated by the Captain.

7. Additions to and deletions from the list shall only be made by the responsible ship's officer who shall ensure that personally owned items are kept to a minimum. Additions shall be made direct to the list and all items added are to be initialed by the officer maintaining it.

8. One copy is to be maintained. It is to be held in the hard covered folder issued to contain Form TG 101.

9. A new list shall be made out when considered necessary and the existing list destroyed.

10. The initial list shall be compiled on receipt of Form TG 101. Movable magnetic items not on either list shall be removed from the ship.

11. **Caution and Warning Labels**—Labels are available for attachment to movable magnetic items. Major items on the Authorised List are to have a " Caution " label attached which shows the compartment in which it is to be stowed prior to minesweeping operations and degaussing ranging.

12. Material on the Excess List shall have a " Warning " label attached and shall be removed from the ship prior to minesweeping operations and D/G ranging.

13. " Caution " and " Warning " labels are to be attached to their respective items, as soon as possible. These self adhesive labels are to be adapted to suit the item to which they are attached, i.e., affixed to cardboard to form a tag, etc.

14. Forms TG 100 and TG 101 are available from SNSO, Sydney.

15. " Caution " and " Warning " labels are also available from SNSO, Sydney. They are identified by the numbers LB 101 and LB 102 respectively.

16. To assist in the determination of whether or not material is magnetic, investigations are being conducted into the possibility of issuing each ship with a suitable permeability indicator.

(PEE 1227/51/195)

UNCLASSIFIED

601—Mail for HMA Ships

The Postmaster-General's Department has provided a schedule showing the current arrival and departure times of mails at the main Australian ports visited by HMA ships. This schedule is contained in the appendix to this order.

2. Similar up-to-date information has been provided by the Postmaster-General's Department showing the arrival and departure times at the main ports in New Zealand, Papua-New Guinea, Malaysia, Fiji and Brunei. These schedules are also contained in the appendix to this order.

APPENDIX

New South Wales

—	—	—	PORT KEMBLA	NEWCASTLE	JERVIS BAY	NOWRA NAVAL P.O.	—
ARRIVALS	*BY AIR* AT POST OFFICE	S		3.30p 12mn			S
		M		6a 10a 4p 7p 9p			M
		T		6a 10a 4p 7p 9p			T
		W		6a 10a 4p 7p 9p			W
		T		6a 10a 4p 7p 9p			T
		F		6a 10a 4p 7p 9p			F
		S		6a 10.30a 6p			S
	READY FOR COLLECTION			Half an hour after arrival			
	BY SURFACE AT POST OFFICE	S		6.30p 12mn			S
		M	6.10a 12.20p	10.15a 4p 7.15p 8p 11p 12mn	9a	10.50a 2.20p	M
		T	6.10a 12.20p	6a 10.15a 4p 7.15p 8p 11p 12mn	9a	10.50a 2.20p	T
		W	6.10a 12.20p	6a 10.15a 4p 7.15p 8p 11p 12mn	9a	10.50a 2.20p	W
		T	6.10a 12.20p	6a 10.15a 4p 7.15p 8p 11p 12mn	9a	10.50a 2.20p	T
		F	6.10a 12.20p	6a 10.15a 4p 7.15p 8p 11p 12mn	9a	10.50a 2.20p	F
		S	6.10a	6a 10.15a 10.5p	9a	10.50a	S

DEPARTURES	READY FOR COLLECTION		9a and 1.30p	45 minutes after arrival except 10.5p Sat. available 7a Sun.	20 minutes after arrival	15 minutes after arrival	
	BY AIR MAIL CLOSES AT POST OFFICE	S		3p			S
		M		4.30a 4p 5p			M
		T		4.30a 4p 5p			T
		W		4.30a 4p 5p			W
		T		4.30a 4p 5p			T
		F		4.30a 4p 5p			F
		S		4.30a 9.30p			S
	BY SURFACE MAIL CLOSES AT POST OFFICE	S	6p	12mn		(NOWRA ONLY)	S
		M	7.30a 1.30p 5.15p	6.30a 12 noon 4p 5p 12mn	11.15a	9.20a 1.15p	M
		T	7.30a 1.30p 5.15p	6.30a 12 noon 4p 5p 12mn	11.15a	9.20a 1.15p	T
		W	7.30a 1.30p 5.15p	6.30a 12 noon 4p 5p 12mn	11.15a	9.20a 1.15p	W
		T	7.30a 1.30p 5.15p	6.30a 12 noon 4p 5p 12mn	11.15a	9.20a 1.15p	T
		F	7.30a 1.30p 5.15p	6.30a 12 noon 4p 5p 12mn	11.15a	9.20a 1.15p	F
		S	7.30a 12.30p	6.30a 1p 9p	10.45a	9.20a	S

—	—	—	PORTLAND		WILLIAMSTOWN		—
ARRIVALS	*BY AIR* AT POST OFFICE	S					S
		M	8p				M
		T	8p				T
		W	8p				W
		T	8p				T
		F	8p				F
		S					S
	READY FOR COLLECTION		9 a.m. following day				
	BY SURFACE AT POST OFFICE	S					S
		M	12.30p	5p	6.21a	2.31p	M
		T	12.30p	5p	6.21a	2.31p	T
		W	12.30p	5p	6.21a	2.31p	W
		T	12.30p	5p	6.21a	2.31p	T
		F	12.30p	5p	6.21a	2.31p	F
		S	12.30p		6.21a		S

DEPARTURES	READY FOR COLLECTION		1.45p and 6p Mon.–Fri. Sat. 9a Mon.		a.m. dispatches 8.15 a.m. p.m. dispatches 3.00 p.m.		
	BY AIR MAIL CLOSES AT POST OFFICE	S					S
		M	6.30a				M
		T	6.30a				T
		W	6.30a				W
		T	6.30a				T
		F	6.30a				F
		S	6.30a				S
	BY SURFACE MAIL CLOSES AT POST OFFICE	S			11a	3p 5p	S
		M	5.45a	12 noon	11a	3p 5p	M
		T	5.45a	12 noon	11a	3p 5p	T
		W	5.45a	12 noon	11a	3p 5p	W
		T	5.45a	12 noon	11a	3p 5p	T
		F	5.45a	12 noon	11a	3p 5p	F
		S	5.45a	12 noon	12 noon		S

—	—	—	BOWEN		BUNDABERG			GLADSTONE		MACKAY			—
ARRIVALS	*BY AIR* AT POST OFFICE	S	12.30p		5p					9p			S
		M	12.30p		7.45a	2.15p	8p	8.15a	3.15p	10.30a	1p	9p	M
		T	8.30a	12.30p	8a	2.15p	8p	8.45a	3.15p	10.30a	1p	9p	T
		W	8.30a	2p	8.45a	2.15p	8p	9.15a	3.15p	10.30a	1p	9p	W
		T	8.30a	12.30p	8a	2.15p	8p	8.45a	3.15p	10.30a	1p	9p	T
		F	8.30a	4.25p	8.15a	2.15p	8.15p	8.15a	3.15p	10.30a	1p	9p	F
		S	8.30a	12.30p	8a			10a		10.30a	1p	9p	S
	READY FOR COLLECTION		Half an hour after arrival Mon.–Sat. Sun. 9a Mon.		15 minutes after arrival Mon.–Sat. Sun. 8a Mon.			Half an hour after arrival		One hour after arrival except Sun. 5a Mon.			
	BY SURFACE AT POST OFFICE	S	2.15a										S
		M			6.30a	7p		8.30a		8.45p			M
		T	2.15a		4a			8.30a	10a	8.45p			T
		W	2.15a		4a	7p		8.30a	10a	8.45p			W
		T	2.15a		4a			8.30a	10a	8.45p			T
		F	2.15a		4a	7p		8.30a	10a	8.45p			F
		S	2.15a		4a			8.30a	10a	8.45p			S

DEPARTURES	READY FOR COLLECTION		Tu.–Sun. 9a		One hour after arrival			One hour after arrival		5a following day			
	BY AIR MAIL CLOSES AT POST OFFICE	S	10a							6a	12 noon		S
		M	12 noon		8.15a	3.30p		7.15a	3p	6a	2p		M
		T	12 noon		5a	8.15a	3.30p	7.15a	3p	6a	2p		T
		W	12 noon		8.15a	3.30p		7.15a	3p	6a	2p		W
		T	11a		5a	8.15a	3.30p	7.15a	3p	6a	2p		T
		F	12 noon		8.15a	3.30p	6p	7.15a	3p	6a	2p		F
		S	12 noon		8.15a	3.30p		10.30a	3p	6a	12 noon		S
	BY SURFACE MAIL CLOSES AT POST OFFICE	S	10a										S
		M	5p		6.15a	6p		3.30p	5p	5a			M
		T	5p		6.15a	6p		2.40p	3.30p	5a			T
		W	5p		6p			3.30p	6p	5a			W
		T	5p		6.15a	6p		2.40p	3.30p	5a			T
		F	5p		6p			3.30p	6p	5a			F
		S			6.15a	5p		2.40p		5a			S

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QUEENSLAND—*continued*

—	—	—	MARYBOROUGH	CAIRNS	THURSDAY ISLAND	TOWNSVILLE	—
ARRIVALS	*BY AIR* AT POST OFFICE	S	7.15p	9p		6.30a	S
		M	7.15a 1.30p	2.45p 9p	7p	5a 8.15a 12.35p 3.15p 8p	M
		T	7.15a 1.30p	10a 6p 9p		8.15a 12.35p 2.10p 8p	T
		W	8a 1.30p	10a 2.45p 9p		8.15a 12.20p 3.15p 8p	W
		T	7.15a 1.30p	10a 3.30p 3.15p 9p	7p	8.15a 12.35p 3.15p 8p	T
		F	7.45a 1.30p 7.45p	10a 1.15p 6.30p 9p		8.15a 12.35p 3.15p 8p	F
		S	7.15a	10a 4.15p 9p		8.15a 12.35p 3.40p	S
	READY FOR COLLECTION		15 minutes after arrival except Sun. 7.30a Mon.	15 minutes after arrival	15 minutes after arrival	1–2 hours after arrival	
	BY SURFACE AT POST OFFICE	S		3.15p		6.30a	S
		M	4.30a 5.15p				M
		T	4.30a	3.15p	Depends on	6.30a	T
		W	4.30a 5.15p	3.15p	shipping	6.30a	W
		T	4.30a	3.15p	arrivals	6.30a	T
		F	4.30a 5.15p	3.15p		6.30a	F
		S	4.30a	3.15p		6.30a	S

DEPARTURES	READY FOR COLLECTION		One hour after arrival	One hour after arrival		Three hours after arrival	
	BY AIR MAIL CLOSES AT POST OFFICE	S				11.30a	S
		M	9.30a 3.30p	5.30a 8.40a		6.30a 1p	M
		T	9.30a 3.30p	5.30a 10a	5a	6.30a 12 noon	T
		W	8a 3.30p	5.30a 8.40a		6.30a 1p	W
		T	9.30a 3.30p	5.30a 10a		6.30a 12 noon	T
		F	9.30a 3.30p	5.30a 5.30a 11.30p	6a	6.30a 2p	F
		S	9.30a	5.30a 8.40a 9p		6.30a 10.30a 5p	S
	BY SURFACE MAIL CLOSES AT POST OFFICE	S					S
		M	9.15a 6p	11a		7.30p	M
		T	9.15a 6p	11a	Depends on	7.30p	T
		W	6p	11a	shipping	7.30p	W
		T	9.15a 6p	11a	departures	7.30p	T
		F	6p	11a		7.30p	F
		S	9.15a 5p	7p		1.30p	S

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—	—	—	PORT AUGUSTA	PORT LINCOLN	PORT PIRIE	WHYALLA	DARWIN	—
ARRIVALS	*BY AIR* AT POST OFFICE	S					7.15p (Expt. S.A., W.A.) 10.30p (S.A., W.A.)	S
		M		8.30a 5.20p	10.10a 4.45p	9.30a 1.45p 4.45p	7.15p (Expt. S.A., W.A.) 9p (S.A., W.A.)	M
		T		9.30a 5.20p		1.15p	7.15p (Expt. S.A., W.A.) 10.30p (S.A.) 12.50p (W.A.)	T
		W		9.30a 5.20p	9.20a 4.55p	9.30a 4.45p	5.30p (Expt. W.A.)	W
		T		9.30a 5.20p		9a 4.45p	7.15p (Expt. S.A., W.A.) 9p (S.A.) 12.50p (W.A.)	T
		F		9.30a 5.20p	3.45p 4.55p	1.45p 6.30p	7.15p (Expt. W.A.)	F
		S				9.30a	5p (Expt. W.A.) 1p (W.A.) 9p (S.A.)	S
	READY FOR COLLECTION			1½ hours a.m. and ½ hour p.m. after arrival	Mon. ¾ hour; Wed. 1 hour; Fri. ½ hour after arrival	1½–2 hours after arrival	Mail received after 5p Mon.–Fri. and 12 noon Sat. Available 9a following working day. Perth Mail Tu. Th. available 2 hours after arrival	
	BY SURFACE AT POST OFFICE	S			10.36p	11p		S
		M	6.35a 2.15p 6.20p	6a	9a 12.30p 10.36p	3.30p	5.10p	M
		T	2.30p 6.20p	6a	9a 12.30p 10.36p	1.10a 3.30p		T
		W	2.30p 6.20p	6a	9a 12.30p 10.36p	1.10a 3.30p		W
		T	2.15p	6a	9a 12.30p 10.36p	1.10a 3.30p		T
		F	6a 2.15p 6.20p	6a	9a 12.30p 10.36p	1.10a 3.30p	4p	F
		S	5a 1.30p	6a	9a 11.40a 10.36p	1.10a 2.30p		S

DEPARTURES	READY FOR COLLECTION		a.m. dispatch 9a. p.m. dispatch 4p. Except: 6.20p at 9a next day, 1.30p Sat. 9a Mon.	2½ hours after arrival	Last dispatch Su. Sat. 9a following day. Otherwise 30 minutes after arrival	a.m. dispatch 9a. p.m. dispatch 2 hours after arrival except Sun. 9a Mon.	9a following day	
	BY AIR MAIL CLOSES AT POST OFFICE	S				6.30p	12.15a (Expt. S.A., W.A.) 4a (S.A.)	S
		M		7a	8.40a 3.15p	8a 11.30a 3.15p	4a	M
		T		7.30a		11.30a	12.15a (Expt. S.A., W.A.) 5a (S.A.) 10a (W.A.)	T
		W		8a	7.50a 3.25p	8a 3.15p	5a (Expt. W.A.)	W
		T		8a		1p 3.15p	5a (Expt. W.A.) 10a (W.A.)	T
		F		7.30a	3.25p	12.15p 5.45p	1a (Expt. S.A., W.A.) 4a (W.A., S.A.)	F
		S		8a		8a	5a (Expt. S.A., W.A.) 10a (W.A.)	S
	BY SURFACE MAIL CLOSES AT POST OFFICE	S			4.30p		6.30a	S
		M	6.30a 10.30a	7a	8.30a 4.30p	5a 1p		M
		T	6.30a 10.30a	7a	8.30a 4.30p	5a 1p		T
		W	6.30a 1.30p	7a	8.30a 4.30p	5a 1p	6.30a	W
		T	6.30a 10.30a	7a	8.30a 4.30p	5a 1p		T
		F	6.30a 3p 8p	7a 5.30p	8.30a 4.30p	5a 1p		F
		S	10.30a 5.00p	5.30p	7.10a	4a 4p		S

—	—	—	ALBANY	BROOME	BUNBURY	CARNARVON	DERBY	—
ARRIVALS	*BY AIR* AT POST OFFICE	S	9p	1.55p		10.25a	7.20a	S
		M		6.15a		10a	3.10p	M
		T	7.15p	5.30a		10a	6.35a	T
		W		12.40p		10.25a	6.35a 1.40p	W
		T	6.45p	5.30a		8.55a	6.35a	T
		F	9p	6a		6a 10.40p	7.10a	F
		S		6.15a		9a	7.20a	S
	READY FOR COLLECTION		9a following day	a.m. dispatches 9a. p.m. dispatches one hour after arrival except Sun. 9a Mon.		One hour after arrival except p.m. Fri. at 9a Sat. and Sun. 9a Mon.	a.m. dispatches 9a. p.m. dispatches two hours after arrival. Sun. dispatches 9a Mon.	
	BY SURFACE AT POST OFFICE	S						S
		M	7a 4.30p		7.15a 1p			M
		T	9a 6.55p		7.15a 1p	7a		T
		W	9a 4.30p	Depends on	7.15a 1p	7a	Depends on	W
		T	9a 6.45p	Shipping	7.15a 1p	7a	Shipping	T
		F	9a 4.30p		7.15a 1p	7a		F
		S	9a 6.55p		7.15a	7a		S

DEPARTURES	READY FOR COLLECTION		9.35a Mon.–Sat.		a.m. dispatches 9a. p.m. dispatches one hour after arrival	9a Tu.–Sat.		
	BY AIR MAIL CLOSES AT POST OFFICE	S	4p	3p		12 noon	3a	S
		M		11a		4.30p	9a	M
		T	5p	3a		1.30p	2p	T
		W		2p		11a 3.30p	9a 1p	W
		T	4p	6a 3p		1p 5p	3a 1p	T
		F	5p	11a		8.30a 11.30a 4.30p	9a	F
		S		6a 12 noon		12 noon	3a 11.30a	S
	BY SURFACE MAIL CLOSES AT POST OFFICE	S	4.30p					S
		M	8a 5p		2p 5.30p			M
		T	8a 5p		2p 5.30p	11a		T
		W	8a 5p	Depends on	2p 5.30p			W
		T	8a 5p	shipping	2p 5.30p			T
		F	5p		2p 5.30p	11a		F
		S	8a		12.30p		11a	S

—	—	—	GERALDTON	ONSLOW	PORT HEDLAND	WYNDHAM	YAMPI	—
ARRIVALS	*BY AIR* AT POST OFFICE	S	11.45a	12.45p	11.35a		3.10a	S
		M	8.15a	11.35a	3a 4.25a 5p		7.20a	M
		T	7.45a	12.40p 4p	11.20a	8.35a	6.35a	T
		W	8.45a		4.20a 11a	8.35a	6.35a 1.40p	W
		T	9.30a	11.15a	3a 2p 11.30p	8.35a	6a	T
		F	3.45a 8.15a 8.45p	8a	10.55a	9a	7.30a	F
		S	7.20a	11.25a	4.25a 2.20p	9.15a	7.30a	S
	READY FOR COLLECTION		One hour after arrival except a.m. Fri. at 9a. and p.m. Fri. 9a Sat.	One hour after arrival except Sun. 9a Mon.	One hour after arrival except: earliest a.m. 9a; 11.30p Th. 9a Fri.; Sun. 9a Mon.	One hour after arrival	Offloaded Derby p.m. 1½ hours after arrival; a.m. dispatches 9a except Sun. 9a Mon.	
	BY SURFACE AT POST OFFICE	S						S
		M	8a					M
		T	6a					T
		W	7.30a	Depends on	Depends on	Depends on	Depends on	W
		T	6a	shipping	shipping	shipping	shipping	T
		F	7.30a					F
		S	6a					S

DEPARTURES	READY FOR COLLECTION		9a Mon.–Sat.					
	BY AIR MAIL CLOSES AT POST OFFICE	S	10a 12.30p	11a	6a 1p			S
		M	1.30p 5p	3p	1p		5p	M
		T	3.30p	12 noon	10a 1p 5p	12.30p	5p	T
		W	7a 1.30p 5p	2p	9a 12 noon 3.30p	7a	5p	W
		T	1.30p 3p 5p	11a	6a 1p	12 noon	5p	T
		F	9.30a 1.30p 5p	2p	4a 1p	7a	5p	F
		S	12 noon	9.30a	6a 12 noon	11.45a	11a 5p	S
	BY SURFACE MAIL CLOSES AT POST OFFICE	S						S
		M	4p					M
		T	4p					T
		W	4p	Depends on	Depends on	Depends on	Depends on	W
		T	4p	shipping	shipping	shipping	shipping	T
		F	4p					F
		S	12 noon					S

—	—	—	BURNIE	DEVONPORT	LAUNCESTON	—
ARRIVALS	*BY AIR* AT POST OFFICE	S	7a		9p	S
		M	6.40a 12.30p	5.40a 1.30p	4.40a 10a 4p 9p	M
		T	6.40a 12.30p	5.40a 1.30p	4.40a 10a 4p 9p	T
		W	6.40a 12.30p	5.40a 1.30p	4.40a 10a 4p 9p	W
		T	6.40a 12.30p	5.40a 1.30p	4.40a 10a 4p 9p	T
		F	6.40a 12.30p	5.40a 1.30p	4.40a 10a 4p 9p	F
		S	6.40a	5.40a 1.30p	4.40a 10a 4p 9p	S
	READY FOR COLLECTION		One and a half hours after arrival	8a and 1.45p Mon.-Sat.	One hour after arrival except p.m. Sat. 9a Sun.	
	BY SURFACE AT POST OFFICE	S				S
		M	6.40a 7a 5.20p	5.40a 6a 3.50p	4p	M
		T	6.40a 7a 5.20p	5.40a 6a 3.50p	4p	T
		W	6.40a 7a 5.20p	5.40a 6a 3.50p	2p	W
		T	6.40a 7a 5.20p	5.40a 6a 3.50p	4p	T
		F	6.40a 7a 5.20p	5.40a 6a 3.50p	4p	F
		S	6.40a 7a 5.20p	5.40a 6a 3.50p	4p	S

DEPARTURES	READY FOR COLLECTION		One and a half hours after arrival except p.m. Sat. 8a Sun.	8a and 4.20p Mon.-Sat.	Two hours after arrival except Sat. 9a Sun.	
	BY AIR MAIL CLOSES AT POST OFFICE	S	9a		11a	S
		M	9.45a	10.45a	5.30a 9.30a 3p	M
		T	9.45a	10.45a	5.30a 9.30a 3p	T
		W	9.45a	10.45a	5.30a 9.30a 3p	W
		T	9.45a	10.45a	5.30a 9.30a 3p	T
		F	9.45a	10.45a	5.30a 9.30a 3p	F
		S	9.45a	10.45a	5.30a 9.30a 11a	S
	BY SURFACE MAIL CLOSES AT POST OFFICE	S	9a		11a	S
		M	6.30a 8.30a 1.45p 5.45p	8a 10.15a 3p 7.15p		M
		T	6.30a 8.30a 1.45p 5.45p	8a 10.15a 3p 7.15p	9a	T
		W	6.30a 8.30a 1.45p 5.45p	8a 10.15a 3p 7.15p	9.30a	W
		T	6.30a 8.30a 1.45p 5.45p	8a 10.15a 3p 7.15p	9a 7p	T
		F	6.30a 8.30a 1.45p 5.45p	8a 10.15a 3p 7.15p		F
		S	6.30a 8.30a	8a 10.15a 3p	9a	S

LOCAL STANDARD TIMES			AUCKLAND	WELLINGTON	LYTTLETON	DUNEDIN	BLUFF	TIMARU	—
ARRIVALS	*BY AIR* AT POST OFFICE	S	3.45p 9p*	8p	8p				S
		M	3.45p	8p 9p*	5p	8.45p	11.30a	5a	M
		T	3.45p	8p	5p	11a 8.45p	11.30a	5a	T
		W	3.45p	8p	8p	11a	11.30a	5a	W
		T	3.45p 9p*	8p	8p		11.30a	5a	T
		F	3.45p	8p 9p*	5p	8.45p	11.30a	5a	F
		S	3.45p	8p	5p 8p*	11a	11.30a	5a	S
READY FOR COLLECTION			One hour after arrival * From Melbourne only	One hour after arrival	One hour after arrival	Three-quarters of an hour after arrival	Three-quarters of an hour after arrival	Mon.–Fri. 8.30a Sat. 10a	
DEPARTURES	*BY AIR* MAIL CLOSES AT POST OFFICES	S		11a	11a	1.30p	2p		S
		M	5.30a		3p	3p	4p	12 noon	M
		T	5.30a	5.30a	3p	3p	4p	12 noon	T
		W	5.30a	5.30a	3p	3p	4p	12 noon	W
		T	5.30a	5.30a	3p	3p	4p	12 noon	T
		F	5.30a	5.30a	3p	3p	4p	12 noon	F
		S	5.30a 12 noon	5.30a	11a	10.30a	12 noon	1.35p	S

NEW ZEALAND—*continued*

LOCAL STANDARD TIMES			NAPIER	NELSON	RUSSELL	GISBORNE	HAMILTON	—
ARRIVALS	*BY AIR* AT POST OFFICE	S		2p			6.15p	S
		M	10.10a	9.50a	10a	9.15a	10.10p	M
		T	10.10a	9.50a	10a	9.15a	10.10p	T
		W	10.10a	9.50a	10a	9.15a	10.10p	W
		T	10.10a	9.50a	10a	9.15a	10.10p	T
		F	10.10a	9.50a	10a	9.15a	10.10p	F
		S	10.10a	9.50a		9.15a	11a	S
READY FOR COLLECTION			Three-quarters of an hour after arrival	Three-quarters of an hour after arrival	Half an hour after arrival	Half an hour after arrival	Half an hour after arrival	
DEPARTURES	*BY AIR* MAIL CLOSES AT POST OFFICES	S					6p	S
		M	4p	5p	7.30a	4.15p	11.45p	M
		T	4p	5p	7.30a	4.15p	11.45p	T
		W	4p	5p	7.30a	4.15p	11.45p	W
		T	4p	5p	7.30a	4.15p	11.45p	T
		F	4p	5p	7.30a	4.15p	11.45p	F
		S	11a 4p	12 noon	7.30a	4.15p	4p	S

Papua-New Guinea

LOCAL STANDARD TIME			AITAPE	FINSCH-HAFEN	KAVIENG	KIETA	LAE	LOMBRUM	LORENGAU	—
ARRIVALS	*BY AIR* AT POST OFFICE	S					8a			S
		M		9a	8a	12 noon	8a	12.40p	1p	M
		T		11.15a	1p		8a	10.35a	10a	T
		W	3p			12 noon	8a	12.25p	12.45p	W
		T	9a	9.30a	8a		8a	10.35a	10a	T
		F	1p		8a 1p	12 noon	8a	10.35a	10.30a	F
		S		1.50p			8a		10a	S
READY FOR COLLECTION			Half an hour after arrival	Half an hour after arrival Mon., Thu.; 1.30p Tue.; Sat. 9a Mon.	One hour after arrival	Two hours after arrival	10a Sun., Mon.; 10.30a Tue. to Sat.	2p Mon., Wed.; 11.30a Tue., Thu., Fri.	3p Mon., Wed.; 1.30p Tue., Thu., Fri.; 12 noon Sat.	
DEPARTURES	*BY AIR* MAIL CLOSES AT POST OFFICE	S					8a			S
		M		9a	1.30p	8.30a	8a	9a	8a	M
		T	4p	10.45a	3.15p		8a		8a	T
		W	4p		3.45p	8.30a	8a	9a	10a 4p	W
		T		9a	1.30p 4p		8a		8a	T
		F	11.30a			8.30a	8a	9a	8a	F
		S		11.45a			8a		8a	S

PAPUA-NEW GUINEA—*continued*

LOCAL STANDARD TIME			MADANG	PORT MORESBY	RABAUL	SAMARAI	SOHANO	VANIMO	WEWAK	—
ARRIVALS	*BY AIR* AT POST OFFICE	S			12 noon					S
		M	8a	7.30a	12.30p		10a	1.15p	1p	M
		T	1p	7.30a	12.20p	6p	12 noon		1p	T
		W	9a	7.30a	12.30p	6p	8a		1p	W
		T	1p	7.30a	12.20p			8.45a		T
		F	9a	7.30a	12.30p	6p	8a	1.45p	1p	F
		S	9a	7.30a	12.30p				1p	S
READY FOR COLLECTION			9.15a Mon.; 11.45a Wed., Fri., Sat.; 3p Tue., Thu.	10a Mon.–Sat.	2.30p daily	8.30a Wed., Thu. Sat. 8a	Two hours after arrival	Half an hour after arrival	Two hours after arrival	
DEPARTURES	*BY AIR* MAIL CLOSES AT POST OFFICE	S			4p					S
		M	4.15p	9a	4p	3.30p	9.15a	12 noon	3.15p	M
		T	4.15p	9a	4p		3.45p		3.15p	T
		W	4.15p	9a	10a 4p	7.30a	8.15a 11.45a		11.15a	W
		T	4.15p	9a	4p	3.30p		10.30a	3.15p	T
		F	4.15p	9a	4p		11.45a	1.30p	3.15p	F
		S	12 noon	9a 12 noon	4p				11.30a	S

Malaysia

LOCAL STANDARD TIME			SINGAPORE APSO	KUCHING	JESSELTON	SANDAKAN	LABUAN	TAWAU	PENANG (via Singapore)			—
ARRIVALS	*BY AIR* AT POST OFFICE	S	8.50p	11a	11a	4p	6p	3.30p	10.45a			S
		M	7p	11a	2.30p	4p	6p	3.30p	11a	7.15p		M
		T	5.30p	11a	2.30p	4p	6p	3.30p	11a	7.15p		T
		W	7.20p	11a	2.30p	4p	6p	3.30p	11a	7.15p		W
		T	8p	11a	2.30p	4p	6p	3.30p	11a	7.15p		T
		F	7.45p	11a	2.30p	4p	6p	3.30p	11a	7.15p		F
		S	5.30p	11a	2.30p	4p	6p	3.30p	11a	7.15p		S
READY FOR COLLECTION			Half an hour after arrival	Two hours after arrival	Two hours after arrival	Two hours after arrival	One hour after arrival	One hour after arrival	One hour after arrival			
DEPARTURES	*BY AIR* MAIL CLOSES AT POST OFFICE	S	6p	8.15a	4p	4.30p	3.30p	9.30a	2.45p	4.30p		S
		M	6p	8.15a	12.30p	4.30p	3.30p	9.30a	11.30a	2.45p	7.15p	M
		T	3.30p	8.15a	12.30p	4.30p	3.30p	9.30a	11.30a	2.45p	7.15p	T
		W	4.30p	8.15a	12.30p	4.30p	3.30p	9.30a	11.30a	2.45p	7.15p	W
		T	3.30p	8.15a	12.30p	4.30p	3.30p	9.30a	11.30a	2.45p	7.15p	T
		F	3.30p	8.15a	12.30p	4.30p	3.30p	9.30a	11.30a	2.45p	7.15p	F
		S	4.30p	8.15a	12.30p	4.30p	3.30p	9.30a	11.30a	2.45p	7.15p	S

			Fiji		British Solomon Islands	New Hebrides	Western Samoa	
LOCAL STANDARD TIME			SUVA	LAUTOKA	HONIARA	VILA	APIA	—
ARRIVALS	*BY AIR* AT POST OFFICE	S	8.45a					S
		M	8.45a	7a		1.30p	11.30a	M
		T	8.45a	7a	2.40p			T
		W	8.45a	7a				W
		T	8.45a	7a		1.30p		T
		F	8.45a	7a	2.40p		8.30p	F
		S	8.45a	7a		1p		S
READY FOR COLLECTION			One-quarter of an hour after arrival except Sun. 8a Mon.	One hour after arrival	Three-quarters of an hour after arrival	One hour after arrival	Mon. 1p; Fri. 9a Sat.	
DEPARTURES	*BY AIR* MAIL CLOSES AT POST OFFICE	S						S
		M	3.30p	4.30p			4p	M
		T	3.30p	4.30p	5.30p			T
		W	3.30p	4.30p		9a	4p	W
		T	3.30p	4.30p				T
		F			5.30p		9.30a 4p	F
		S	12 noon	11.30a		9a		S

(AS (NS) 68/201/22)

With reference to Navy Order 794 of 1965, Navy Orders 692 to 707 of 1964 are now over two years old and may be disposed of.

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

ANO 602/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
7th November, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

13314/66.

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

602—Naval Stores—Miscellaneous—Air—Amendment to Vocabulary Section Reference Numbers

(DCI (RN) 1135/1966)

The following information concerning alterations to RAF vocabulary section reference numbers is promulgated pending amendment to AP 1086 or schedules of spare parts, as appropriate—

Old Ref No	*New Ref No*
27QA/326	27QA/9525685

Old Ref No	New Ref No	Old Ref No	New Ref No
Section 36NG	*Section 36LL*	*Section 36NG—* contd	*Section 36LL—* contd
3	16313	991	15438
43	17057	992	15439
50	16298	993	15549
493	15425	994	15719
841	15327	995	15720
842	15326	996	15768
847	15324	997	15770
848	15328	999	15715
849	15325	1000	15547
851	15322	1001	15440
853	15303	1002	15610
899	17001	1003	15442
905	15485	1004	15443
920	15434	1006	15450
921	15481	1007	15448
928	15602	1008	15449
929	15603	1009	15444
931	15329	1010	15445
932	15638	1011	15446
933	15772	1012	15447
934	15419	1013	15611
935	15418	1015	15453
936	15417	1016	15452
937	15789	1017	15451
938	15480	1018	15454
939	15421	1019	15781
940	15422	1020	15656
941	15423	1021	15655
942	15424	1022	15711
946	15618	1023	15706
947	15619	1024	15748
948	15426	1025	15482
950	15678	1026	15691
951	15427	1027	15483
952	15430	1029	15687
953	15431	1030	15688
955	15432	1031	16388
956	15548	1032	15343
958	15675	1033	16360
959	15428	1034	15702
960	15433	1035	15704
961	15689	1036	15705
962	15659	1037	15703
963	15657	1038	15701
964	15658	1039	16377
965	16365	1040	15635
966	16330	1041	15487
967	16331	1042	15486
972	16370	1045	15761
973	16332	1046	15468
978	15747	1047	15475
981	16337	1048	15476
982	16339	1049	15471
983	16338	1050	15472
985	15792	1051	15473
987	15718	1052	15474
988	15435	1055	15676
989	15436	1056	15479
990	15437		

Old Ref No	New Ref No	Old Ref No	New Ref No
Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
1057	15480	1137	15640
1058	15477	1138	15492
1062	15478	1140	15493
1063	15662	1143	15505
1064	15488	1144	15506
1068	15455	1145	15507
1069	15646	1146	15509
1070	15456	1147	15510
1071	15457	1148	15504
1072	15671	1149	15511
1073	15679	1150	15490
1074	15612	1152	15491
1075	15462	1154	15528
1076	15458	1155	15698
1077	15459	1157	15699
1078	15461	1158	15697
1079	15460	1159	15525
1080	15760	1161	15526
1081	15758	1162	15749
1082	15759	1163	15527
1083	15464	1165	15529
1084	15644	1166	15530
1085	15643	1167	15531
1086	15645	1168	15532
1087	15463	1169	15690
1088	15696	1170	15517
1093	15672	1171	15518
1094	15724	1172	15520
1095	15723	1173	15519
1096	15540	1174	15521
1098	15733	1175	15522
1099	15734	1179	15534
1100	15735	1180	16350
1102	15729	1182	15536
1103	15722	1188	15535
1104	15539	1189	15604
1107	15725	1190	15605
1108	15541	1191	15543
1109	15550	1192	15542
1110	16354	1195	15538
1111	16587	1197	15544
1112	15551	1199	15371
1115	15545	1200	15392
1116	15523	1201	15373
1117	15524	1202	15401
1118	15641	1203	15368
1119	16346	1204	15372
1120	16347	1206	15375
1121	16348	1207	15374
1123	15495	1215	16323
1124	15499	1221	15379
1125	15500	1222	15388
1126	15501	1223	15389
1128	15503	1224	15546
1129	15512	1225	15370
1130	15513	1226	15369
1132	15516	1227	15390
1133	15515	1228	15730

Old Ref No	New Ref No	Old Ref No	New Ref No
Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
1229	15416	1345	16391
1230	15377	1346	16366
1231	16322	1348	15582
1232	15391	1351	15750
1234	15721	1352	15695
1235	15376	1354	15359
1236	16324	1355	15360
1237	15731	1356	15489
1240	16325	1357	15637
1242	15380	1358	15642
1246	15382	1359	15353
1247	15383	1360	15361
1248	15385	1361	15362
1249	15394	1362	15363
1250	15384	1363	15354
1251	15700	1364	15693
1252	17012	1366	16320
1254	15780	1368	16321
1255	16380	1369	15636
1256	15568	1370	15355
1257	15569	1371	15356
1258	15570	1373	15357
1259	15571	1374	15358
1260	15556	1376	15600
1261	15557	1377	15785
1262	15558	1378	15601
1263	15559	1380	15775
1264	15561	1381	15774
1265	15562	1382	15776
1266	15563	1383	17028
1267	15564	1386	15692
1268	15726	1387	15331
1269	15727	1388	15315
1270	15728	1389	15333
1271	16381	1390	15291
1273	15773	1391	15290
1284	15567	1392	15286
1285	15566	1393	15292
1286	15585	1394	15293
1288	15576	1395	15296
1289	15577	1396	15295
1291	15575	1397	15298
1292	15573	1398	15300
1293	15586	1399	15302
1294	15716	1400	15318
1296	15756	1401	15314
1297	15717	1402	15317
1304	16691	1403	15332
1331	15565	1404	15783
1332	15583	1405	15330
1333	15587	1406	15344
1334	15584	1408	15345
1337	15579	1409	15348
1338	15663	1412	15351
1339	15578	1413	15313
1340	15580	1414	15310
1341	15581	1415	15312
1344	15660	1416	15309

Old Ref No	New Ref No	Old Ref No	New Ref No
Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
1417	15308	1507	15407
1418	15307	1508	16326
1419	15320	1509	15712
1420	15287	1510	15778
1421	15288	1511	15406
1422	15289	1512	15405
1423	15319	1513	15404
1424	15685	1514	15403
1425	15316	1519	15410
1428	15285	1520	15399
1431	16394	1521	15788
1432	15311	1522	15396
1435	15284	1523	15395
1438	15684	1524	16327
1439	16490	1526	15412
1440	16374	1527	15413
1442	15282	1818	15021
1443	15321	1833	16145
1444	17040	1860	15133
1445	15751	1861	16150
1446	15599	1879	15136
1447	15595	1880	16697
1448	15790	1882	16588
1452	16358	1883	16589
1453	15594	1884	16590
1454	15560	1887	16279
1455	15598	1893	16144
1457	15753	1901	16594
1458	15593	1931	15150
1459	15591	2024	15784
1460	15597	2052	15149
1461	15590	2054	15211
1462	15752	2055	16295
1463	15596	2056	15219
1465	15588	2057	15217
1466	17054	2058	15218
1474	16605	2059	15216
1475	16606	2082	15049
1476	16607	2083	15048
1479	16352	2084	15199
1480	16602	2085	16291
1481	16603	2086	16292
1482	16604	2087	16293
1484	16367	2088	15209
1486	16353	2090	15239
1489	16677	2091	15135
1490	17042	2092	16151
1491	16628	2093	16155
1492	15786	2094	15141
1494	15411	2096	15143
1495	15409	2097	16157
1496	15398	2098	16190
1497	15397	2099	16156
1499	15408	2100	15198
1500	15713	2101	16285
1501	15400	2102	16286
1502	15779	2103	16287
1503	16392	2104	15207
1506	15415	2105	15197

Old Ref No	New Ref No	Old Ref No	New Ref No
Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
2106	15179	2180	15232
2109	15237	2181	15205
2113	15050	2182	15206
2114	15212	2183	15204
2116	15172	2186	15189
2117	15171	2187	15210
2118	15042	2188	15043
2119	15180	2190	15044
2120	15246	2191	15053
2121	15047	2192	15054
2123	15238	2194	16177
2124	15046	2195	15025
2125	16174	2196	16147
2126	15192	2197	15158
2127	15194	2198	15029
2128	15227	2200	15022
2129	15051	2202	15028
2130	15013	2204	15037
2132	15014	2205	15176
2134	15138	2206	16192
2135	16153	2207	16164
2136	15148	2208	16143
2137	16160	2209	15177
2138	15027	2210	15221
2140	15137	2211	15233
2141	15040	2213	16176
2144	15024	2214	16175
2145	16146	2215	15196
2146	15026	2219	15016
2147	16148	2221	15247
2148	15030	2224	15229
2149	16165	2225	15186
2150	15153	2233	16180
2151	16163	2292	16318
2152	16161	2300	16344
2153	15151	2302	15303
2154	15154	2303	16310
2155	15240	2304	16311
2156	15208	2305	16312
2157	15222	2307	15003
2158	15223	2320	16173
2159	15039	2353	15038
2160	15188	2355	15036
2162	15182	2367	15055
2163	15231	2368	15056
2164	15225	2369	15057
2165	15224	2379	16179
2166	15173	2512	15787
2167	15175	2513	15777
2169	15146	2514	15589
2170	16158	2515	15230
2171	15147	2516	15248
2172	16159	2541	15537
2173	16152	2549	15755
2174	15187	2551	15732
2176	15185	2612	15533
2177	15226	2622	16395
2178	15017	2624	15250

Old Ref No	New Ref No	Old Ref No	New Ref No
Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
2625	15249	2724	15847
2638	15821	2725	15838
2639	15815	2726	15851
2640	15819	2727	15850
2641	16396	2728	15849
2642	15822	2729	15670
2643	15817	2730	15669
2647	15818	2731	15754
2649	15814	2735	15896
2650	15823	2736	15892
2651	15820	2737	15894
2654	15816	2738	15893
2665	15793	2742	16397
2666	15794	2743	15253
2667	15828	2744	15918
2668	15830	2745	15871
2669	15829	2746	15872
2670	15831	2747	15873
2671	15832	2748	16301
2672	15252	2749	15255
2673	15827	2754	15882
2675	15813	2755	15881
2676	15809	2756	15875
2677	15812	2757	16399
2678	15810	2758	15878
2679	15853	2759	15874
2682	15808	2760	15877
2683	15807	2761	15879
2687	15798	2769	16406
2690	15797	2770	15906
2691	15799	2771	16403
2692	15800	2772	16407
2693	15795	2773	15919
2694	15796	2775	15155
2695	15023	2776	16166
2697	15870	2777	15152
2699	15848	2778	15926
2700	15833	2779	15920
2701	15837	2780	15365
2702	15835	2781	15364
2703	15834	2782	17049
2704	15836	2784	15898
2707	15840	2785	15004
2708	15839	2786	15052
2709	15844	2787	15002
2710	15195	2788	15001
2711	15191	2789	15934
2712	15845	2790	15908
2713	15846	2791	15935
2714	15891	2792	15899
2715	15866	2793	15900
2716	15867	2795	15901
2717	15868	2796	15902
2718	15869	2797	15903
2719	15842	2798	15904
2721	15335	2799	15912
2722	15841	2802	15917
2723	15843	2803	15913

Old Ref No	New Ref No	Old Ref No	New Ref No
Section 36NG— *contd*	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
2804	15914	3580	15886
2805	15916	3581	16281
2806	15905	3583	16297
2807	16404	3587	16398
2808	15213	3588	15915
2809	15922	3617	17066
2810	15925	3619	15258
2811	15923	3620	15184
2827	15921	3626	15666
2872	16375	3627	15058
2873	15927	3630	16401
2874	15929	3631	15470
2875	15930	3632	16340
2876	15931	3633	16341
2877	15932	3634	16342
2878	16408	3635	16389
2895	16162	3636	16379
3032	15254	3637	16390
3034	15856	3642	16408
3035	15857	3649	15960
3036	15858	3650	15952
3037	15861	3652	16412
3038	15862	3654	16382
3039	15863	3655	15654
3040	15865	3656	15650
3041	15864	3658	15885
3044	15860	3659	15883
3045	15859	3661	16402
3046	15855	3665	15667
3047	15854	3666	16361
3048	15928	3667	16345
3067	16410	3669	15887
3071	15939	3671	16400
3072	15936	3673	17076
3073	15142	3678	15260
3079	15811	3679	15969
3083	15937	3680	15890
3089	15951	3681	16296
3090	15941	3682	16351
3091	15942	3684	16357
3092	15943	3685	15946
3112	15940	3688	15945
3160	15947	3698	17050
3165	15170	3700	16364
3166	15668	3911	16659
3167	15954	3983	15958
3170	15782	3985	15967
3171	15955	3986	15966
3172	15876	3990	15005
3262	15956	4009	15949
3263	16413	4010	15948
3273	16405	4011	15950
3567	15281	4012	15944
3568	16362	4013	15959
3574	17102	4014	15962
3576	15888	4015	15953
3577	15897	4016	15961
3578	16369	4032	15965

Old Ref No	New Ref No	Old Ref No	New Ref No
Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
4033	15964	4439	15349
4034	15963	4440	15350
4063	15970	4443	15736
4067	15975	4444	15801
4068	16418	4445	15802
4069	15974	4446	15803
4071	15977	4447	15804
4077	15973	4448	15805
4089	17051	4449	15806
4106	17077	4450	15737
4109	15979	4451	15738
4125	16149	4452	15739
4136	16423	4453	15740
4140	15665	4454	15741
4141	15664	4455	15742
4145	15606	4456	15743
4191	16431	4457	15744
4192	16426	4458	15745
4193	16425	4459	15746
4194	16433	4474	16427
4195	16432	4475	16428
4196	16421	4476	16429
4197	16424	4495	17067
4198	16422	4498	16474
4223	15889	4502	16454
4335	17013	4504	16476
4337	15986	4506	16478
4339	15987	4507	16455
4341	15985	4510	16456
4361	15995	4512	16457
4366	15352	4513	17078
4371	16314	4518	16458
4372	16315	4519	16459
4373	16316	4520	16460
4374	16282	4521	16461
4375	16283	4524	16485
4376	16284	4525	16462
4419	15200	4526	16488
4420	15201	4531	16463
4421	15202	4532	16491
4422	16288	4534	16492
4423	16289	4536	16493
4424	16290	4538	16464
4425	16591	4539	16465
4426	16592	4540	16495
4427	16593	4542	16496
4428	15552	4544	16497
4429	15553	4547	16466
4430	15554	4548	17093
4431	15134	4549	16494
4432	15156	4559	16455
4433	15157	4560	16452
4434	15304	4561	16142
4435	15305	4562	16441
4436	15306	4563	16299
4437	15346	4564	16440
4438	15347	4565	16435
		4566	16178

Old Ref No	New Ref No	Old Ref No	New Ref No
Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
4567	16450	4823	15336
4568	16434	4863	16000
4569	16437	4864	16001
4570	16438	4865	16002
4571	16520	4871	15998
4574	16471	4872	15999
4575	16451	4873	15997
4577	16516	4876	16703
4578	16470	4883	17043
4579	16445	4884	17002
4580	16448	4911	17103
4581	16446	4986	16009
4582	16447	4987	16022
4583	15241	4988	16030
4584	16521	4989	16031
4585	16443	4990	16032
4586	16522	4991	16029
4587	16442	5009	16532
4588	16444	5028	16011
4589	16523	5029	16003
4591	16359	5030	16004
4595	16439	5031	16018
4599	16489	5032	15259
4600	16005	5033	16017
4601	17107	5035	16529
4638	16420	5057	15273
4640	16415	5060	15277
4641	17094	5068	15272
4642	16414	5069	15274
4673	16419	5073	15271
4674	16436	5078	15270
4680	16503	5080	16534
4682	16498	5081	16535
4685	16510	5085	15276
4686	16509	5094	17090
4687	16472	5095	16055
4688	16506	5096	16052
4691	16507	5097	16681
4693	16302	5098	15214
4695	16307	5100	16524
4696	16515	5161	16482
4697	16499	5163	16416
4698	16502	5164	16487
4699	16514	5165	16417
4700	16300	5167	15613
4701	16501	5168	15614
4702	16500	5171	15714
4703	16508	5173	16020
4708	16517	5174	15262
4724	16504	5175	15256
4725	16505	5176	16021
4751	15994	5177	16013
4752	15992	5178	16014
4753	15993	5180	16051
4787	15996	5181	15228
4788	15337	5182	15065
4789	15338	5184	17089
		5186	16038

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Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
5187	15061	5275	15111
5188	16042	5276	15100
5190	16537	5277	15103
5194	16545	5278	15117
5196	15118	5279	15128
5199	16555	5280	15127
5201	16449	5281	15097
5202	16553	5282	15090
5203	16554	5283	15119
5205	15275	5284	16540
5207	15972	5285	16541
5210	15067	5286	16538
5211	17029	5287	15093
5212	16006	5288	15080
5214	15243	5289	15122
5215	16040	5290	15123
5216	15115	5291	15099
5217	15060	5292	15087
5218	16039	5293	16183
5219	16054	5294	15126
5222	16066	5295	15091
5223	15244	5297	15086
5224	15109	5298	15089
5230	16489	5299	15130
5236	15323	5300	15096
5237	17058	5301	15094
5240	16530	5302	15059
5242	15068	5303	15112
5243	15063	5304	15110
5244	15129	5305	15116
5245	16053	5306	16542
5246	15071	5307	15121
5247	15073	5308	15102
5248	15066	5309	16539
5249	15083	5310	15092
5250	15074	5311	15101
5251	15064	5312	17069
5252	15095	5330	17003
5253	15098	5334	17059
5254	15062	5336	15639
5255	15072	5337	15263
5256	15082	5342	16185
5257	15069	5343	16184
5258	15084	5344	16181
5259	15124	5345	16182
5260	15670	5346	15081
5262	15108	5352	17127
5263	15088	5378	15178
5264	15105	5453	17068
5265	15107	5456	16306
5266	15104	5457	15261
5267	15085	5458	16546
5269	15075	5466	16430
5270	15120	5479	16558
5271	15077	5483	16526
5272	15113	5489	17044
5273	15114	5490	17060
5274	15078	5491	17004

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Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
5492	17041	5661	16081
5493	16304	5662	15183
5494	16305	5663	16082
5509	15661	5664	16083
5510	15907	5665	16084
5512	16103	5666	15076
5516	17099	5667	16091
5517	16562	5669	16085
5520	17097	5670	16088
5572	16544	5671	16089
5573	16110	5672	16090
5574	16536	5673	16092
5575	16096	5687	15079
5576	16111	5688	16099
5578	17079	5691	16098
5582	16100	5693	16075
5583	16101	5695	16071
5584	16112	5697	16073
5594	17061	5698	16067
5595	15334	5699	16068
5596	15340	5700	16074
5597	16109	5701	16077
5599	16041	5702	16141
5614	16007	5703	15236
5616	17109	5704	15235
5618	15694	5705	16094
5619	17005	5706	16093
5620	17006	5707	15106
5623	17007	5708	16076
5624	17008	5710	16586
5625	17014	5711	16095
5626	15988	5727	17070
5627	15144	5728	17052
5628	15145	5730	15989
5630	16056	5735	15181
5631	16028	5776	16557
5632	16023	5778	17071
5633	16027	5780	16565
5634	15957	5781	17074
5635	16058	5782	16479
5636	16059	5788	16061
5637	16024	5795	16363
5638	16025	5796	17095
5639	16062	5803	15441
5640	16047	5845	16189
5641	16065	5896	15494
5642	16063	5913	15980
5643	16048	5917	17030
5645	16060	5939	16714
5646	16064	5946	17118
5647	16049	5947	17119
5648	16026	5950	17123
5654	17055	5953	16552
5655	16078	5972	16473
5657	16087	5973	16475
5658	16086	5974	16564
5659	16079	5975	16563
5660	16080	5976	16559

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Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
5977	16561	6143	15617
5981	17098	6144	15496
5982	16513	6145	15497
5983	16672	6146	15498
5984	16547	6147	15632
5986	16511	6148	15633
5987	16368	6149	15634
5989	16550	6150	15824
5990	16551	6151	15825
5991	16512	6152	15826
5993	16548	6153	15708
5994	16549	6154	15709
5996	16468	6155	15710
5997	16543	6156	16137
5999	16518	6157	16138
6018	16187	6158	16139
6019	16188	6159	15651
6021	16172	6160	15652
6025	17020	6161	15653
6042	15769	6162	15620
6043	15771	6163	15621
6048	16104	6164	15622
6050	16045	6165	15623
6051	16043	6166	15624
6052	16050	6167	15625
6053	16046	6168	15294
6054	16044	6170	15297
6056	15626	6171	15299
6057	15627	6172	15301
6058	15628	6178	16598
6059	15680	6184	15387
6060	15681	6185	15592
6061	15682	6186	15572
6062	15909	6187	15938
6063	15910	6188	15381
6064	15911	6189	15251
6065	17017	6190	15283
6080	17062	6191	15514
6088	17031	6192	16595
6089	15343	6193	16140
6095	17063	6194	16556
6096	17025	6195	16016
6097	16037	6196	15257
6098	16057	6197	16336
6100	16317	6199	17075
6117	16319	6200	17091
6119	17084	6201	16577
6132	15629	6216	16123
6133	15630	6217	16114
6134	15631	6218	16116
6135	16333	6219	16124
6136	16334	6220	15341
6137	16335	6221	15342
6138	16355	6222	16119
6139	15574	6223	16120
6140	16356	6225	16127
6141	15615	6226	17032
6142	15616	6227	15971

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Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
6228	16117	6662	15011
6229	16113	6663	15159
6230	15264	6664	15019
6231	16118	6665	15008
6232	16115	6666	15007
6233	16125	6667	15018
6245	17015	6668	15269
6251	16102	6669	15242
6252	16126	6670	15245
6253	17045	6671	15366
6254	16131	6672	15220
6255	15132	6673	15174
6256	15131	6674	15234
6258	17085	6676	15268
6259	16486	6677	15414
6264	16329	6687	15765
6273	17108	6688	15766
6281	15267	6689	15767
6282	16528	6690	15215
6284	15140	6692	15880
6312	16136	6694	17009
6363	17086	6697	16712
6377	16560	6698	16713
6378	17033	6699	16727
6379	15686	6700	16700
6380	16133	6701	16372
6383	15791	6702	16711
6384	15607	6707	16371
6385	15608	6708	16372
6386	15609	6709	16373
6387	15762	6712	17021
6388	15763	6713	15982
6389	15764	6714	15266
6390	15465	6715	17026
6391	15466	6716	16019
6392	15467	6717	17010
6393	16596	6718	15020
6394	16105	6719	16108
6395	16597	6721	15265
6396	15045	6722	16106
6397	15032	6723	15041
6398	16608	6724	16107
6399	16609	6725	15674
6400	16610	6726	16132
6401	16611	6731	16130
6402	15976	6732	16129
6650	15508	6733	15393
6651	15484	6759	16676
6652	15884	6760	17100
6653	15006	6763	16519
6654	15009	6764	16469
6655	15924	6768	16376
6656	15193	6771	17081
6657	15555	6865	17080
6658	15015	6884	15429
6659	15012	6888	16069
6660	15190	6889	16097
6661	15139	6921	15367

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Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
6922	15386	7179	15165
6923	15895	7180	15164
6925	16010	7192	15166
6926	16196	7193	15168
6928	16128	7194	15167
6929	15933	7195	16134
6961	17022	7222	15502
6962	16070	7223	16203
6963	16072	7224	15978
6964	15981	7225	16658
6965	16033	7229	16237
6966	16034	7238	16213
6967	15378	7243	16238
6968	16036	7244	16637
6969	16122	7245	17064
6970	16121	7248	16657
6971	15984	7265	17105
6972	15983	7266	17106
6981	16571	7729	16170
6982	16579	7833	16269
7020	15010	7834	16705
7089	16209	7835	16735
7090	16015	7836	16633
7093	16704	7837	16634
7095	16210	7838	17036
7113	15960	7839	16613
7114	15961	7840	16614
7115	15963	7841	16615
7116	17023	7842	16669
7124	16309	7843	16616
7127	16393	7844	16617
7128	16467	7845	16618
7129	16481	7846	16619
7130	16483	7847	16620
7131	17120	7848	16621
7132	16531	7849	16622
7134	16566	7850	16623
7136	17034	7851	16624
7142	17121	7852	17046
7143	16194	7853	16233
7144	17110	7854	16630
7145	17083	7855	16631
7146	17122	7856	16632
7147	16197	7857	16235
7148	17128	7858	16234
7149	17072	7865	16200
7150	17096	7870	16236
7151	17087	7871	16569
7152	17101	7872	16204
7153	17018	7873	16277
7154	17092	7874	16208
7155	17056	7936	16195
7156	17104	7939	16268
7161	15757	7940	16221
7167	16477	7941	16222
7169	16525	7942	16224
7170	17082	7943	16262
7178	15163	7945	16219

Old Ref No	New Ref No	Old Ref No	New Ref No
Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
7952	16225	8071	15649
7953	16226	8072	16721
7954	16220	8073	16723
7958	15033	8074	16724
7959	16582	8075	16198
7960	16585	8076	16218
7961	17024	8077	16706
7962	16241	8078	16707
7963	16240	8079	16249
7964	16626	8080	16715
7965	16214	8081	16716
7966	16216	8082	16717
7967	16215	8083	16718
7968	16217	8084	16719
7969	16239	8085	16720
7970	16625	8087	16708
7975	16199	8088	16693
7976	17053	8090	16694
7977	15852	8091	16710
7978	16682	8092	16729
7979	16683	8093	16267
7980	16660	8094	16264
7981	16276	8095	16263
7982	16661	8096	16265
7983	16662	8097	16273
7984	16663	8098	16266
7985	16664	8099	16255
7987	16665	8100	16700
7988	16666	8101	16256
7989	16667	8102	16257
7990	16383	8103	16258
7991	16384	8104	16701
7992	16385	8105	16259
7993	16386	8106	16702
7994	16387	8107	16247
8034	17016	8108	16248
8035	16635	8109	16250
8036	16212	8110	16242
8037	16211	8111	16252
8038	16638	8112	16244
8039	17027	8113	16245
8040	16636	8114	16695
8042	17011	8115	16696
8043	16652	8116	16278
8044	16231	8118	16698
8045	16012	8120	16692
8046	16653	8121	16274
8047	16227	8122	16272
8048	16654	8123	16690
8049	16229	8124	16627
8050	16228	8125	16629
8051	16230	8126	16689
8052	16232	8127	16687
8053	16275	8128	16688
8054	16655	8129	16271
8055	16656	8130	16260
8069	15647	8131	16253
8070	15648	8132	16270

Old Ref No	New Ref No	Old Ref No	New Ref No
Section 36NG— contd	*Section 36LL—* contd	*Section 36NG—* contd	*Section 36LL—* contd
8136	16684	8381	17039
8137	16685	8383	16167
8138	16686	8384	16168
8139	16678	8385	16170
8140	16680	8386	16186
8141	16581	8387	16191
8142	16584	8389	16205
8143	16573	8390	16206
8144	16574	8391	16207
8145	16576	8392	16281
8146	16673	8393	16305
8147	16670	8394	15707
8148	16671	8395	16243
8149	16674	8396	16246
8150	16675	8397	16261
8153	17114	8399	16328
8175	16135	8400	16349
8177	16294	8401	16378
8183	16570	8416	16254
8184	16169	8436	16749
8185	16575	8462	16743
8186	16572	8464	16750
8187	16308	8465	16741
8189	16583	8466	16737
8190	16578	8467	16736
8213	17019	8468	16738
8214	17037	8469	16739
8215	16646	8475	15968
8216	17047	8476	16008
8243	16649	8481	16223
8244	16640	8487	15990
8245	16641	8517	17065
8246	16642	8527	16668
8247	16645	8528	17048
8248	16643	8529	17131
8249	16644	8646	15278
8301	16251	8728	16735
8302	16726	8733	17125
8309	17073	8734	17126
8332	16647	8735	17112
8335	16650	8746	17132
8336	16651	8783	17117
8337	17038	8784	16742
8343	15339	8785	16744
8344	15031	8786	16745
8345	15035	8787	16746
8346	15278	8788	16747
8347	15279	8789	16748
8348	15280	8790	17113
8349	15469	8791	16734
8350	15677	8792	16731
8351	15991	8793	16730
8359	16724	8794	16732
8360	17088	8795	16733
8361	17115	8796	17124
8362	17116	8803	16740
8364	17111	8808	17129
8380	16679		

ANO 603/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
19th October, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

603—Revised Supply Organisation

With reference to Navy Order 68 of 1966, the first stage of implementation of the new supply organisation will commence on 20th October, 1966, when the positions of Director of Naval and Air Stores and Superintending Naval and Air Store Officer, Sydney, will lapse.

2. As from the abovementioned date the Navy Office Organisation will include the following five Directors, who will be responsible to the Controller of Supply—

	Short Title
Director of Naval Stores	DNS
Director of Armament Supply	DAS
Director of Machinery and Spares	DMS
Director of Air Stores	D of S (Air)
Director of Victualling	D of V

There also will be an interim Administration Unit responsible for certain functions pending establishment of a Directorate of Supply Administration and Planning at a later date.

3. At Sydney, the Chief Superintendent of Supply will take up duty on 20th October, 1966, and the various main sections of the organisation will be under the control of the following officers—

	Short Title
Superintending Naval Store Officer, Garden Island ..	SNSO
Superintending Armament Supply Officer, Spectacle Island	SASO
Superintending Machinery and Spares Officer, RAN Store Establishment, Bundock Street, Randwick ..	SMSO
Superintending Air Store Officer, RAN Store Establishment, Bundock Street, Randwick	SSO (Air)
Superintending Victualling Store Officer, Royal Edward Victualling Yard, Pyrmont	SVSO
Superintendent of Supply Administration, Garden Island	SSA

4. In respect of each particular category of equipment and stores, the officer to whom ships' and establishments' demands, return notes and associated routine correspondence should be directed will be evident as a general rule from the titles set out in the preceding paragraph. Exceptionally, however, demands, etc., for fuels, fuelling equipment, motor vehicles and automotive spares should be addressed to the Superintendent of Supply Administration until further notice. This officer also will deal, inter alia, with shipping matters for HMA ships and establishments hitherto handled by the Superintending Naval and Air Store Officer.

5. Demands and return notes forwarded by hand may continue to be lodged at the established receiving points in the Sydney area in all cases.

6. In practice, the first stage of implementation of the new supply organisation will mean little change in present dealings with HMA ships and establishments but other changes affecting more directly the current pattern of supply operations will be introduced progressively. These changes, which will necessarily be protracted, will be the subject of separate orders, and a comprehensive order covering all aspects of the organisation and functions of the Supply Division will be promulgated when it is nearing establishment in its final form.

(SEC 2/51/59)

(*Navy Order 68 of 1966*)

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

REGISTRAR.

ANO's 604-614/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
16th November, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

604—ACNB General Messages

In accordance with Navy Order 724 of 1965 the state of ACNB General Messages as at 1st October, 1966, is shown in the appendix to this order.

APPENDIX

The following F messages may now be withdrawn—

1966

024—*see* NPI.
026—*see* NPI.
029—*see* NPI.
031—*see* NPI.
039—*see* NPI.
092—*see* ANO 538/66.

2. At 0001Z 1st October, 1966, the following F messages were in force—

1965

130 132 161 162 163.

1966

004 022 023 045 047 050 052 055 057
062 064 068 070 071 072 073 075 078
081 082 087 088 097 102 103 106.

3. The following RF messages may now be withdrawn—

1966

005—Not required.
006—Cancelled.

4. At 0001Z 1st October, 1966, the following RF messages were in force—

1966

007 008.

(AS (NS) 77/201/38)

(*Navy Order 724 of 1965*)

RESTRICTED

605—Commonwealth Employees' Compensation Act 1930-1964—Injuries Sustained by Members of the Armed Forces in Sporting Activities

As a result of inter-departmental discussions it was agreed that in respect of members voluntarily undertaking physical exercise the following would apply, and RI Article 0845 will be amended *to read*—

" 0845. **Physical Training**

(1) All officers and sailors are to keep themselves fit for the performance of their duties by taking appropriate physical exercise; and

(2) In undertaking such physical exercise they will not normally be considered to be engaged in the performance of their duties unless the exercise is undertaken on board service ships, at service establishments, or at places made available by service authorities, under approved conditions."

(DPS 125/201/7)

UNCLASSIFIED

606—RAN Photographic Publicity in the Far East Station

The Naval Board are desirous of improving the quality and scope of RAN photographic publicity obtained on the Far East Station.

2. A Leading Airman Photographer is now attached to the Far East Fleet Photographic Unit for the following duties—

(*a*) publicity requirements assigned by the Director of Public Relations, Navy Office;

(*b*) publicity requirements of RAN ships on the Far East Station;

(*c*) general Far East Fleet photographic duties.

3. This photographic sailor is also available to assist ships in the maintenance, setting up and operation of Director Aim Equipment in cases where the Systems Artificer Weapons trained in accordance with Navy Order 115 of 1965 is having difficulty with the equipment.

4. Ships requiring the services of this sailor should forward a request to the Fleet Public Relations Officer, Staff of Commander Far East Fleet, HM Naval Base, Singapore, including the following information—

(*a*) nature of requirement (a brief description of publicity tasks should be included);

(*b*) period required;

(*c*) joining instructions;

(*d*) intended method of return of sailor.

(DMT 333/201/195)

(*Navy Order 115 of 1965*)

Section 2

PERSONNEL

UNCLASSIFIED

607—Programme of Professional Tests for Promotion to SD List—January-December, 1967

The programme of professional tests in the RAN to be conducted from Navy Office during the period 1st January to 31st December, 1967, is shown in Paragraph 3 of this order.

2. Applications for these tests are to reach Navy Office one month in advance.

3. *Test*	*Date of Test*
Eng. Sub-Lt. (ME) and (MECH)	Wednesday, 22nd February, Thursday, 23rd February.
Eng. Sub-Lt. (AE)	Thursday, 23rd February.
Ship Sub-Lt.	Wednesday, 1st, and Thursday, 2nd March.
El. Sub-Lt. (L), (R), (AL), (AR)	Tuesday, 7th, and Wednesday, 8th March.
Eng. Sub-Lt. (O/E)	Tuesday, 7th, and Wednesday, 8th March.
Ward. Sub-Lt.	Tuesday, 21st, and Wednesday, 22nd March.
Supply Sub-Lt. (S) and (W)	Tuesday, 14th, and Wednesday, 15th November.

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

5. Navy Order 677 of 1965 is hereby cancelled.

(HPB 312/6/5)

(*Navy Order 677 of 1965*)

UNCLASSIFIED

608—RAN Central Canteens Fund—Report for Year Ended 31st July, 1966

Financial statements covering the operations of the RAN Central Canteens Fund for the year ended 31st July, 1966, are appended to this order for general information.

2. The Central Canteens Fund derives its income from a levy of 3½ per cent. on all sales in all service system canteens, and from interest received from the investment of funds.

3. The fund was established within the authority provided by Navy (Canteens) Regulations under the Naval Defence Act. The Naval Board control the activities of all service system canteens and impose a levy on sales. The Central Canteens Board is responsible to the Naval Board for administration of the Central Canteens Fund.

4. The fund exists for the purpose of providing for the welfare and entertainment of Naval personnel. In particular, its resources are devoted towards—

(*a*) the provision of amenities which will benefit Naval personnel generally, and which it would be inappropriate for an individual ship or establishment to provide;

(*b*) assistance in providing desirable amenities for the benefit of individual ships and establishments which cannot be provided in full from their own resources;

(*c*) contributing the Navy share to funds for the benefit of Service or ex-Service personnel generally.

5. The RAN Central Canteens Committee, which includes representatives from all areas and commands, is responsible for making recommendations to the Central Canteens Board in connection with major items of expenditure.

6. The major continuing commitments of the fund are—

(*a*) An annual grant of 1 per cent. of total canteen sales to the RAN Relief Trust Fund, the major activity of which is to lend interest-free money to RAN members. This year's grant was $23,090.

(*b*) A subsidy to "Navy News", of approximately $12,000 per annum to bridge the gap between production costs and earnings.

(*c*) An annual transfer of $10,000 to the Long Range Project Reserve, which now stands at $60,000. This money will be used to provide clubrooms and motel facilities when playing fields are constructed at Randwick for the RAN. This work is due to start in 1967.

7. Total cash lent to canteens, etc., increased by $31,122 during the year, to total $197,108 at balance date. This increase is largely due to $40,000 being lent to HMAS KUTTABUL Canteen to provide modern laundromat facilities for all members of the RAN in Sydney.

8. A major grant of $8,000 was made towards the cost of providing a community hall on the East Hills Naval Housing Estate.

9. Total canteen sales rose 22 per cent. from $2,442,390 to $2,986,721.

10. Profits paid into ships welfare funds during the year are estimated to exceed $108,000.

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

RAN Central Canteens Fund

Balance Sheet as at 31st July, 1966

As at 31.7.65 (Nearest)	*Liabilities*	$	$	*As at 31.7.65 (Nearest*	*Assets*	$	$
$				$			
204,411	Accumulated Funds as at 31st July, 1965 ..	212,672.57		3,271	*Current Assets*		
28,261	*Add* Surplus for Year	48,208.85		—	Cash at Bank ..	11,091.82	
				876	Fixed Deposit ..	23,000.00	
232,672		260,881.42			Balance, Recreational Film Account ..	46.38	
20,000	*Less* Transfer to Long Range Project Reserve	10,000.00		4,147			34,138.20
212,672			250,881.42	165,986	Loans to Canteens, etc.		197,108.17
50,000	Long Range Project Reserve		60,000.00	92,474	*Investments*		
					Commonwealth Bonds (at Cost) ..		79,486.55
					Fixed Assets		
					Office Equipment (at Cost)	165.00	
					Less Provision for Depreciation ..	16.50	
				65			148.50
262,672		310,881.42		262,672			310,881.42

We certify that we have audited the books and accounts of the RAN Central Canteens Fund for the year ended 31st July, 1966, and, in our opinion, the Revenue Account correctly sets forth the transactions for the period under review and the Balance Sheet is properly drawn up and is in accordance with the books. We have received all the information and explanations that we have required.

GOODE, MORRIS AND TONER,
Chartered Accountants,
340 Little Collins Street, Melbourne.

Melbourne, 8th September, 1966.

RAN Central Canteens Fund

Revenue Account for Year Ended 31st July, 1966

Year Ended 31.7.65 (Nearest)	Income		Year Ended 31.7.65 (Nearest)	Expenditure	
$		$	$		$
81,413	Levy on Sales in Service System Canteens including Chief Petty Officers' and Petty Officers' Canteens	99,557.37	28	Depreciation of Office Equipment ..	30.50
			408	Stationery	536.99
2,379	Interest on Investments	4,469.13	321	Insurance of Canteen Goods in Transit	—
14	Interest on RAN Recreational Film Account	16.28	70	Audit Fees	70.00
			52,714	Grants (as per Attached Schedule) ..	53,483.21
—	Capital Gain on Treasury Bonds ..	171.92	2,003	Freight on Films	1,846.15
—	Donations Received	2.00	—	Loss on Realisation of Adding Machine	41.00
			28,262	Surplus—being excess of income over expenditure for year	48,208.85
83,806		104,216.70	83,806		104,216.70

RAN Central Canteens Fund

Schedule of Grants Made During Year Ended 31st July, 1966

	$	$	
Welfare			
"Navy News"	12,894.18		Subsidy of Excess Production Costs
RAN Relief Trust Fund ..	23,090.30		Annual Subsidy
East Hills Community Hall ..	8,000.00		Initial Payment on Hall
HMAS VOYAGER Fund ..	144.53		Donation
White Ensign Club, Melbourne	600.00		Subsidy of Rent
HMAS NIRIMBA ..	2,000.00		Subsidy to Ship's Fund
		46,729.01	
Sport			
HMAS ALBATROSS Sailing Club	940.00		Boatshed Renovations
RAN Gliding Association ..	500.00		Aircraft
Combined Services Rugby Team	100.00		Subsidy
HMAS NIRIMBA ..	600.00		Sporting Gear
NSW Inter-Service Sports ..	1,600.00		Subsidy
Victoria Inter-Service Sports	2,000.00		Subsidy
HMAS CRESWELL Ship's Fund	700.00		Fare Subsidy—Commonwealth Games
		6,440.00	
Entertainment			
Chief and Petty Officers—			
HMAS WATERHEN ..	18.00		Official Entertainment Subsidy
HMAS LEEUWIN ..	90.00		Official Entertainment Subsidy
HMAS PALUMA ..	124.20		Film Hire Subsidy
HMAS SNIPE	40.00		Cinemascope Lens
HMAS CURLEW ..	40.00		Cinemascope Lens
Southern Cross Cinema ..	2.00		Site Rental
		314.20	
		53,483.21	

RAN Central Canteens Fund

Schedule of Loans Outstanding at 31st July, 1966

	$
RAN Relief Trust Fund	20,000.00
HMAS HOBART Canteen	7,000.00
HMAS GULL Canteen	30.00
HMAS CURLEW Canteen	390.00
HMAS PERTH Wardroom Mess	4.89
HMAS SNIPE Canteen	120.00
HMAS HAWK Canteen	660.00
HMAS TEAL Canteen	60.00
HMAS HARMAN Petty Officers' Canteen	254.50
HMAS HARMAN Chief Petty Officers' Canteen	254.50
HMAS MORETON Chief and Petty Officers' Canteen	600.00
HMAS DUCHESS Canteen	1,200.00
RAN Gliding Association	1,500.00
HMAS PERTH Canteen	6,000.00
HMAS DERWENT Canteen	4,000.00
HMAS WATERHEN Canteen	420.00
Australian Services Canteens Organisation	100,000.00
RAN Ski Club	11,414.28
HMAS RUSHCUTTER Canteen	700.00
HMAS QUEENBOROUGH Canteen	2,000.00
WRANS Welfare Fund	500.00
HMAS KUTTABUL Canteen	40,000.00
	197,108.17

(DFSD 212/1/8)

UNCLASSIFIED

609—Removals at Departmental Expense—Pets

Where a member applies for a removal under NPI 231 et seq and requests removal of a domestic pet, the type of pet is to be stated in his application. NPI 231/1, Note 3, which will be amended in due course, should be noted accordingly.

(HPB 252/4/29)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

610—Swimming Instruction

It is important that the maximum number possible of members of the RAN are able to swim. The aim is best achieved by making every effort, particularly at RANC, NIRIMBA, CERBERUS and LEEUWIN, to ensure that all personnel pass their swimming tests during their shore training.

2. The swimming test consists of a clothed man being able to swim 50 yards, after which he must be able to keep himself afloat for 10 minutes.

3. Notations on certificates of service are to be as follows—
"PST" (Passed Swimming Test) followed by date, or "Cannot Swim" and date.

4. Subject to any special instructions which may be issued in navy orders, ability to swim is a necessary qualification for promotion to leading rank in all branches.

5. Whenever there is opportunity, instruction in swimming is to be given under proper supervision to all men below leading rank who fail to obtain the qualification "PST". Life-saving should be taught to the more proficient swimmers, advanced classes being formed for this purpose.

6. A book showing the number of sailors who have passed through a course of instruction since the last inspection and the number of non-swimmers remaining in the ship is to be produced at all inspections, and is to be examined and signed by the inspecting officer, who is to satisfy himself that every man below leading rank who has not passed the swimming test is receiving all possible instruction.

7. The foregoing instruction is effective from 1st November, 1964, but further testing is not required of any sailor, below leading rank, who has already received PPT (Good) or (Very Good) or PST (Good) or (Very Good). Information concerning waiver of swimming qualifications is contained in ABR 10/64, Article 0207 (2).

8. RI Article 0846 will be amended accordingly.

9. Navy Order 787 of 1964 is hereby cancelled.

(HPB 311/4/173)

(*Navy Order 787 of 1964*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

611—Diving and Damage Control—Breathing Apparatus—Inspection and Testing of Equipment

The procedure hereunder is to be followed for the inspection, testing and annual examination of all diving equipment and damage control breathing apparatus.

2. **Responsibilities**

(*a*) (*Superintending*) *Naval Stores Officers* are responsible for ensuring that all the necessary inspections and tests of diving equipment and damage control breathing apparatus are carried out at the following times—

(i) During and when received from manufacture.

(ii) When received from modification.

(iii) When received from repair and overhaul.

(iv) Prior to issue.

(v) Periodically as directed.

(vi) On return from ships and establishments ~~in accordance~~ with ~~BR 1692, The Storehouse Manual, Articles 775, 776~~ and 778.

(*b*) *The General Overseers and Superintendents of Inspection*, East Australia Area and Victoria, are responsible for the conduct of all inspections, tests and acceptance of equipment in accordance with Paragraph 2 (*a*), in their respective areas or as directed.

(*c*) *The FOICEA and NOIC's WA, NA, NG, VIC, SA and TAS* are responsible for making the arranagements and conducting an annual examination and testing by specialist CD Officers, of all diving equipment in use in HMA establishments within their respective commands.

(*d*) *The Diving Officers in HMA Ships and Establishments* are responsible to their Commanding Officers that the routines, examinations and tests of diving equipment laid down in ABR 155, RAN Diving Manual, and navy orders, are carried out on all diving equipment in use.

3. (*a*) The annual examination in accordance with Paragraph 2 (*c*) will be conducted by a specialist CD Officer as nominated by FOICEA.

(*b*) In cases when it would be more convenient and/or economical to have a CD Officer in a Fleet ship conduct the annual examinations, a request to the ship info FOCAF could be made for the services of that officer, i.e., HMAS TARANGAU when HMAS MELBOURNE is visiting.

4. The report of the examination is to be forwarded to Navy Office, copy to the Administrative Authority. A copy of the report is also to be forwarded to the Naval Officer-in-Charge of the area concerned, who is to advise the Naval Board of the action taken or proposed, to remedy any defects.

(DTWP 401/1/9)

UNCLASSIFIED

612—Naval Stores—Introduction—Stud Continuous Thread

The following item has been introduced—

NATO Supply Classification	*Catalogue No.*	*Description*	*Denom.*	*Acctg. Classification*
5307	66-023-2811	STUD CONTINUOUS THREAD, Steel EN2 to BS 970 of 1955. Zinc-plated to ASK 132—1963, Part 2. UNC thread 1A to AS B133 ⅝-in. Dia. x 3-in. long (Navy Office Drawing 1001/1763)	TE	C

2. *Purpose*—For use in securing looping—in bases and associated electric light fittings to resilient mounts.

(DNAS 505/61/214)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

613—List of Equipment, Etc.—Transfer of Certain Quadruplicate Copies to Williamstown Dockyard

In order to facilitate updating of Lists of Equipment, etc., consequent on changes to ships' fittings at refit, it has been decided that the quadruplicate copies of the undermentioned Lists of Equipment, etc., at present held by General Manager, Garden Island Dockyard, should be transferred to the General Manager, Williamstown Dockyard, for ships normally refitted at Williamstown (i.e., Type 12 Frigates and HMAS ANZAC)—

Electrical Officers Part I
Electrical Officers Part III
Engineer Officers
Shipwright Officers
Boatswains.

2. GMGID is to arrange dispatch of the lists concerned to GMWD as early as practicable. Where considered necessary, other refitting authorities may obtain on loan the copies held at Williamstown Dockyard.

3. ABR 4, Articles 3512 and 3524, will be amended.

(DNAS 400/51/231)

RESTRICTED

614—Signal Addresses—RAN Communication Detachment and RAN Administrative Support Staff Singapore

Effective from receipt of this order, the following signal addresses are authorised—
RAN Communication Detachment Singapore—Short Title: RANCD.
RAN Administrative Support Staff Singapore—Short Title: RANASS.

2. Because RAN personnel serving in these units are borne on the books of RN authorities for disciplinary and administrative purposes, signals concerning these personnel are to include the appropriate authority as an information addressee as follows—

(*a*) RANCD info HMS TERROR.
(*b*) RANASS info HMS MULL OF KINTYRE.

3. ACP 117 Comnav Supp-1 and ACP 100 Comm Supp-1 will be amended.

4. The postal addresses for RAN Administrative Support Staff and RANCD are as follows—

(*a*) The Officer-in-Charge,
RAN Administrative Support Staff,
HM Dockyard,
Singapore, 27.

(*b*) The Officer-in-Charge,
RAN Communication Detachment,
Royal Air Force,
SELETAR,
Singapore.

(D of C 16/201/136)

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

ANO's 615-621/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
21st November, 1966.

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

By direction of the Naval Board,

P. Randau.

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

FOR OFFICIAL USE ONLY

20038/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

615—Explosives Safety Committee

From 1st November, 1966, an Explosives Safety Committee will operate with the following composition—

Chief Inspector of Naval Ordnance (Chairman).

Director of Weapons and Electrical Engineering, Representative.

Director of Armament Supply, Representative.

Director of Tactics and Weapon Policy, Representative.

Assistant Chief Design and Construction Representative (Principal Naval Architect and Principal Electrical Engineer Representatives as required).

Defence Standards Laboratories Representative to be co-opted as necessary.

2. Their terms of reference are—

(*a*) To advise on safety aspects of explosively loaded stores in HMA ships and establishments during storage, testing, handling and transport.

(*b*) To advise on Electro Magnetic Compatability.

(*c*) To advise on Rad. Haz.

(*d*) To liaise with Operational Safety Committee and Explosive Committee (both Department of Supply).

(*e*) To co-opt members of other Directorates as required.

3. Any matters concerning explosives safety not covered by existing regulations or instructions, and requiring the advice of the Explosives Safety Committee, are to be referred to Navy Office.

(DNQA 8/201/25)

UNCLASSIFIED

616—Injuries Sustained in Accidents Ashore—Claim for Damages

Navy Order 631 of 1965 is to be amended as follows—

Delete Paragraph 2 and *insert* the following in lieu—

2. Initially the cost of medical treatment of members of the RAN, including treatment resulting from accidents ashore, is met by the Navy. However, the provisions of Regulation 244 of Naval Financial Regulations (NPI Article 244 (3)) permit the Naval Board to recover the cost of medical treatment initially incurred by the Department from an injured member who succeeds in a claim for damages against some other person or organisation. To enable the member to include the cost of his treatment in his claim for damages, it is necessary for the Naval Board to formally determine that a member is to repay the cost involved. This cost is then charged to that member's pay account but is not abated until he succeeds in his claim.

Add the following to Paragraph 6—

It is to be noted that a claim cannot be enforced against the "nominal defendant" unless notice of intention to make a claim is given by the claimant within three months of the occurrence of the accident. This period will only be extended when the court is satisfied that "sufficient cause" for the delay has been shown. (Mistake or ignorance of rights are not usually acceptable as "sufficient cause".)

2. RI 1624 (as amended by Amendment 13) will be amended in due course.

(CEOGS 201/55/26)

(*Navy Order 631 of 1965*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

617—Sailors' Course Programme—July to December, 1966

Amendment No. 5

The appendix to Navy Order 310 of 1966 is to be amended as follows—

(*a*) **Page 3—**

ABQMG Course .. *Amend* 18 weeks *to read* 15 weeks.

(*b*) **Page 4—**

PORP Course .. .. *Amend* 20 weeks *to read* 16 weeks.
ABRP Course .. .. *Amend* 12 weeks *to read* 11 weeks.
POFC Course .. .. *Amend* 16 weeks *to read* 17 weeks.
ABFC Course .. .. *Amend* 16 weeks *to read* 15 weeks.
POWM Course .. .. *Amend* 17 weeks *to read* 19 weeks.

(*c*) **Page 5—**

ABWM Course .. .. *Amend* 17 weeks *to read* 19 weeks.

(*d*) **Page 13—**

Standard NBCD Course .. *Insert* new course to date 21.11.66.
Advanced NBCD Course .. *Delete* 21.11.66.

(DMT 311/201/166)

(*Navy Order 310 of 1966*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

618—Boats—Supplies of Drinking Water

The arrangements for the supply of drinking water in boats carried on board HMA ships have been reviewed and in order to save weight and space it has been decided that the 16-oz. cans shall be landed and returned to the Royal Edward Victualling Yard, Sydney.

2. The 5 gallon plastic water containers will continue to be carried on board ships and issued as necessary to ships boats undertaking extended or recreational trips. The containers are to be filled with drinking water and stowed in the boats prior to departure on such trips.

3. The 5 gallon containers as detailed hereunder are Permanent Naval Stores and allowances in accordance with the appendix are to be demanded from the Superintending Naval Store Officer, Sydney.

Group Class	*Catalogue No.*	*Description*
7240	66-013-4772	Container, Water, Plastic 5 Gallon Specification J2-1753

APPENDIX

ALLOWANCES

Type of Boat	*No. of 5 Gallon Cans (Plastic)*
40-ft. Personnel Boat	3
40-ft. Utility Boat	3
34-ft. Survey Motor Boat	*See* note
32-ft. Motor Cutter	3
30-ft. Fast Motor Boat	3
27-ft. Motor Whaler	2
26-ft. Personnel Boat	2
26-ft. Utility Boat	2
26-ft. Sea Boat	2
26-ft. Whale Boat (Motor)	2
25-ft. Motor Cutter	2
17½-ft. Motor Dinghy	1
16-ft. Motor Dinghy	1
32-ft. Sailing Cutter } If carried	2
27-ft. Montague Whaler } If carried	2
16-ft. Skiff Dinghy } If carried	1

Note—Survey boats and lifeboats carried on HMAS SUPPLY will continue to carry supplies of drinking water in the special arrangements provided for these craft.

(PNA 912/109/38)

UNCLASSIFIED

619—Machinery—Main Steam Turbines—Lifting Gear

Attention is drawn to the fact that the hinging gear supplied in ships fitted with main steam turbines of the all-impulse type is primarily intended for use should it be necessary to remove the top half cylinder diaphragms.

2. The hinging gear can be used instead of the screw column type of lifting gear for a cursory examination of the turbine interior. However, there is a possibility that with the top half cylinder hinged up on the side of the bottom half cylinder, the latter may be slightly distorted. Gland and interstage packing radial clearance readings should therefore only be taken with the screwed column type of lifting gear in use.

3. MOD (Navy) has advised that BR 3001 will be amended in due course, but in the meantime a note containing the paragraphs above and quoting this Navy Order as authority is to be inserted in Article 1303 of BR 3001 as RAN Amendment No. 1.

(DMED 1211/51/443)

UNCLASSIFIED

620—Naval Stores—Miscellaneous—" Snail Brand " Spanners—Defects

A report has been received that an examination of spanners in the Pattern 0277/910-6013 to 6016 range has revealed a fault in the forging process. All spanners found with this defect were of " Snail Brand " manufacture and were stamped with year of manufacture—1963.

2. A sudden breakage of these spanners, whilst being used, is a hazard to machinery and equipment and could cause injury. It is required therefore that spanners held under the Pattern Nos. listed hereunder be checked and all spanners bearing " Snail Brand manufactured 1963 ", whether in use or in store, are to be withdrawn and demands lodged for replacement. If essential, use of these spanners, with care, may continue but they should be returned as soon as possible after receipt of replacements to SNSO, Sydney, for disposal as appropriate.

910-6001	910-6014	910-6229
910-6002	910-6015	910-6230
910-6003	910-6016	910-6231
910-6004	910-6017	910-6232
910-6005	910-6018	910-6233
910-6007	910-6019	910-6235
910-6008	910-6177	910-6236
910-6009	910-6178	910-6237
910-6010	910-6179	910-6238
910-6011	910-6180	910-6239
910-6012	910-6181	910-6240
910-6013	910-6228	910-6270

(DNS 506/71/492)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

RESTRICTED

621—Official Mails to HMA Ships Serving in the Strategic Reserve

Letters and other articles mailed to ships outside Australian waters are dispatched air mail by the Post Office only when they bear the correct air mail postage.

2. Cases have occurred of official mail being dispatched by surface because of incorrect air mail postage, with consequent late arrival.

3. Ships and establishments are to ensure that where air mail is necessary, the correct postage is used.

(CEO (GS) 68/201/17)

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

REGISTRAR

RESTRICTED

ANO's 622-631/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
24th November, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

20328/66.

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

622—Security—Scientific Registers and Publications

Recently, in the United Kingdom, a number of departments, as well as firms with classified government contracts, have reported that members of their staffs have received questionnaires from the editors of scientific publications and from market research organisations which have asked detailed and searching questions about the work of the individual, as well as requesting full personal particulars. They have included questions about communication systems, radar, computers, navigation equipment, aircraft, missiles, defence equipment and work done for government and military agencies. It is considered that similar approaches may be made in Australia.

2. Although there is no evidence that there is anything sinister in these questions, the information asked for could clearly be of considerable value to a hostile Intelligence Service if it fell into the wrong hands. It has therefore been decided that there would be some security advantage if an assessment could be made of the scale on which such questionnaires are being received by persons engaged on government work, and of the quarters from which they emanate.

3. Until further notice, therefore, all Naval and Civil personnel, who receive such questionnaires, are to forward a copy to the Director of Naval Intelligence for scrutiny, and no reply is to be made to the inquiry pending evaluation of the information requested.

(DNI 1617/201/52)

Section 2

PERSONNEL

UNCLASSIFIED

623—Charges for Victualling and Accommodation in HMA Ships and Naval Establishments

The rates of charge set out in the appendix to this order will apply in relation to victualling and accommodation provided to other than RAN personnel in HMA ships and Naval establishments.

2. Article 0914 of ABR 93 is cancelled. Charges as set out in this order will apply also to RN sailors whether or not in receipt of the RN rate of Ration Allowance.

3. Regarding ABR 93, Article 0916 (6), Treasury has directed that arrangements are to be made wherever practicable for Service personnel of other countries victualled and/or accommodated in HMA ships and Naval establishments to discharge personally their financial obligations in this respect before departure. Accordingly, as a general rule, recovery of victualling and accommodation charges for Service personnel of other countries is to be effected by the Supply Officer except in particular cases where special instructions are issued.

4. In accordance with the foregoing, recovery will be made normally by the Supply Officer in respect of casual or short term visits, but recovery, as at present, will be made by Navy Office for personnel provided with victualling and accommodation for extended periods, e.g., undergoing courses of training. ABR 93, Article 0916 (6), will be amended.

5. Amounts recovered for victualling and for combined victualling and accommodation charges are to be credited to Division 670/0/01A(9)—Receipts. Recoveries for accommodation charges are to be credited to Defence Revenue (Naval) Sundries.

6. The charges detailed in the appendix to this order do not apply to personnel—

(*a*) whose conditions in this regard are governed by specific awards, or

(*b*) in respect of whom special arrangements and/or rates have been approved, e.g.—

(i) RNZN Cadets and Upper Yardmen at the RAN College in respect of whom charges are recovered at Navy Office,

(ii) victualling and accommodation of other than RAN personnel in HMA ships after commissioning in the USA and prior to departure for Australia.

7. Navy Order 123 of 1965 is hereby cancelled.

APPENDIX

VICTUALLING AND ACCOMMODATION IN HMA SHIPS AND NAVAL ESTABLISHMENTS—REPAYMENT CHARGES

Personnel Category	*Repayment Mess*		*General Mess*		*Comment and Reference*
	Victualling	*Accommodation*	*Victualling*	*Accommodation*	
A. Civilians					
(i) Commonwealth Officers and Employees	Appropriate Mess Rates	(*a*) Permanent or semi-permanent residents—$0.50 per day (*b*) Casual visits—No charge up to 21 days; thereafter $0.50 per day	$0.88 per day or $0.30 for single casual meals	(*a*) HMA ships—$0.20 per day (*b*) Commissioned establishments— (i) Single room or double room shared $0.40 per day (ii) Hut or dormitory type—$0.20 per day *Note*—Charges reduced $0.10 per day where resident required to service own room	ABR 93, Articles 0911, 0912 and 0913
(ii) Other civilians, e.g., contractors' employees	Appropriate Mess Rates	$0.50 per day	$0.88 per day or $0.30 for single casual meals	As for Commonwealth employees above	ABR 93, Articles 0911, 0912 and 0913

APPENDIX—*continued*

Personnel Category	*Repayment Mess*		*General Mess*		*Comment and Reference*
	Victualling	*Accommodation*	*Victualling*	*Accommodation*	
B. Service Personnel					
(i) *Australian, i.e., Army and RAAF—*					
(*a*) On duty or undergoing training who are both victualled and accommodated	Combined charge $1.50 per day		Combined charge $1.50 per day		ABR 93, Articles 0908 and 0916
(*b*) On casual visits who are not accommodated	Appropriate Mess Rates	Not applicable ..	No financial adjustment	Not applicable	ABR 93, Article 0908. Officers are to personally effect settlement with the repayment mess concerned
(*c*) On passage, as distinct from duty or training, for short period	Appropriate Mess Rates	No financial adjustment	$0.88 per day or $0.30 for single casual meals	No financial adjustment	Army personnel transported in HMAS SYDNEY
(ii) *Overseas Personnel—*					
(*a*) On duty or undergoing training who are both victualled and accommodated	Combined charge $2.50 per day		Combined charge $2.50 per day		ABR 93, Articles 0909, 0910 and 0916
(*b*) On casual visits who are not accommodated	Appropriate Mess Rates	Not applicable ..	$0.88 per day or $0.30 for single casual meals	Not applicable ..	Casual visits are generally in the form of goodwill or courtesy calls and normally no charge is made. The provisions of ABR 93, Articles 0909, 0910 and 0916 are applicable
(*c*) On passage as distinct from duty or training, for short period	Appropriate Mess Rates	No financial adjustment	$0.88 per day or $0.30 for single casual meals	No financial adjustment	Personnel to pay own victualling. ABR 93 will be amended

(DNA 201/58/14)

(Navy Order 123 of 1965)

UNCLASSIFIED

624—Information for Those Granted Departmental Removals

It is the intention that the Department of Supply publication " The Handbook for the Guidance of Persons Having Their Household Furniture and Effects Removed or Stored at Commonwealth Expense " should be issued to members or their agents in all cases where removal has been approved at departmental expense.

2. It has come to notice that this booklet is not always issued. In particular it is not reaching members serving in seagoing ships. This affects the efficiency of the removals system which depends on those involved being fully informed of their entitlements and obligations.

3. With regard to Naval Pay Instruction 231/24 (3), ships are to replenish supplies through the local shore authority.

4. NPI 231/24 (3), which will be amended in due course, should be noted accordingly.

(HPB 252/1/118)

UNCLASSIFIED

625—Results of Passing Out and Higher Education Test—HMAS LEEUWIN—October, 1966

The pass marks obtained by Junior Recruits at the Passing Out and Higher Educational Tests held in HMAS LEEUWIN are shown in the appendix to this order.

2. The results of the above test have been adjusted to the HET standard and the sailors mentioned in the appendix have been granted passes in the subjects indicated.

3. Commanding Officers are to ensure that the Certificates of Service of those concerned are noted in the appropriate section.

APPENDIX

HMAS LEEUWIN

Passing Out Examination—October, 1966

Name	*Rank*	*P/N*	*III* Geography	*IV* Navigation	*V* Mathematics	*VIII* English Expression	*Remarks*
Bargwanna, John A.	ORDEM	R95081	—	52	—	—	—
Bolger, Mark A.	TOPMAN	R95204	62	—	—	50	—
Burridge, Lynton N.	ORDNA	R95085	—	—	—	55	—
Butterworth, Robert S.	TOPMAN	R95219	50	61	—	65	—
Callingham, William J.	ORDNAM	R95087	—	54	—	58	—
Clare, Stephen M.	ORDQMG	R95090	—	53	—	—	—
Clegg, Terence J.	ORDEMA	R95091	—	—	—	53	—
Cottam, Kevin J.	ORDEMA	R95094	—	53	—	—	—
Hathaway, Bruce W.	ORDFC	R95116	—	56	—	—	—
Hill, Robert C.	ORDME	R95118	—	—	—	59	—
Hoof, Ian T.	TOPMAN	R95120	—	63	—	—	—
Hoogland, Peter H.	ORDNA	R95121	—	55	—	—	—
Hunter, Ronald W.	TOPMAN	R95124	61	50	—	50	—
Lucas, Thomas H.	TOPMAN	R95135	52	55	—	56	—
Manolas, David J.	ORDFC	R95137	—	—	—	65	—
Mika, Steven	ORDEM	R95139	—	52	50	65	—
Muldoon, James W.	ORDCD	R95141	—	—	—	62	—
O'Connor, Kevin S.	ORDEM	R95152	—	72	—	—	—
Parker, Phillip J.	TOPMAN	R95334	57	73	—	55	—
Timson, Ian J.	ORDCO	R95175	—	—	—	54	—
Turner, Martin R.	TOPMAN	R95365	60	68	55	63	—

(HPB 325/53/17)

UNCLASSIFIED

626—Uniforms, Sailors—Method of Attaching Medal Ribbons to Blue Uniforms

The use of backing cloth for medal ribbons worn on sailors' blue uniforms is being discontinued.

2. RAN Uniform Regulations, to be published at an early date, will provide for ribbons to be sewn directly on the garment.

3. Medal ribbons already attached by means of backing cloth need not, however, be resewn until replacement is required.

(D of V 917/72/22)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED Cancelled vide NO 72/77

627—Fixed Issuing Prices for Provisions and Victualling Allowances as From 1st October, 1966

The price list for fresh fruit and vegetables which has operated since 1st July, 1966, has been amended.

2. Revised price lists, operative from 1st October, 1966, have been distributed to all HMA ships and establishments.

3. Consequent upon the revision of these prices, the following rates of victualling allowances per head per day will apply from 1st October, 1966—

	Ashore $	*Afloat* $
Messes of 50 or less victualled from a separate galley	0.76	0.78
All other messes of 300 or less	0.75	0.76
Messes of more than 300	0.73	0.75
Additional for ships of the Strategic Reserve	—	0.04
Supplementary "Broadside" messing allowance for HMAS ANZAC, DIAMANTINA, DUCHESS and QUEENBOROUGH	—	0.02
HMAS MELVILLE	0.78	—
HMAS TARANGAU	0.80	—
Cadet Midshipmen at RANC; Junior Recruits at training establishments; Apprentices at RANATE; Australian Sea Cadets attending camps and courses	0.84	*

* The allowance of 84 cents per day for Cadet Midshipmen, Junior Recruits, Apprentices and Australian Sea Cadets, is increased to 86 cents per day when victualled on board ships undergoing training and when messed separately.

4. Navy Order 471 of 1966 is hereby cancelled.

(D of V 903/51/127)

(Navy Order 471 of 1966)

RESTRICTED

628—Minesweepers and Minehunters—Propeller Change by Diver

The following notes amplify the instructions given in ABR 155, Chapter 19—

(*a*) *Handing of Propeller*—Care should be taken to select the correct handed replacement propeller.

(*b*) *Fitting of Keys*—When fitted it is essential that there is a small clearance between the top of the key and the bottom of the propeller keyway. The keys when removed from the shaft must be "offered up" to the keyways of the replacement propeller for fit AND THE KEYWAY ADJUSTED TO SUIT THE KEY. Any adjustment of the key will cause the key to be slack in the shaft keyway and is NOT to be undertaken.

(*c*) *Marking of Keys*—Keys are to be marked with a centre punch on the ends only.

(*d*) *Subsequent Action*—

(i) When a propeller has been changed by diver, an item is to be inserted in the Ship Defect List for the next routine docking, to the effect that the replacement propeller be removed, shaft threads and keys checked for corrosion and locking arrangements examined.

(ii) BR 3000, Article 0812, is also relevant.

2. This order is to be placed in ABR 155 pending promulgation of an amendment.

(DTWP 1227/251/225)

UNCLASSIFIED

629—Refrigerators—Record of Thermometer Readings

Following a recent loss of refrigerated stores in one of HMA ships, which was due mainly to a thermometer failure, the following procedure for the recording of thermometer readings is to be introduced—

(*a*) Refrigeration Plant Watchkeepers are to record the readings of the Pocket Thermometer, as well as the Distant Reading Thermometer, in the Refrigeration Machinery Log at least once per watch.

(*b*) Supply Department sailors are to note and record in a suitable register, the internal temperature readings whenever they enter a cool room or a cold room. The register is to be readily available for inspection by the Engineer Officer or his representative.

(D of V 910/52/195)

UNCLASSIFIED

630—Stores—General—Cataloguing Policy

It is Government policy that all stores in the Inventories of the Australian Service Departments, be catalogued under the Defence/NATO/Federal Catalogue System. So far as the RAN is concerned, the policy to be adopted with regard to codification of stores will eventually embrace all types of stores, i.e., Naval, Victualling, Armament, Medical, Hydrographic, etc., and is set out in the following paragraphs.

2. **The Defence/NATO/Federal Catalogue System**

An outline description of the system is as follows—

(i) The Defence Cataloguing System (DCS) is a uniform system of codification for government supplies. In the United States, it is referred to as the Federal Catalogue System (FCS). It has been adopted by all NATO Nations, and is referred to in NATO as the NATO Supply Codification System. Participants in Australia are the Departments of Defence, Navy, Army, Air and Supply. The development, control and co-ordination of DCS in Australia is the responsibility of the Defence Cataloguing Authority (DCA) in the Department of Defence. The DCA works under the policy direction of a Joint Service Committee, known as the Joint Services Cataloguing Committee.

(ii) All supplies are divided on a basis of technical affinity into groups bearing a two (2) digit number. There are thus a possible 99 groups, of which 76 have been allotted.

(iii) Groups are further broken down into classes, also having a two (2) digit number. At present there are 540 classes. Group and class are written as one four figure group. For example—

Communication Equipment	..	..	Group 58
Underwater Sound Equipment	..	..	Class 45

The correct group and class for Underwater Sound Equipment is therefore 5845.

(iv) A specific item within a class is given a seven (7) digit number known as the Item Identification Number. In USA it is known as the Federal Item Identification Number (FIIN) and in Australia as the Defence Item Identification Number (DIIN). NATO refers to it as the NATO Item Identification Number (NIIN). The number is always written in the form—three (3) digits hyphen four (4) digits. For example—123-4567.

(v) To indicate the country which first catalogues an item a two (2) digit nation code indicator is inserted between the four (4) digit Class Code Indicator and the seven (7) digit Item Identification Number. The number 66 indicates an Australian number allocated by the Defence Cataloguing Authority. The numbers 99 and 21 indicate items catalogued by UK and Canada respectively. The nation code 00 has been allotted to the USA, but has not hitherto been used in the RAN. It is intended that it should be used in future. A complete list of nation codes is appended.

(vi) The full thirteen (13) digit number is referred to as the Stock Number (USA—Federal Stock Number (FSN), Australia—Defence Stock Number (DSN), NATO Nations—NATO Stock Number (NSN)) and is written in the form—

Class Code	*Hyphen*	*Nation Code*	*Hyphen*	*Item Identification Number*
3110	-	66	-	123-4567

(vii) The method of differentiating one item from another is known as " Item Identification ". The essence of item identification is to provide such a description of an item that the cataloguing authority, without physically sighting the item and merely by comparison of description, no matter by whom prepared, can determine whether or not that particular item

has been catalogued previously. This is achieved in one of two general ways, either by the selection of the appropriate description pattern from a great number of standardised description patterns (questionnaires) and the preparation of a written description in the format of the pattern, or by the submission of a punch card giving the manufacturer's name and his part number for the item. In some cases the identification is by means of a written description, combined with a reference to the part or part numbers allocated by manufacturer or manufacturers of approved items.

3. **Naval and Air Stores**

The current situation regarding Naval and Air Stores is as set out below—

(*a*) Items obtained from UK or locally to MOD (Navy) patterns or Air Ministry Vocabulary Numbers are identified by the MOD (Navy) Pattern or Reference Number, or Air Ministry Vocabulary or Schedule of Spare Parts Numbers.

(*b*) Items which have been codified in accordance with Paragraph 2 (i) to (vii) inclusive will be identified by the relevant Defence, NATO or Federal Stock Number.

(*c*) All other items will bear Manufacturer's Part Numbers or Local Stock Numbers—*see* ABR 4, Article 0109—and will be prefixed by the group class and nation codes or class group and letter (depending on the source of origin of the item) under which they will in future be held on charge. Details are as follows—

(i) *UK*

The Manufacturer's Part Number, Local Stock Number, etc., prefixed by the MOD (Navy) Class Group, e.g., 0627-124893, 0627-L. . . .

(ii) *Non-NATO Countries*

In the MOD (Navy) class group applicable to the item by Manufacturer's Part Number or Local Stock Number prefixed by the MOD (Navy) class group and the letter " M ", e.g., 0627M-12346, 0627M-L. . . .

(iii) *USA*

In the appropriate FSC (NATO) group class for the item by the Manufacturer's Part Number or Local Stock Number prefixed by the FSC group class and country of origin code, e.g., 5950-00-12786, 5950-00-L. . . .

(iv) *Australia*

In the appropriate DSC (NATO) group class for the item by the Manufacturer's Part Number or Local Stock Number prefixed by the DSC group class and the country of origin code, e.g., 5950-66-48657, 5950-66-L. . . .

(v) *Other NATO or Friendly Nations*

In the appropriate NATO group class for the item by the Manufacturer's Part Number or Local Stock Number, e.g., (Netherlands) 5950-17-1274, 5950-17-L. . . .

4. New items entering the RAN system will be codified as at Paragraph 3 (*b*). It is intended that items at Paragraph 3 (*c*) will be codified when the staff capacity of the Cataloguing Section at Navy Office becomes available. In regard to Paragraph 3 (*a*) the policy is that MOD (Navy) Pattern/Reference Numbers or Air Ministry Vocabulary/Schedule of Spare Parts Numbers will continue to be used until items are codified by MOD (Navy) or Air Ministry.

5. **Machinery Spares**

(i) The majority of Machinery Spares are currently obtained from the UK or from Australian sources. The allowances of " onboard " spares for ships and establishments are shown in the Lists of Equipment, etc., and stocks held are shown in MS ledgers.

(ii) In ships and establishments, Machinery Spares are recorded in the sequence in which parent equipments are shown in the Lists of Equipment, etc.

(iii) Identification requires reference to drawings, manufacturers' parts lists, etc.

(iv) A catalogue for Machinery Spares is not currently available.

(v) A number of Parts Identification Lists (PIL's) for individual UK equipments have been issued by MOD (Navy). These documents show a break-down of the parts comprising each equipment and show Adref. Nos., etc., which provide means of positive identification of items. They also, by cross references, show identical parts at present recorded under more than one manufacturer's number or drawing number and relate all such parts to one number, e.g., the Adref. No. Work is proceeding to ascertain those PIL's which are wholly or partially applicable to UK equipments in the RAN and where Adref. Nos. are applicable to Machinery Spares in use in the RAN. For equipments of Australian design it is intended to prepare Australian PIL's as appropriate.

For new equipments of UK or Australian design breakdown parts lists are being obtained where possible as a basis for preparation of RAN PIL's. However, the work involved is substantial and the preparation of PIL's covering all equipment for which required is a long range project.

(vi) Large quantities of Machinery Spares of USA origin will shortly enter the RAN system. Those items stocked by the USN are normally shown in USN allowance parts lists applicable to the parent equipment and will, in most instances, be identified under Federal (US) Stock Numbers backed by cataloguing data. For the equipment stocked by the USN the current difficulties in identification of UK and Australian Machinery Spares should not arise but it is anticipated that the major part of the USA range of Machinery Spares will not be stocked by the USN and will be identified only by manufacturers' part numbers.

Data is being sought from manufacturers for use as a basis for PIL's.

(vii) The policy which it is intended to follow in regard to Machinery Spares is set out hereunder—

Items Obtained from UK

Where the items are identified to an overseas (Adref. No., NATO No., etc.) the appropriate overseas No. will be used. Where the items are not identified to an overseas number, as above, the Manufacturer's Part No. or, if not available, the Drawing No. will be used pending decision as to how the item is to be catalogued.

Items Obtained from USA

The items will be identified under Federal Stock Numbers where they are available.

When the items are not identified to a Federal Stock Number as above, the Manufacturer's Part No. or, if not available, the Drawing Number will be used pending decision as to how the item is to be catalogued.

Items Procured in Australia

(*a*) Items of overseas origin procured in Australia or manufactured in Australia will be identified by the relevant overseas number where available.

(*b*) Items of overseas origin, procured or manufactured in Australia for which relative overseas numbers are not available, are to be identified by the Manufacturer's Part Number—or if not available—the Drawing Number—pending decision as to how the item is to be catalogued.

(*c*) Items of Australian design manufactured in Australia will be catalogued under the Defence Cataloguing System. For any case where a Defence Stock Number is not available when required, the item will be initially identified under the Manufacturer's Part Number or other appropriate number.

Items Obtained from Countries Other Than Australia, UK or USA

The aim is to obtain overseas numbers and identification as appropriate.

6. **Other Categories of Stores**

(*a*) *Medical Stores*

All items of Medical Stores have been or are in the process of being allocated a DSN, NSN or FSN, as applicable, on a Joint Service basis and are shown in the Joint Service List of Medical Equipment.

(*b*) *Victualling, Armament and Hydrographic Stores*

These stores are to continue to be accounted for and held under their existing Stock Number. Those items which are not DCS, FCS or NATO catalogued will be dealt with similarly to those referred to in Paragraph 3 (*c*) (Paragraph 4 also refers).

7. **Catalogues**

Stores Catalogues in accordance with Navy Order 497 of 1965 are in the course of preparation for all DDG and other items in the RAN Inventory and will eventually replace US documentation at present in use, BR 810, BR 320, AP 108 and the Australian Supplements thereto.

8. **General**

Items of Naval Stores to Which both MOD (Navy) NATO Class/Groups Have Been Assigned

(i) The MOD (Navy) Catalogue of Naval Stores contains items which are arranged under the appropriate MOD (Navy) class group and within those class groups under the NATO group/class. For transactions within the RAN and with MOD (Navy) and RN ships and Services the number by which an item is recognised is the MOD (Navy) pattern number (or where a NATO number has been assigned the last 7 digits of the NATO stock number) prefixed by the MOD (Navy) class group designation and this number should be used for such transactions.

Where transactions with authorities other than MOD (Navy) take place the full NATO number where one exists is to be used in all vouchers and correspondence. For example, an item included in the MOD (Navy) Catalogue of Naval Stores under Class Group 0310 could belong to NATO Class 8305 and have a NATO Item Identification 942–7512.

Within the RAN and for transaction with the MOD (Navy) the item should be dealt with as MOD (Navy) No. 0310/942–7512. For other transactions it should be shown on vouchers, etc., as NATO Stock Number 8305–99–942–7512, but recorded in ledgers, etc., under the MOD (Navy) number.

(ii) *Use of NATO Type Stock Numbers*

Subject to Paragraph 8 (i) the complete 13 digit Defence or NATO Stock Number is to be used at all times.

Local items which because of obsolescence or other reasons will not remain in the Supply System for a reasonable period and items such as M/T Spares, Forms, etc., will not be allocated Defence Stock Numbers unless for particular reasons this is necessary.

(iii) It is intended that the full cataloguing data supporting US Federal Stock Numbers, Defence Stock Numbers, etc., used in the RAN, be held only by the Central Cataloguing Office (DNS) at Navy Office and that when data for items is required by other authorities for any specific purpose it be reproduced and supplied by the Central Cataloguing Office. It is also intended that the Central Cataloguing Office should exercise control over all numbers which in future enter the RAN system.

9. A further navy order, in regard to action to be taken on receipt of EDP Catalogues, and Accounting and Stowage arrangements generally, will be promulgated.

APPENDIX

Nation Codes

Nation Codes allotted are as follows—

Code	*Nation*
00	USA
11	NATO
12	Germany (West)
13	Belgium
14	France
15	Italy
16	Luxemburg
17	Netherlands
18	South Africa
21	Canada
22	Denmark
23	Greece
24	Iceland
25	Norway
26	Portugal
27	Turkey
66	Australia
99	United Kingdom

(DNS 400/51/219)

(*Navy Order 497 of 1965*)

UNCLASSIFIED

631—Naval Stores (General)—Revised Procedures in HMA Ships and Commissioned Establishments

Navy Order 630 of 1966 sets out the RAN policy in regard to cataloguing of stores under the Defence/NATO/Federal Catalogue System.

2. Arising from this, the following instructions are promulgated to clarify and simplify naval storekeeping matters generally—

A. *Ledger Arrangements*

Ledger pages are to be arranged in left justified sequence of catalogue numbers within the various MOD (Navy) Class Groups and Defence/NATO/Federal Catalogue System Group Class Codes of the items concerned in accordance with Paragraph 3 of Navy Order 630 of 1966. For example, an item supplied under the number 0472/L13456 would be included in MOD (Navy) Class Group 0472 ledger whereas an item supplied under the number 4210–00–910–1234 would be included in Defence/NATO/Federal Group Class ledger 4210.

REGISTRAR.

ANO 632/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
25th November, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

20329/66.

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

632—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc., During September, 1966

The magazines, pamphlets and amendments to publications, etc., and SC Series contained in the appendix to this order have been distributed to ships and services during September, 1966.

2. Article 2517 (6) of ABR 4 is relevant.

3. Copies of "P" Series Amendments referred to in the appendix to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2517 (6) of ABR 4.

APPENDIX

BR AMENDMENTS

BR No.	*Amendment No.*
ABR 675	Amendment No. 1
BR 810 (11)	RAN Suppt. dated June, 1966, to Reprint Group 0284
BR 1781	Change No. 2
BR 1836	Change No. 2
BR 1917 (1)	Change No. 26
BR 2067 (C) 2	Change No. 3
BR 2112	Change No. 2
BR 2122	Change No. 1
BR 2247 (13)	Change No. 1
BR 2326	Amendment List 13-19
BR 3209	Change No. 4
ABR 5013	Amendment No. 3
ABR 5038	Change No. 2

AFO "SC" SERIES

ACP No.	*"SC" No.*
ACP 118-1	SC 3/66 Amendment 41
ACP 118-1	SC 7/66 Change No. 42
ACP 127 Aust. Suppt. 1	Change No. 1
ACP 165 Aust. Suppt. 1	Change No. 2

BOOKS, MAGAZINES AND PAMPHLETS

Title	*Issue*
Flight	Issue dated 26.5.66

ESTABLISHMENT LISTS AND AMENDMENTS

"E" List No.	*Amendment No.*
AS 272 dated 1.12.61	Amendment No. 3
AS 280 dated 17.2.64	Amendment No. 1
E 529 dated 12.3.62	Amendment Nos. 3-6
E 937 dated 12.2.65	—
E 937 dated 12.2.65	Amendment No. 1
E 996 dated 22.9.61	Amendment No. 3
E 997 dated 22.9.61	Amendment No. 3
E 1060 dated 4.12.63	Amendment Nos. 1-3 and 5 and 6
E 1065 dated 11.8.64	—
E 1065 dated 11.8.64	Amendment No. 1
E 1090 dated 3.7.56	Amendment Nos. 11 and 12
E 1112 dated 20.8.64	—
E 1120 dated 14.8.62	Amendment Nos. 1-7
E 1191 dated 16.9.60	Amendment Nos. 4 and 5
E 1157 dated 21.6.65	—
E 1159 dated 9.9.64	—
E 1159 dated 9.9.64	Amendment Nos. 1-3
E 1162 dated 5.2.65	—
E 1162 dated 5.2.65	Amendment No. 1
E 1170 dated 17.11.64	—
E 1202 dated 4.2.63	Amendment Nos. 1-3
E 1333 dated 11.1.65	—
E 1333 dated 11.1.65	Amendment No. 1
LE 43 May, 1964	Amendment No. 3
LE 55	Amendment Nos. 3 and 4
U 276 December, 1965	—

AMENDMENTS TO AIR PUBLICATIONS

AP No.	*AL or Leaflet*
101A-1104-1 (Formerly AP 4204) with O/L	AL 15
109A-0001-1 (Formerly AP 4288A Vol. 1)	AIL 3/66
109A-0001-2	(AL 1015)-B 384 (Alt. 2) (AL 1020)-B 563 (Alt. 2 inc.) (AL 1017)-B 605 (Alt. 1) (AL 1004)-B 608 (Alt. 1 inc.) (AL 1014)-B 642 (Alt. 1) (AL 1018)-B 649 (Alt. 1 inc.) (AL 1016)-B 660 (Alt. 1 inc.) (AL 1013)-B 680 (AL 1019)-B 681 (AL 1021)-B 682 (AL 1022)-B 683
109A-0002-1 (Formerly AP 4288 Vol. 1 Parts 1 and 2)	AIL 3/66 AIL 4/66 AL 121
112B-0305-6	AL 7
116D-0102-1A	AL 2, 3, 4, 5, 6 and 9

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
AVP 84 (Formerly AVP 4089E) ..	E 310 (Issue 1)
1086 Book 7 (2nd Edition) ..	AL 172
1086 Book 13 (2nd Edition) ..	AL 228
1182A (N) Vol. 1	AIL 4/66
1275B Vol. 1 Section 16	AIL 1/66
1275E Vol. 2 Part 1	(AL 247)-H 90
1275G Vol. 2 Part 1	(AL 206)-A 7 (Alt. 5)
1355C Vol. 4 Part 6 (2nd Edition) ..	AL 2
1374E Vol. 4 Part 6 (2nd Edition) ..	AL 11
1464C Vol. 2 Part 1	No. 4 (AL 23)
	No. 4 (AL 24)
	No. 2 (AL 30)
1464G Vol. 1	AL 206 and 207
1661 Vol. 2 Part 1	M 9 (AL 1 inc.)
1661B Vol. 1 (2nd Edition) ..	AL 136
1661C Vol. 1 (2nd Edition) ..	AL 103
1664A Vol. 1 Book 1 (2nd Edition) ..	AL 65 and 66
1664A Vol. 2 Part 3 Book 1 (2nd Edition)	AL 93, 94 and 95
1664E Vols. 1 and 5	AL 38
1803D Vol. 1 Book 4	AL 128
2528P Vol. 2	(AL 187)-B 134 (Alt. 1 inc.)
2530M Vol. 2	(AL 30)-B 21 (Alt. 1 inc.)
2531J Vol. 2 with O/L	(AL 215)-B 135 (Alt. 1)
	(AL 212)-B 144
	(AL 210)-I 2
2531N Vol. 2	(AL 14)-B 8 (Alt. 2)
2534N Vol. 2	(AL 126)-B 79
	(AL 134)-B 83
2534N Vol. 5 Part 6 (Naval) (Issue 1)	AL 14
2554E Vol. 1	AIL 1/66
2656A Vol. 1 (2nd Edition) with O/L	AL 73
2887N Vol. 2	(AL 114)-B 70
4343B Vol. 1 Section 8 Book 2 ..	AL 97
4343M Vols. 1 and 6	AL 75
4343P Vol. 1 Book 2	AL 8
4343S Vol. 1 Book 4	AL 167
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4780A Vol. 1 Book 4	AL 26, 27, 32, 36, 37, 43, 45, 46, 48, 49 and 50
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	AL 30
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	AIL (RAN) 49
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	AL 38
AP (RAN) 9 Vol. 1	AIL (RAN) 7
AP (RAN) 9 Vol. 2	Transmittal Letter No. 47 (3.6.66)
AP (RAN) 9 Vol. 6 Part 2A ..	AIL (RAN) 1
AP (RAN) 10 Vol. 1 Book 2 ..	AL 34
AP (RAN) 10 Vol. 1 Book 4 ..	AIL (RAN) 6
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AP (RAN) 10 Vol. 2	Mod. Leaflet No. Scout/844
	Mod. Leaflet No. Scout/890
	Mod. Leaflet No. Scout/869B
AP (RAN) 10 Vol. 5 Book 1 ..	AL 1
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AP (RAN) 10 Vol. 5 Book 3 ..	AL 1
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AMRA 15	A 5003 (Issue 2) Revised Jan. 1966
	A 5012 (Issue 2)
	A 5013 (Issue 1)
	A 5014 (Issue 1)
	A 5015 (Issue 1)
	A 5016 (Issue 1) Revised Jan. 1966
	A 5017 (Issue 1)
	A 5018 (Issue 1)
AMRA 15 Booklet "A" Section ..	AL 5, 6 and 7
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NAMO Meteor	STI/147
	SI/75A and Diagram (2 Sheets)
Air Clues	July/66
	August/66
Air Pictorial	August/66
DCA Aeronautical Information Circulars	23/1966 (1st May, 1966)
	29/1966 (1st September, 1966)
DCA Aeronautical Information Publications	AL 77 (dated 1.9.66)
DCA Notices to Airmen (Annual Supplement Series "A")	June/66
DCA JASAP	AL 18 (dated 1st September/66)
ICAO Bulletin Vol. XXI	No. 6/66
	No. 7/66
Rolls Royce TSD 594	Transmittal Letter No. 109
	Transmittal Letter No. 111
	Transmittal Letter No. 112
Standardisation Design Memorandum ..	No. 16 Section 5 (Issue 2)
	No. 168 (Issue 6)
	No. 379 (Issue 1)
	No. 380 (Issue 1)
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AAP No. 2 GCC Table of Contents (16th Edition)	Sub AL 39 (AL 28665)
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AAP No. 2 GCC 5990 (6th Edition) ..	Sub AL 7 (AL 30563)
AAP No. 2 GCC 6625 (6th Edition) ..	Sub AL 3 (AL 29391)
AAP No. 2 GCC 6720 (6th Edition) ..	Sub AL 6 (AL 29489)
AAP No. 2 GCC 6940 (6th Edition) ..	Sub AL 5 (AL 29799)
AAP No. 2 GCC Group I Section 15D (5th Edition)	Sub AL 3 (AL 30477)
AAP No. 2 GCC Group P Section 1 (6th Edition)	Sub AL 4 (AL 30488)
AAP No. 2 GCC Group W Section 4C (12th Edition)	Sub AL 67 (AL 29972)
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AAP 711.16 Vol. 2 Part 1 ..	AL 12
AAP 721.65 Vol. 2 Part 1 ..	AL 44
AAP 721.65 Vol. 2 Part 2 ..	AL 185
AAP 721.79 Vol. 2 Part 1 ..	AL 55
RAAF Support Command Publication Orders	27/66 (dated 15th July, 1966)
	28/66 (dated 29th July, 1966)
	30/66 (dated 8th August, 1966)
	31/66 (dated 9th August, 1966)

(DNS 465/57/614)

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ANO's 633-652/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
30th November, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

20640/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

633—Motor Transport—Road Wheels and Tyres—Precautions

ABR 5013, Motor Transport Instructions, Article 23 (3), draws attention to the need for caution in the removal and inflation of multi-piece road wheels and Navy Order 319 of 1966 introduces a guard for use in this connection. The following instructions are issued in amplification.

2. Normal topping up, e.g., during daily check of tyre pressure, of tyres on multi-piece road wheels whilst on a vehicle is safe, but any multi-piece road wheel on which the tyre—

(*a*) has lost more than half its design pressure;

(*b*) is so far deflated that the rim has no cushion of air between it and the tyre;

(*c*) is completely deflated;

must be removed from the vehicle and placed behind the multi-piece road wheel guard for inflation of the tyre.

3. Particular care must be exercised when inflating a tyre of a dual wheel as one may be bearing the load, thus preventing observation of a deflated tyre.

4. Lack of uniformity of pressure in tyres on road wheels can lead to mechanical defects in differentials if not quickly remedied.

5. Tractor wheels are normally of the well base (one-piece) or of the divided wheel type. Providing that it is ensured, in both cases, that the tyre beads are properly positioned inside the rims (all round and on both sides) and, in the case of the divided wheel, that all bolts holding the parts together are tight, there should be little danger in inflating the tyres. After inflation to a few pounds pressure, the tyre should again be checked for position before continuing to inflate. Similar checks should be made as pressure is increased.

6. Where multi-piece wheels are used for large tractor tyres, the same precautions should be applied as for other multi-piece road wheels and, if necessary, suitably sized guards to accommodate them constructed in a similar manner to that shown in Navy Order 319 of 1966.

7. Multi-piece road wheel guards are to be accounted for in the Shipwright's List of Equipment. They should be taken on charge accordingly and Forms AS 197 raised in accordance with ABR 4, Article 3517.

8. The following extract from a list of recommended terminology issued by the Tyre and Rim Association of Australia amplifies the descriptions of road wheels mentioned above—

Types of Wheels

Well Base or One-piece Wheel—A wheel, the rim of which is of one-piece construction, and incorporates at or near its centre a well formation, the purpose of which is to enable tyre beads to be mounted over the rim flanges.

Two-piece Wheel—A wheel, the rim of which comprises two parts—

(1) A rim base with fixed flange integral.

(2) A detachable split or spring flange.

Note—Two-piece rims having tapered bead seats both of which are wholly or in part integral with the rim base, use the semi-drop-centre design which has a shallow well to enable the tyre beads to be mounted over the bead seat taper.

Three-piece Wheel—A wheel, the rim of which comprises three parts—

(1) A rim base with fixed flange integral.

(2) A detachable continuous solid flange.

(3) A lock ring for the detachable flange.

Note—Three-piece rims are also made in the semi-drop-centre design. (*See* note above for two-piece rims.)

Four-piece Wheel—A wheel, the rim of which comprises four parts—

(1) A rim base.

(2) An inner detachable flange.

(3) An outer detachable flange.

(4) A lock ring for the outer detachable flange.

Five-piece Wheel—A wheel, the rim of which comprises five parts—

(1) A rim base.

(2) An inner detachable flange.

(3) An outer detachable flange.

(4) A taper bead seat ring.

(5) A lock ring for the outer detachable flange and bead seat ring.

Divided Wheel—A wheel so constructed that its two main parts, when bolted together at or about the nave, combine to form a rim having two fixed flanges.

Nave—is that part of the wheel centre in which the stud holes are situated.

(DNS 459/63/19)

(*Navy Order 319 of 1966*)

UNCLASSIFIED

634—Safety—Helicopter Winching

In a recent helicopter/ship transfer under adverse weather conditions, a sailor received facial injuries when struck by the hook on the winch wire. He had correctly entered the strop, was lifted clear over the side but then swung back inboard. The winch operator veered the wire which then lay slack and fouled a ventilator inboard. As the wire flicked free, due to helicopter and ship movement, the sailor was struck in the face but fortunately the helicopter was thus freed to host him clear.

2. The fact that helicopter/ship transfers are almost a daily occurrence in the fleet, does not lessen the need for extreme care when this type of transfer

is being carried out. All authorities concerend are to ensure that personnel involved in these transfers are aware that once committed, dangerous conditions with subsequent risk to personnel and/or aircraft can develop rapidly.

3. Aircrew in particular are to assess weather conditions most carefully, before commencing an operation of this nature, particularly when the transfer is from or to a small ship.

(CONS 1313/201/360)

Section 2

PERSONNEL

UNCLASSIFIED

635—Annual Sighting of Certificates of Service by Sailors and Wrans

A census of all serving personnel to be held in 1967 will be based primarily on existing records. Information regarding officers will be extracted from Navy Office records, while the Certificate of Service will be the major source document for sailors and Wrans.

2. Any errors which exist and which are undetected prior to the census, will be encoded and incorporated in EDP records. It is essential therefore, that Certificates of Service be as complete and as accurate as possible in order to minimise waste of operator and computer time.

3. The individual sailor or Wran, normally, is aware of the details of his or her pre-navy qualifications and employment, subsequent Navy postings, qualifications and changes in domestic circumstances. However, it is infrequent that these are examined in the Certificate of Service in the presence of a Divisional Officer. Accordingly any errors or omissions are generally perpetuated with the posting of the individual or the Divisional Officer.

4. At the next annual sighting of Certificates of Service, in accordance with RI Article 1062 (8), sailors and Wrans should be encouraged to peruse the entire document thoroughly and to indicate what they consider to be errors or omissions. This will enable remedial action to be taken, where necessary, and reduce the error rate prior to the documents being incorporated into the EDP system.

(AS (EDP) 350/1/127)

UNCLASSIFIED

636—Enrolment for Electoral Purposes—Members Serving in HMA Ships and HMAS TARANGAU

RI Article 2521 states—"Each qualified member (i.e., any member twenty one years of age or over who is a British subject, and has lived in Australia for six months continuously) who has a bona fide place of living on shore (i.e., a place such as a residence of his wife or parents, which he normally regards as his home) must enrol for the electoral subdivision in which that place of living is situated. Each qualified member serving in an establishment who has no bona fide place of living on shore must enrol for the electoral subdivision in which the establishment is situated."

2. The enrolment requirement for electoral purposes for qualified members serving in HMA ships or in HMA TARANGAU who have no bona fide place of living on shore are as follows and such members should enrol for the electoral subdivision shown for the operating port of their ship—

Operating Port Melbourne	*Operating Port Sydney*
Commonwealth Division—Flinders	Commonwealth Division—West Sydney
Electoral Subdivision—Dromana	Electoral Subdivision—King
State District—Mornington	State District—King
HMAS ANZAC	All Other
HMAS DERWENT	HMA Ships and
HMAS PARRAMATTA	HMAS TARANGAU
HMAS STUART	
HMAS YARRA	

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

(HPB 31/1/1)

UNCLASSIFIED

637—Medical and Dental Services Rendered to United States Naval Personnel in Australia

Approval has been given whereby a member of the United States Navy serving in Australia may be provided medical and dental treatment, including hospital and out-patient treatment in RAN Hospitals, Sick Quarters and Dental Clinics and in Repatriation General Hospitals and Clinics on a non-reimbursable basis, subject to the following conditions—

(*a*) medical and dental treatment will be provided only when adequate facilities or accommodation are available and when no treatment can be provided from United States facilities in Australia;

(*b*) the authority responsible for authorising treatment at or admission to a prescribed institution or for authorising treatment and examination will be the Medical Director-General or the Senior Medical Officer (RAN) in the area concerned through whom any treatment at Repatriation Institutions should be arranged;

(*c*) hospitalisation will be limited to cases which, in the opinion of the Medical Director-General or the Senior Medical Officer (RAN) will benefit by being admitted to hospital for a reasonable period. Personnel requiring domiciliary care or suffering from chronic conditions, e.g., tuberculosis, mental disease, etc., will only be admitted in cases of extreme necessity, to save life or prevent greater suffering;

(*d*) dental treatment will be limited to facilities available for the performance of such treatment. Where gold or other precious metal is used, the beneficiary will be required to meet the cost thereof;

(*e*) the arrangement is to be available to United States Navy personnel only and not their dependants.

2. US Naval patients may be referred to Naval Consultants. The prescribed fees and charges thus involved are acceptable as RAN liability.

3. The Royal Australian Navy will not accept liability for any costs incurred by United States Navy personnel who receive treatment other than in accordance with Paragraphs 1 and 2 above.

4. A charge for subsistence at the prevailing daily rate (currently $0.88 per diem) is to be applied in respect of the period during which a United States Navy Officer receives in-patient treatment in an RAN Hospital or Sick Quarters. Recovery is to be effected in accordance with ABR 93, Chapter 9, Paragraph 0909, Clause 2 (*a*).

(DNA 327/54/81)

UNCLASSIFIED

638—Repatriation and War Service Homes Benefits and Taxation Exemption—Service in North Borneo and Malay Peninsula Areas

Eligibility for allotment for special service in the North Borneo and Malay Peninsula areas defined in Appendix A to Navy Order 362 of 1966 ceased as from 15th September, 1966, and therefore benefits provided in Paragraph 6 of the navy order terminate at 142359 September, 1966, local time.

2. Consequently the minesweepers which continued to serve on the Far East Station and whose terminal date for allotment is shown in Appendix B to the navy order as "Date of arrival at first port of call on return to Australia" ceased to be allotted as from 15th September, 1966.

3. Further allotments subsequent to the dates shown in Appendix B, as amended by Navy Order 508 of 1966, have been made.

4. The list of ships allotted and periods involved has been revised to include the above and is shown in the attached appendix. This replaces Appendix B of the navy order.

5. Navy Order 508 of 1966 is hereby cancelled.

APPENDIX B

ALLOTMENT OF RAN SHIPS FOR SPECIAL SERVICE FOR THE PURPOSE OF THE REPATRIATION (SPECIAL OVERSEAS SERVICE) ACT 1962–1965 AND THE INCOME TAX ASSESSMENT ACT 1936–1965

HMA Ship	*Period*	
	From	*To*
CURLEW	2.6.64	29.1.65
*CURLEW	3.10.65	14.9.66
DERWENT	15.12.64	11.1.65
DERWENT	15.3.66	17.3.66
*DERWENT	18.3.66	30.4.66
DERWENT	10.6.66	13.6.66
DERWENT	20.6.66	30.6.66
DERWENT	21.7.66	26.7.66

HMA Ship	Period	
	From	To
DUCHESS	31.8.65	7.9.65
DUCHESS	6.11.65	29.11.65
DUCHESS	16.12.65	20.12.65
*DUCHESS	4.1.66	5.2.66
GULL	6.5.64	18.9.64
GULL	7.1.65	30.6.65
*GULL	1.7.65	14.8.65
*GULL	24.1.66	14.9.66
HAWK	6.5.64	18.9.64
HAWK	7.1.65	30.6.65
*HAWK	1.7.65	14.8.65
*HAWK	10.1.66	14.9.66
IBIS	23.8.64	30.6.65
*IBIS	1.7.65	3.2.66
PARRAMATTA	7.7.65	9.7.65
*PARRAMATTA	17.7.65	3.8.65
*PARRAMATTA	19.8.66	8.9.66
SNIPE	2.6.64	29.1.65
*SNIPE	19.7.65	14.9.66
TEAL	23.8.64	30.6.65
*TEAL	1.7.65	3.2.66
VAMPIRE	16.3.66	31.3.66
VAMPIRE	4.4.66	12.4.66
*VAMPIRE	18.6.66	16.7.66
VENDETTA	12.10.64	2.11.64
VENDETTA	31.8.65	7.9.65
*VENDETTA	19.10.65	19.11.65
VENDETTA	29.11.65	29.12.65
VENDETTA	29.1.66	9.2.66
YARRA	17.6.65	30.6.65
*YARRA	1.7.65	17.7.65
YARRA	4.8.65	16.8.65

Notes—1. All dates shown are inclusive.

2. * Periods so indicated are periods of service in the Borneo Area which qualify for the benefits shown in Paragraph 6 (*b*) of Navy Order 362 of 1966.

(HPB 302/201/25)

(*Navy Orders 362 and 508 of 1966*)

UNCLASSIFIED

639—Uniform Badges—RAN Submarine Badge, Miniature—Availability

Supplies of the new miniature badge, for wear by qualified submarine personnel, Catalogue No. 67109, referred to in Paragraph 9 of Navy Order 411 of 1966, are now available on demand from the Superintending Victualling Store Officer, Royal Edward Victualling Yard.

2. The issuing price is $1.30 each.

(D of V 37/3/93)

(*Navy Order 411 of 1966*)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

640—Aircraft—Cartridges, Power—Cartridge Cable Cutter No. 2 Mark 1—Introduction to Service

(*DCI (RN) 445/1966*)

1. *Item* .. .. .. The following store is hereby introduced into Naval Service—

   369021—Cartridge Cable Cutter No. 2 Mark 1.

2. *Description* .. .. This cartridge is of French design and manufacture. It is installed in the air-operated Hoists of Scout Helicopters.

3. *Life* .. .. .. (*a*) Shelf life—three years.

   (*b*) Installed life—six months.

4. *Classification* .. .. Group 6 Category X.

5. *Package* .. .. One cartridge enveloped in 0.020-in. (minimum) heat-sealed polythene in a Cylinder A 520. Four cylinders per box H3.

6. *Accounting* .. .. The two hyphens added to the store reference number denote that two extra digits will be added to indicate the year of filling. Service users should demand and account for these stores under the first six digits only.

7. *Action* .. .. Any cartridges held set aside in accordance with ACNB's 030149Z June 65 should be returned to the nearest Naval armament depot for disposal, quoting this order as authority.

8. *RAN armament depots* .. Cartridges received in accordance with Paragraph 7 above should be dumped.

(DAS 727/251/66)

UNCLASSIFIED

641—Alteration and Addition Item—HMAS DIAMANTINA

The following Alteration and Addition Item is approved to be carried out in HMAS DIAMANTINA—

Class List Item No. 637 (Ex TDL "AF")

(*a*) *Item:* To fit 975 radar in lieu of existing type 974 radar.

(*b*) Weight variations are to be reported.

(*c*) *References:* (i) ACNB Message DTG 140640Z June, 1966.
(ii) ACNB Message DTG 240629Z June, 1966.
(iii) NOICWA Message DTG 010432Z July, 1966.

(CNTS 1224/56/135)

UNCLASSIFIED

642—Furnace Fuel Oil Additives

Evaluation trials of commercial fuel oil additives have recently been carried out in selected HMA ships and results indicate that a particular type of additive is beneficial in—

(i) reducing the work involved in FFO tank cleaning;

(ii) reducing the quantity of deposits in gas passages of boilers and altering the nature of deposits so as to permit easier external boiler cleans.

2. The additive is known as "Gamlenol Dual Purpose (DP 231)" and it has been decided to extend its use to the following ships or classes of ships—

HMAS MELBOURNE	DDG's
HMAS SYDNEY	Type 12 Frigates
HMAS ANZAC	Daring Class Destroyers
HMAS SUPPLY	

3. The additive is in a liquid state and is added to the fuel tanks, before filling to facilitate mixing, in the ratio of one (1) gallon of Gamlenol to twelve and a half (12½) tons of FFO.

4. Initial requirements and subsequent replenishments should be demanded from SNSO, Sydney, in the usual manner. A separate navy order is in course of promulgation in regard to supplies of "GAMLEN" products whilst absent from Australia.

5. Each of the abovementioned ships is to forward reports on the apparent efficiency of the additive at six monthly intervals. The reports should indicate any benefits in regard to FFO tank cleanliness and effects on boiler combustion spaces and reduction in soot deposits.

(ACDC 1209/251/47)

UNCLASSIFIED

643—Guns—Procedure for Clearing Shell in Guns Using SL Ammunition

(*DCI (RN) 1260/1966*)

Instances continue to occur where difficulties are experienced in ejecting shell from 4.5-in. guns after a misfire.

2. Whenever possible, ships and establishments with guns using separate loading ammunition are to clear guns by firing in preference to using the service ejector, irrespective of whether the gun is hot or not.

3. Nevertheless there will be occasions when the service ejector has to be used. No tool other than the service ejector is to be used to dislodge the shell. If the shell will not dislodge, advice is to be sought from the local Naval Ordnance Inspecting Officer.

4. A service ejector may be used against VT fuzed shell.

5. MOD (Navy) has advised that BR 862 (NMER), Article 0229, will be amended.

(DWE 706/51/148)

RESTRICTED

644—Inspection of Machinery Spaces

(*DCI (RN) 864/1966*)

Attention is drawn to the need for frequent and regular inspection of machinery spaces and compartments containing filling funnels to water tanks in order to minimise the risk of fire or flooding incidents. Explicit orders are to be written regarding the duties of sailors carrying out these inspections, and a Record of Inspection of Compartments is to be maintained. The maximum period between inspections of machinery compartments in which there is no watchkeeper is to be as follows—

(*a*) *At Sea*

(i) Main machinery spaces and compartments containing filling funnels which are in use: HOURLY.

(ii) Other machinery spaces and compartments containing filling funnels to water tanks: AT LEAST ONCE EACH WATCH.

(*b*) *In Harbour*

(i) Main machinery spaces containing running machinery, and compartments containing filling funnels which are in use: HOURLY.

(ii) Main machinery spaces in which machinery is not running, and compartments containing running machinery and/or filling funnels to water tanks: AT LEAST ONCE EACH WATCH.

(iii) Other machinery compartments: AT LEAST DAILY.

These requirements may be relaxed at the Marine Engineer Officer's discretion during leave periods, maintenance periods and refits. However, account is to be taken of the additional risk of fire, flood and unauthorised interference with machinery which may arise at these times.

2. The provisions of Navy Order 197 of 1966 are also relevant to the above.

3. **Inspection by the Marine Engineer Officer**

When at sea or at short notice for steam, the Marine Engineering Department is to be inspected daily by the Marine Engineer Officer or his deputy. The inspecting officer is to visit every compartment in which machinery is working; the inspection of other machinery compartments may be delegated to a Chief Petty Officer. It is to be noted carefully that the machinery in use is working correctly, and that there is no sign of fire, flooding or other irregularity. On completion of rounds, a report is to be made to the Marine Engineer Officer.

4. In harbour, a similar inspection is to be carried out by the Marine Engineer Officer of the Day. In ships which do not have a Marine Engineer Officer of the Day, the inspection is to be carried out by an ERA or Mechanician.

5. In ships in which only one ERA or Mechanician is borne, the inspections as detailed in Paragraph 3 above are to be carried out by the ERA or Mechanician, and harbour inspections as detailed in Paragraph 4 above are to be carried out by the senior duty Marine Engineering Department sailor.

6. **Inspection of Boiler Rooms after Steaming**

Any boiler room in which boilers have been in use is to be inspected during the watch following that in which the boilers were shut down. Particular attention is to be paid to the detection of steam leaks; a small steam leak, such as that from a pinhole in a superheater tube, is unlikely to be detected while steaming, but the hiss of escaping steam may be heard when the boiler room is quiet.

7. **Inspection of Compartments on Completion of Work by Dockyard, Fleet Maintenance Unit, Base Staff or Contractors' Personnel**

Compartments in which dockyard, Fleet Maintenance Unit, Base Staff or Contractors' personnel have been employed are to be inspected within one hour after completion of this work for the day. In those compartments in which there is a fire or flood risk because of the nature of the work, an inspection is to be carried out as soon as these personnel vacate the compartment.

8. MOD (Navy) has advised that BR 3000 will be amended in due course.

(DMED 1211/251/173)

(Navy Order 197 of 1966)

UNCLASSIFIED

645—Naval Stores (Electrical)—Introductions—Group Class 0557 Cat. No. 971-7720—Test Set Radio Frequency Power

The following item will be introduced—

NATO Supply Classification	*Patt.*	*Description*	*Denom.*	*Acctg. Status*
6625	0557/971-7720	Test Set Radio Frequency Power	No.	Permanent

2. This unit is being introduced into service primarily for use with Radar Type 975 and its capabilities are as follows—

(*a*) To measure to within an accuracy of 5 per cent. the power output of any X-band transmitter operating in the frequency range 9320-9500 mc/s and having a mean power of not greater than 40 watts.

(*b*) To measure VSWR of the transmitter waveguide and aerial system where this does not exceed 0.9 over the frequency range quoted above.

(*c*) Operate from external supplies of 230V 50 c/s, 180V 1100 c/s, 115 volts 60 c/s or from an internal 9V dry battery.

3. Allowances are as follows—

GMGID	1	
GMWD	1	
HMAS WATERHEN	1	(for minesweepers)
HMAS TARANGAU	1	(for patrol craft)
NOIC NA	1	(for patrol craft)
NOIC NG (Port Moresby)	1	(for patrol craft)
HMAS STALWART	1	
HMAS SYDNEY	1	
HMAS PERTH	1	
HMAS HOBART	1	
HMAS BRISBANE	1	
HMAS ANZAC	1	
HMAS DIAMANTINA	1	
HMAS KIMBLA	1	
HMAS PALUMA	1	
HMAS SUPPLY	1	
HMAS CERBERUS	1	
HMAS WATSON	1	
CO Jervis Bay	1	(for patrol craft)

4. Supply will be made without demand as soon as stocks become available.

5. The test set is contained in two portable wooden boxes each weighing approximately 16-lb. when loaded.

6. A handbook is being prepared and will be published in the BR series.

(DNS 519/69/292)

UNCLASSIFIED

646—NBCD—Ventilation Arrangements—Location of Fan Starters

(DCI (RN) 1195/1966)

To avoid possible delay in switching off ventilation fans to compartments in the event of fire, ships are to ensure that the positions of any starters which are remote from the fan are clearly indicated at the fan.

2. Markings of the following form are to be painted or stencilled on the fan casing—

(*a*) STARTER
"X" FEET, where the starter is in the same WT section as the fan.

(*b*) If the starter is not in the same WT section, the exact location of the starter is to be indicated, e.g., STARTER AT 3C 52½ (S).

(DMED 1211/51/552)

UNCLASSIFIED

647—RAN DDG Destroyers—Steam Turbine Lubricating Oil

Provision has been made in the current period contract for the supply of Lubricating Oil OEP 89 to Specification MIL-L-17331D.

2. This steam turbine lubricating oil is required for use by RAN DDG's and should be demanded from SNSO, Sydney, under Stock Number 9150-00-235-9064.

(DNS 523/51/529)

RESTRICTED

648—Shore Stations, RAN Air Station—Restrictions on Power, Telephone and Remote Control Cables in the Vicinity of Ground Radio Installations

Attention is drawn to the need for safeguarding the performance of ground radio installations of all types against interference with their operation due to the presence of power, telephone, remote control lines or structures in the vicinity of radio equipment installations or their associated aerial systems in HMA shore establishments, shore stations and the RAN Air Station.

2. An Australian Joint Service publication (Code of Practice for Installation of Power, Telephone and Remote Control Cables near Ground Radio Stations) has now been approved for use in the RAN and the recommendations contained in this Code of Practice are to be observed in the future as appropriate when planning power, telephone and remote control cable installations referred to in Paragraph 1 above. Copies of the abovementioned Code of Practice have been forwarded to FOICEA, NOIC NA, HARMAN and ALBATROSS. Requests for additional copies are to be addressed direct to—

The Secretary,
Telecommunications Advisory Committee,
Treasury Building,
Treasury Place,
MELBOURNE, C.1.

3. If it is suspected that the performance of any existing radio installation referred to in Paragraph 1 above is being adversely affected by the presence of any power, telephone, remote control line or structure in the vicinity, or it appears impracticable to apply the recommendations of the Code of Practice to any new installations, the details of the installation concerned are to be forwarded to the Naval Board for consideration and direction.

(PEE 1424/201/17)

UNCLASSIFIED

649—Victualling Stores—Mess Gear—Tureens, Soup, EP—Revised Accounting

Tureens, soup, EP, and covers are in future to be accounted for as separate items. The revised nomenclatures, catalogue numbers and prices are as under—

Catalogue No.	*Item*	*Price*
		$
53903	TUREEN, SOUP, EP, w/o cover	26.00
54112	COVER, SOUP TUREEN, EP ..	20.40

2. The Fixed Issuing Price List for Mess Gear, dated 1st July, 1966, is to be noted accordingly. ABR 93, Part II, Scales 1, 2 and 12-26, inclusive, will be amended.

(D of V 914/67/17)

UNCLASSIFIED

650—Victualling Stores—Orange and Lemon Powders (New Types)—Introduction

New improved types of lemon and orange powders will be coming forward when existing stocks of current types have been cleared.

2. These powders have been developed to provide less acid and more palatable drinks and to save stowage space. They will continue to be supplied in 33-oz. cans, but each can will make up 220-pints (440 rations) instead of 100-pints (200 rations). The basic formula for making up is—

14-oz. of powder and 13-oz. of sugar to 10-pints of water.

3. For ease of identification the above formula is lithographed on the cans and the new powders have been allocated separate vocabulary numbers. Ships and establishments should, however, continue to demand under current vocabulary numbers (70489 and 70492) and Royal Edward Victualling Yard will supply old or new type as available. Vocabulary Numbers 70489 and 70492 will be cancelled as soon as all stocks are exhausted.

4. The vocabulary numbers, description and fixed issuing price of the new powders are—

Vocab No.	*Description*	*FIP*
70490	Lemon powder, 33-oz. (new type)	$1.60 per can
70493	Orange powder, 33-oz. (new type)	

5. When the new type powders are used for extra issues provided for under ABR 93, Chapter 10, the authorised quantities are to be halved.

6. ABR 93 will be amended in due course.

(D of V 912/90/8)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

651—Deputy Naval Officer-in-Charge New Guinea—Official Address

Postal Box 236, shown in the RAN List as the postal address for Deputy Naval Officer-in-Charge, New Guinea, is a private box and is not to be used for official mail.

2. The official address for Deputy Naval Officer-in-Charge, New Guinea, is Post Office Box 701, Port Moresby.

3. The RAN List will be amended in due course.

(CEO (GS) 1605/203/37)

UNCLASSIFIED

652—Forms AS 2022/AD 400—Reporting of Defective Material or Design—Introduction of Forms AS 2022 (a)—Defect Acquaint

Navy Order 620 of 1965 is to be amended as follows—

Add the following to Paragraph 2 of Appendix B—

"Defects in Flight Deck machinery which affect the safety of aircraft operations are to be reported immediately by signal to ACNB with FOCAF as an information addressee.

A covering Form AS 2022 is to be forwarded as soon as possible making reference to the signal."

(ACMD 464/251/50)

(*Navy Order 620 of 1965*)

With reference to Navy Order 794 of 1965, Navy Orders 708 to 826 of 1964 are now over two years old and may be disposed of.

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

ANO 653/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
30th November, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

20641/66.

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

653—Sailors' Course Programme—1967

The programme of sailors' courses for 1967 is shown in the appendix to this order.

2. The duration of courses shown is the period specified in appropriate syllabuses and actual course lengths may vary because of leave periods and ceremonial commitments. Training establishments are to report changes in completion dates of courses in monthly training returns (Form AS 3113) or earlier if necessary, stating reasons.

3. Re-engagement categories are currently as follows—

Group A—4 years.
Group B—3 years.
Group C—2 years.
Group D—1 year.
Group E—Nil.

Courses are deemed to finish on the Friday of the final week, and the period of service required on completion of a course commences on the following Monday. Re-engagement rules for sailors undergoing courses are laid down in RI Article 0824 as amended by 071F/66.

4. Applications to re-engage are to be forwarded on receipt of appropriate posting notes. Should a sailor posted to a course subject to re-engaging not intend to re-engage, this is to be signalled promptly, in order that a replacement may be posted.

5. The EDP course numbers shown in the appendix are the designators that will be used to identify each particular course on the introduction of EDP.

6. Further Courses 11190—LSRP will be considered, depending upon the requirement, but because of the increasing difficulty of scheduling these courses, sailors who are eligible for this course are to be encouraged to pass by BTT where possible.

7. Alterations and additions to the course programme will be promulgated by amendments to this order.

Amendment List

Amendment No.	*Authority*	*Date*	*Inserted by*	*Date Inserted*

APPENDIX

Branch or Group	*EDP No.*	*Course (for Promotion to)*	*Location*	*Duration in Weeks*	*Re-engagement Category*	*Starting Dates*	*Min./Max. Nos.*
Recruits ..	10000	Adult Male Recruit Training Course	CERBERUS ..	12	—	15.1.67 12.2.67 12.3.67 9.4.67 7.5.67 4.6.67 4.1.67 5.4.67 16.1.67 2.7.67 30.7.67 27.8.67 24.9.67 22.10.67 26.11.67 12.7.67 11.10.67 10.7.67	120
	10010	Junior Recruits ..	LEEUWIN ..	48	—		100/200
	10020	Artificer Apprentices	NIRIMBA ..	3½ years	—		124
Seaman ..	11000	CPOCOX ..	PENGUIN ..	5	D	16.1.67	2–6
			WATSON ..	3			
			SEA ..	3			
	11010	POQMG ..	CERBERUS ..	19 (4 S'ship) 2 NBCD	C	17.4.67 25.9.67	4–10
			PENGUIN ..				
	11030	ABQMG ..	CERBERUS ..	16 (4 S'ship, 1 NBCD)	C	Jan. to Mar. inclusive —as required 1.5.67 11.9.67(2) 17.7.67 13.11.67(2)	4–10
	11040	POCD ..	RUSHCUTTER .. PENGUIN	16 4 S'ship, 2 NBCD	C	10.7.67	4–8
	11060	ABCD ..	RUSHCUTTER .. PENGUIN ..	16 4 S'ship, 1 NBCD	—	16.1.67 17.7.67 13.3.67 18.9.67 15.5.67 13.11.67	4–16

Branch or Group	EDP No.	Course (for Promotion to)	Location	Duration in Weeks	Re-engagement Category	Starting Dates		Min./Max. Nos.
Seaman— ***continued***	11070	ORDCD Acceptance	RUSHCUTTER ..	4	—	16.1.67 13.2.67 13.3.67 10.4.67 8.5.67 5.6.67	3.7.67 31.7.67 28.8.67 25.9.67 23.10.67 20.11.67	4–16
	11080	CABA	RUSHCUTTER ..	3	—	16.1.67 30.1.67 13.2.67 27.2.67 13.3.67 27.3.67 10.4.67 24.4.67 8.5.67 22.5.67 5.6.67 19.6.67	3.7.67 17.7.67 31.7.67 14.8.67 28.8.67 11.9.67 25.9.67 9.10.67 23.10.67 6.11.67 20.11.67	4–16
	11090	CABA	LEEUWIN ..	3	—	As required		4–16
	11100	POSR	PENGUIN ..	18 (4 S'ship, 2 NBCD)	C	3.4.67		2–10
	11120	ABSR	PENGUIN ..	17 (4 S'ship, 1 NBCD)	—	14.8.67		4–10
	11130	POUW	WATSON .. PENGUIN ..	7 4 S'ship, 2 NBCD	C	16.1.67	17.7.67	6–10
	11150	ABUW	WATSON .. PENGUIN ..	5 4 S'ship, 1 NBCD	—	16.1.67 13.3.67	15.5.67 2.10.67	6–10
	11160	POPT	CERBERUS .. PENGUIN ..	16 (4 S'ship) 2 NBCD	C	9.1.67		4–10
	11170	LSPT	CERBERUS ..	22 (2 S'ship)	C	17.7.67		6–16
	11180	PORP	WATSON .. PENGUIN ..	16 4 S'ship, 2 NBCD	C	17.7.67	13.11.67	4–6
	11190	LSRP	WATSON ..	14	C	9.1.67	17.7.67	4–6
	11200	ABRP	WATSON .. PENGUIN ..	11 4 S'ship, 1 NBCD	—	9.1.67(2) 6.3.67(3) 22.5.67(2)	17.7.67 28.8.67(2) 13.11.67(2)	4–9
	11210	POUC	WATSON .. PENGUIN ..	15 4 S'ship, 2 NBCD	C	13.3.67	17.7.67	5–8
	11230	ABUC	WATSON .. PENGUIN ..	12 4 S'ship, 1 NBCD	—	16.1.67 13.3.67 15.5.67(2)	14.8.67 2.10.67	7–13
	11240	POFC	CERBERUS .. PENGUIN ..	17 (4 S'ship) 2 NBCD	C	9.1.67		4–10
	11260	ABFC	CERBERUS ..	15 (4 S'ship, 1 NBCD)	—	9.1.67 5.6.67	11.9.67 13.11.67	4–10
	11270	POWM	CERBERUS .. PENGUIN ..	19 (4 S'ship) 2 NBCD	C	9.1.67	17.7.67	4–10
	11290	ABWM	CERBERUS ..	19 (4 S'ship, 1 NBCD)	—	9.1.67 6.3.67 1.5.67	15.8.67 9.10.67 13.11.67	4–12
Communications	12010	CY	CERBERUS .. WATSON .. PENGUIN ..	13 1 2 NBCD	C	9.1.67	17.7.67	3–10

Branch or Group	EDP No.	Course (for Promotion to)	Location	Duration in Weeks	Re-engagement Category	Starting Dates	Min./Max. Nos.
Communications—*continued*	12020	TO	CEBERUS ..	29 (1 NBCD)	—	On completion of CO Course	4–12
	12030	RS	CERBERUS ..	17	C	9.1.67 17.7.67	3–10
			PENGUIN ..	2 NBCD			
	12040	RO	CERBERUS ..	26 (1 NBCD)	—	On completion of CO Course	4–12
	12050	RSS	HARMAN ..	5	C	20.3.67 23.10.67	3–10
			CERBERUS ..	10		31.7.67	
			WATSON ..	1			
			PENGUIN ..	2 NBCD			
	12060	ROS	CERBERUS ..	27 (1 NBCD)	—	On completion of CO Course	4–12
	12070	DS	CERBERUS ..	7	D	9.1.67	3–10
			PENGUIN ..	2 NBCD			
	12080	DO	CERBERUS ..	14 (1 NBCD)	—	On completion of CO Course	4–12
			HARMAN (Navy Office)	7			
	12000	CO	CERBERUS ..	6	—	9.1.67 17.7.67	8–40
						6.3.67 11.9.67	
						1.5.67 13.11.67	
	12090	POLIN	RAAF School of Languages	47	A	9.1.67	3–8
			CERBERUS ..	13			
			PENGUIN ..	2 NBCD			
	12100	POLIN	RAAF School of Langauges	47	A	9.1.67	3–8
			PENGUIN ..	2 NBCD			
	12110	Able Rank Refresher	CERBERUS ..	4	—	16.1.67 10.7.67	As required
						10.4.67 16.10.67	
	12120	Able Rank Refresher	KUTTABUL(STC) SYDNEY	4	—	10.4.67	As required
						17.7.67 9.10.67	
Marine Engineering	35360	Artificer Diver ..	RUSHCUTTER ..	8	D	9.1.67 7.8.67	As required
			PENGUIN ..	1		30.1.67 (Assumes previous qualification as CABA)	
	13050	CERA/CMECH ..	CERBERUS ..	16	C	27.2.67 28.8.67	6–15
	13040 (ERA)	Direct Entry ERA and ERAD	CERBERUS ..	16 (ERA)	—	9.1.67 10.7.67	4–12
	13060 (ERAD)	Direct Entry ERA and ERAD	CERBERUS ..	18 (ERAD)	—	9.1.67 10.7.67	4–12
			PENGUIN ..	1 NBCD			
	13030	Mechanician ..	NIRIMBA ..	98	A	16.1.67 17.7.67	6–15
	13000	POME	CERBERUS ..	12	D	15.5.67	10–20
			PENGUIN ..	2 NBCD			
	13140	POMED	CERBERUS ..	10	D	29.5.67	10–20
	13020	ERW	CERBERUS ..	6	D	24.4.67 6.11.67	6–12
	13110	MTC	CERBERUS ..	12	D	30.1.67(4) 14.8.67(2)	6–12
			PENGUIN ..	2 NBCD			
	13120	MTC Educational ..	CERBERUS ..	4	—	24.4.67 6.11.67	As required
	13090	TOW	CERBERUS ..	10	D	16.1.67 10.4.67	6–12
						10.7.67 9.10.67	*See* Note
	13100	B and L	CERBERUS ..	4	—	6.2.67 1.5.67	5–10
						28.8.67 13.10.67	
	13010	ME	CERBERUS ..	14	—	As required	6–15
	13130	MED	CERBERUS ..	13 (1 NBCD)	—	27.2.67 and as required	10–16
	13070	CNS	NIRIMBA ..	8	D	16.1.67	3–6
	13080	Direct Entry NS ..	NIRIMBA ..	21	—	16.1.67 17.7.67	4–10
			PENGUIN ..	1 NBCD			

Branch or Group	EDP No.	Course (for Promotion to)	Location	Duration in Weeks	Re-engagement Category	Starting Dates	Min./Max. Nos.
Electrical ..	14000	POEP	CERBERUS ..	20	C	16.1.67 10.7.67	4–12
			PENGUIN ..	2 NBCD			
	14030	POEWE	CERBERUS ..	24	C	16.1.67 10.7.67	4–12
			PENGUIN ..	2 NBCD			
	14050	POEWR	CERBERUS ..	29	B	16.1.67 10.7.67	4–12
			PENGUIN ..	2 NBCD			
	14070	POEC	CERBERUS ..	27	B	3.4.67	4–12
			PENGUIN ..	2 NBCD			
	14010	EMP	CERBERUS ..	32 (1 NBCD)	—	As required	4–16
	14040	EMWE	CERBERUS ..	35 (1 NBCD)	—	As required	4–16
	14060	EMWR	CERBERUS ..	40 (1 NBCD)	—	As required	4–16
	14080	EMC	CERBERUS ..	40 (1 NBCD)	—	As required	4–16
	14090	TOW	CERBERUS ..	10	D	16.1.67 10.4.67	6–12
						10.7.67 9.10.67	*See* Note
	14130	Direct Entry SAP ..	CERBERUS ..	45	—	As required	4–12
			WATSON ..	7			
	14140	Direct Entry SAW ..	CERBERUS ..	51	—	As required	4–12
	14150	Direct Entry SAC ..	CERBERUS ..	63	—	As required	4–12
	14160	Conversion Course to SAP and CSAP (ex EA)	CERBERUS ..	28	B	As required	3–8
			WATSON ..	10			
	14190	Conversion course to SAP and CSAP (ex OA)	CERBERUS ..	34	B	As required	3–8
			WATSON ..	4			
	14170	Conversion course to SAW and CSAW (ex EA)	CERBERUS ..	53	A	As required	3–8
	14200	Conversion course to SAW and CSAW (ex OA)	CERBERUS ..	63	A	As required	3–8
	14210	Conversion course to SAW and CSAW (ex EAR)	CERBERUS ..	27	B	As required	3–8
	14180	Conversion course to SAC and CSAC (ex EA)	CERBERUS ..	63	A	As required	3–8
	14220	Conversion course to SAC and CSAC (ex EAR)	CERBERUS ..	45	A	As required	3–8
Naval Airman	15000	POACM	ALBATROSS ..	20	C	As required	As required
			WATSON ..	1			
			PENGUIN ..	2 NBCD			
	15010	POAAH	ALBATROSS ..	6	E	20.2.67	4–12
			PENGUIN ..	2 NBCD			
	15030	NAAH	ALBATROSS ..	5	NA	16.1.67	
			PENGUIN ..	1 NBCD			
	36060	Ord NA	ALBATROSS ..	1	NA	16.1.67 3.7.67	
						13.2.67 31.7.67	
						13.3.67 28.8.67	
						10.4.67 25.9.67	
						8.5.67 23.10.67	
						5.6.67 27.11.67	
	15040	POAMET ..	ALBATROSS ..	5	D	As required	2
			PENGUIN ..	2 NBCD			
	15060	NAMET	WATSON ..	4	NA	16.1.67	6–8
			ALBATROSS ..	8			
			PENGUIN ..	1 NBCD			
	15090	NAPHOT ..	ALBATROSS ..	16	NA	1.5.67 (subject to Army requirements)	4–6
			PENGUIN ..	1 NBCD			

Branch or Group	EDP No.	Course (for Promotion to)	Location	Duration in Weeks	Re-engagement Category	Starting Dates	Min./Max. Nos.
Naval Airman —*continued*	15100	POASE	ALBATROSS ..	8	D	8.5.67	1–3
			PENGUIN ..	2 NBCD			
	15120	NASE	ALBATROSS ..	13	NA	16.1.67	3–8
			PENGUIN ..	1 NBCD			
Air Engineering	16000	MECHAE ..	NIRIMBA ..	46	A	9.1.67	4–12
	16010	POAMAE ..	ALBATROSS ..	35	B	6.3.67	4–16
			PENGUIN ..	2 NBCD			
	16020	LAMAE	ALBATROSS ..	11	D	17.4.67	4–12
	16030	NAMAE ..	ALBATROSS ..	11	NA	16.1.67	4–12
			PENGUIN ..	1 NBCD			
	16040	POAMW ..	ALBATROSS ..	27	—	6.3.67	4–12
			PENGUIN ..	2 NBCD			
	16050	LAMW	ALBATROSS ..	10	D	10.4.67	4–12
	16060	NAMW	ALBATROSS ..	12	NA	16.1.67	4–12
			PENGUIN ..	1 NBCD			
	16070	TOW	CERBERUS ..	8	D	16.1.67 10.7.67	6–12
			ALBATROSS ..	2		10.4.67 9.10.67	*See* Note
Air Electrical	17010	POEAW	CERBERUS ..	11	B	10.7.67	4–12
			ALBATROSS ..	15			
			PENGUIN ..	2 NBCD			
	17020	EMAW	CERBERUS ..	17 (1 NBCD)	—	As required	4–16
			ALBATROSS ..	7			
	17030	POEAC	CERBERUS ..	19	B	3.4.67	4–12
			ALBATROSS ..	16			
			PENGUIN ..	2 NBCD			
	17040	EMAC	CERBERUS ..	28 (1 NBCD)	—	As required	4–16
			ALBATROSS ..	8			
	17050	TOW	CERBERUS ..	8	D	16.1.67 10.4.67	6–12
			ALBATROSS ..	2		10.7.67 9.10.67	*See* Note
	18000	POSBA	CERBERUS ..	3	E	15.5.67 16.10.67	2–8
			PENGUIN ..	2 NBCD			
	18010–18020	SBA	CERBERUS or PENGUIN	37 (1 NBCD)	—	30.1.67 21.8.67 1.5.67 6.11.67	3–12
	18030	Hygiene Inspector ..	Army School of Health	39	B	As required	As required
	18050–18060	Dispenser ..	CERBERUS or PENGUIN	38	B	6.2.67 14.8.67	1–2
	18070–18080	Lab. Asst. ..	CERBERUS or PENGUIN	12	A	6.2.67 14.8.67	1
			Public Hospital ..	44			
	18090–18100	X-ray Asst. ..	CERBERUS or PENGUIN	12	B	As required	1
			Public Hospital ..	26			
	18110–18120	Operating Room Attendant	CERBERUS or PENGUIN	12	B	6.2.67 14.8.67	1
			Public Hospital ..				
	18130	Aviation Medicine	ALBATROSS ..	26	C	As required	1–2
	18140–18150	Advanced Nursing	CERBERUS or PENGUIN	12	B	As required	1–2
			Public Hospital ..	26			
	18160–18190	Masseur	CERBERUS or PENGUIN	12	B	As required	1
			CERBERUS or Public Hospital	26			
	18200	Underwater Medicine	RUSHCUTTER ..	26	C	6.2.67 14.8.67	1–2
	18210	Dental Mechanic Conversion	CERBERUS ..	50	A	As required	1–3

Branch or Group	EDP No.	Course (for Promotion to)	Location	Duration in Weeks	Re-engagement Category	Starting Dates	Min./Max. Nos.
Air Electrical —*continued*	18220	Advanced Dental Mechanic	United Dental Hospital, Sydney	1 to 2 years	A	As required	1–2
	18230	PODA	CERBERUS ..	4	E	As required	1–2
			PENGUIN ..	2 NBCD			
	18240	DA	CERBERUS ..	17 (1 NBCD)	—	30.1.67 7.8.67	1–6
Supply and Secretariat	19000	POWTR	CERBERUS ..	3	E	16.1.67 28.8.67	4–10
			PENGUIN ..	2 NBCD			
	19010	WTR	CERBERUS ..	13 (1 NBCD)	—	24.4.67 11.9.67	4–10
	19020	POCK	WATSON ..	4	E	23.1.67	2–5
			PENGUIN ..	2 NBCD		21.8.67	
	19030	LCK	WATSON ..	4	E	20.2.67 20.3.67 17.4.67 22.5.67 17.7.67 25.9.67 13.11.67	2–5 Course 25.9.67 duration is 6 weeks
	19040–19120	CK	CERBERUS or WATSON	16	—	9.1.67 10.4.67 6.2.67 22.5.67	3–12
			CERBERUS or PENGUIN	1 NBCD		6.3.67 17.7.67 14.8.67 16.10.67 11.9.67 13.11.67	
	19050	Advanced Cookery	WAFTS Melbourne	12	D	As required	As required
	19060	POSTD	CERBERUS ..	3	E	16.1.67 28.8.67	4–10
			PENGUIN ..	2 NBCD			
	19070	STD	CERBERUS ..	6 (1 NBCD)	—	9.1.67 17.7.67 20.2.67 28.8.67 3.4.67 9.10.67 15.5.66 20.11.67	4–10
	19080	POSN	CERBERUS ..	3	E	16.1.67 28.8.67	4–10
			PENGUIN ..	2 NBCD			
	19090	SAN	CERBERUS ..	6 (1 NBCD)	—	6.3.67 2.10.67 8.5.67	4–10
	19100	POSV	CERBERUS ..	3	E	16.1.67	4–10
			PENGUIN ..	2 NBCD		28.8.67	
	19110	SAV	CERBERUS ..	7 (1 NBCD)	—	16.1.67 2.10.67	4–10
Regulating ..	20000	MAA	CERBERUS ..	5	D	11.9.67	3–6
	20010	RPO	CERBERUS ..	6	D	9.1.67	3–6
			PENGUIN ..	2 NBCD			
	20020	LPM	CERBERUS ..	8	D	17.7.67	4–12
Musician ..	21000	CPOMUSN ..	CERBERUS ..	42	A	16.1.67	2
	21010	POMUSN ..	CERBERUS ..	22	C	16.1.67 24.7.67	2–4
			PENGUIN ..	2 NBCD			
	21020	MUSN	CERBERUS ..	61 (1 NBCD)	—	As required	As required
	21030	OMUSN	CERBERUS ..	12	—	As required	As required
	21040	JMUSN	CERBERUS ..	8	—	As required	As required
WRANS ..	70000	Rct. Pt. 1 Tng. ..	CERBERUS ..	4½	—	10.1.67 11.7.67 21.2.67 22.8.67 4.4.67 3.10.67 16.5.67 14.11.67	20–40
	70010	Pre OTC Supply ..	CERBERUS ..	4	—	8.5.67	3–8
	70020	Pre OTC Communications	CERBERUS ..	6	—	5.6.67	3–8

Branch or Group	EDP No.	Course (for Promotion to)	Location	Duration in Weeks	Re-engagement Category	Starting Dates	Min./Max. Nos.
WRANS—*continued*	70030	OTC, NBCD and 1st Aid (OTC)	CERBERUS ..	10 1½	— —	23.1.67 7.8.67	3–8
	70040	WRAN RST ..	CERBERUS ..	8	D	As required	3–10
	70050–70060	WRAN RSM ..	HARMAN .. Or HARMAN .. WATSON ..	6 5 1	D	As required	3–10
	70070	WRRO Sect. A ..	CERBERUS ..	6	—	27.3.67 21.8.67 8.5.67 2.10.67 10.7.67 13.11.67	4–16
	70080	WRROM (Sect. B)	CERBERUS ..	6	—	On completion of WRRO Sect. A	As required
		WRROM (Sect. C)	HARMAN ..	8	—	On completion of WRROM Sect. B	
	70090	WRROT.. ..	CERBERUS ..	9	—	On completion of WRRO Sect. A	As required
	70340–70350	POWRLIN ..	RAAF School of Langauges	47	A	As for POLIN	As required
	70100	POWRSBA ..	CERBERUS ..	3	—	As for POSBA	As required
	70140	WRSBA (Prob.), Sect. 1, Pt. 2	CERBERUS ..	12	—	As for SBA	3–20
	70110–70120	WRSBA, Sect. 2, Pt. 2	CERBERUS or PENGUIN	12	—	On completion of Sect. 1, Pt. 2	
	70150	POWRWTR ..	CERBERUS ..	3	E	As for POWTR	As required
	70160	WRWTR ..	CERBERUS ..	8	—	As required	2–6
	70170	WRWTRST ..	CERBERUS .. Business College	As required	—	As required	As required
	70180	POWRSV ..	CERBERUS ..	3	E	As for POSV	As required
	70190	WRSAV.. ..	CERBERUS ..	5	—	As required	2–10
	70200	POWRCK ..	WATSON ..	4	E	As for POCK	As required
	70210	LWRCK.. ..	WATSON ..	4	E	As for LCK	As required
	70220	WRCK	CERBERUS or WATSON	8	—	As required	2–10
	70230	POWRSTD ..	CERBERUS ..	3	E	As for POSTD	As required
	70240	WRSTD.. ..	CERBERUS ..	8	—	As required	2–10
	70250	LWRREG ..	CERBERUS ..	13	D	10.4.67 16.10.67	As required
	70260	POWRRP ..	WATSON ..	8	D	As required	3–6
	70270	LWRRP.. ..	WATSON ..	7	D	As required	3–6
	70280	WRRP	WATSON ..	6	—	As required	3–6
	70290	WRRP (Navigators Yeoman)	WATSON ..	4	—	As required	As required
	70300	WRRP (Film Assessor Weapons)	KUTTABUL ..	1	—	As required	As required
	70310	WRMTD ..	ALBATROSS ..	6	—	As required	3–6
	70330	WRNBCD ..	CERBERUS ..	2 days	—	As required	As required
General and Miscellaneous	80000	MTDI	RAASC ..	8	D	As required	As required
	80010	MTD	ALBATROSS ..	6	D	16.1.67 27.2.67 10.4.67 22.5.67 7.8.67 18.9.67 30.10.67	6–12
	80020	MTM	ALBATROSS ..	6	D	As required	2–6
	80030	Recruiting ..	LONSDALE .. HARMAN (Navy Office)	9 days 5 days	—	As required	As required
	80040	PO Leadership ..	CERBERUS ..	6	D	9.1.67 17.7.67 20.2.67 28.8.67 3.4.67 9.10.67 15.5.67	10–30

Branch or Group	EDP No.	Course (for Promotion to)	Location	Duration in Weeks	Re-engagement Category	Starting Dates		Min./Max. Nos.
General and Miscellaneous—*continued*	80050–80060	Instructional Technique	CERBERUS or WATSON	1	—	As required		6–12
	80070	Efficient Reading ..	CERBERUS ..	2	—	As required		5–10
	80080	Moral Leadership ..	As arranged ..	2	—	As arranged		As required
	80230	C of E Male Character Leadership	PENGUIN ..	1	—	26.2.67		15 Navy
	80240	Protestant Male Character Leadership	PENGUIN ..	1	—	5.3.67		15 Navy
	80250	RC Male Character Leadership	PENGUIN ..	1	—	12.3.67		15 Navy
	26150	Combat survival ..	JTC Canungra ..	15 days	—	16.1.67	28.8.67	As required
						10.4.67		
	80090	Standard NBCD ..	CERBERUS ..	1	—	9.1.67	17.7.67	6–18
						23.1.67	7.8.67	
						6.2.67	21.8.67	
						20.2.67	4.9.67	
						6.3.67	18.9.67	
						20.3.67	2.10.67	
						3.4.67	16.10.67	
						17.4.67	30.10.67	
						1.5.67	13.11.67	
						15.5.67	27.11.67	
						29.5.67	11.12.67	
						12.6.67		
	80100	Standard NBCD ..	PENGUIN ..	1	—	16.1.67	19.6.67	6–24
						30.1.67	17.7.67	
						6.2.67	31.7.67	
						13.2.67*	7.8.67	
						20.2.67*	21.8.67	
						27.2.67	4.9.67	
						6.3.67	18.9.67	
						13.3.67	2.10.67	
						27.3.67*	9.10.67	
						3.4.67	16.10.67	
						10.4.67	30.10.67	
						24.4.67	13.11.67	
						8.5.67	20.11.67	
						22.5.67	27.11.67	
						5.6.67	11.12.67	
	80110	Advanced NBCD ..	PENGUIN ..	2	—	16–1.67†	24.7.67	10–24
						6.2.67	31.7.67‡	
						20.2.67	7.8.67‡	
						27.2.67	14.8.67	
						13.3.67	21.8.67§	
						20.3.67	28.8.67	
						3.4.67	4.9.67	
						17.4.67	18.9.67	
						24.4.67	25.9.67	
						1.5.67	9.10.67	
						8.5.67	16.10.67	
						15.5.67	23.10.67	
						22.5.67§	30.10.67	
						29.5.67	6.11.67	
						5.6.67	20.11.67	
						12.6.67	4.12.67§	
						17.7.67		

* NIRIMBA Apprentices. † 2 MTC Courses ex CERBERUS. ‡ Midshipmen. § Officers.

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Branch or Group	*EDP No.*	*Course (for Promotion to)*	*Location*	*Duration in Weeks*	*Re-engagement Category*	*Starting Dates*	*Min./Max. Nos.*
General and Miscellaneous—*continued*	80200	HET Preparatory ..	WATSON ..	6	D	6.3.67 17.4.67 11.9.67 23.10.67	As required
	80130	ETI	WATSON ..	2	—	13.2.67 31.7.67 24.2.67 11.8.67	As required

Note—Numbers are a combined total for courses 13090, 14090, 16070 and 17050, the first 8 weeks of which are common to all courses.

(DMT 311/201/166)

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

Registrar.

RESTRICTED

ANO 654/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
14th December, 1966.

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

By direction of the Naval Board,

P. Randau.

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

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21323/66.

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Section 3

OPERATIONAL AND TRAINING

RESTRICTED

654—Short Courses For RAN and Reserve Officers

Appendix A to this order gives the general courses, excluding the pre-commissioning training courses available for RAN and Reserve officers and for certain civilian personnel, and Appendix B gives the programme of routine courses.

2. Courses for RAN and Reserve officers—

(*a*) 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.

(*b*) Applicants for each course are to give course authorities as much notice as possible. If insufficient nominations are received within 2 weeks of commencement of a routine course, course authorities may submit through Administrative Authorities for Naval Board approval to cancel the course. (*See* notes at end of Appendix A.)

3. Details of Officers' Pre-commissioning Training Courses are promulgated in a separate Confidential Order.

4. Navy Order 221 of 1966 is hereby cancelled.

APPENDIX A

COURSES AVAILABLE TO RAN AND RESERVE OFFICERS

No.	*Course*	*Place*	*Duration*	*Officers for Whom Course is Applicable*	*NS/NB RA (See Note)*	*Remarks*
NBCD						
25000	Preliminary NBCD	CERBERUS ..	1 week ..	(*a*) Direct Entry Officers after Indoctrination Course	R NB	Routine Course. Nomination by Naval Board.
25010	Officers Advanced NBCD	PENGUIN ..	2 weeks ..	(*b*) Midshipmen S/L (Aircrew) Officers posted as XO of small ships DCEOs and NBCDOs	R NS	Includes advanced firefighting. Additional courses can be arranged on application (nomination by ship or establishment).
25020	Combined Services Medical Officers	PENGUIN ..	5 days ..	Officers nominated by MDG and Officers of Defence Standards Laboratories	R NB	Deals with medical aspects of NBC warfare.
25030	Passive Defence Officers Course	PENGUIN ..	2 weeks ..	Naval and Civilian Officers designated as PDOs of RAN establishments	R NS	
25040	Advanced Firefighting	PENGUIN ..	2 days ..	All officers	A NS	Course provided on application.
25050	Advanced Stability	PENGUIN ..	3 days ..	EOs and Shipwright Officers..	A	Includes Officers Advanced NBCD.
25060	Monitoring ..	PENGUIN ..	7 days ..	Officers posted as Monitoring Officers	A	
25070	NBCD Refresher	PENGUIN ..	1 week ..	All officers and Reserve Officers who have completed Advanced Course	A	This course is also suitable to Senior Lieutenants and above of all branches prior to sea posting.
25080	RAN Medical ..	PENGUIN ..	1 week ..	Medical, Dental and Warrant officers and Nursing Sisters	NB	Nominated by MDG.

No.	*Course*	*Place*	*Duration*	*Officers for Whom Course is Applicable*	*NS/NB RA (See Note)*	*Remarks*
Communications						
25100	Small Ship Signal Officers Course	CERBERUS or STC Sydney	3 days ..	General List Officers carrying out these duties in a small ship	A	
25110	Cryptography ..	CERBERUS or STC Sydney	3 days ..	Officers Emergency Crypto teams	A	
25120	Crypto Refresher Course	CERBERUS or STC Sydney	2 days ..	All officers	A	
25130	Basic Communications Course	CERBERUS ..	1 week ..	Officers of the General Lists, SL and SD Lists and Reserve Officers on full time service of the rank of Lieutenant and below	A NS	
Divisional						
25200	New Entry Officers Indoctrination	CERBERUS ..	3 weeks ..	RAN Officers newly promoted or entered in Australia	R NB	
25210	Reserve Officers Indoctrination	CERBERUS ..	2 weeks ..	Newly appointed RANR and RANVR Officers	R NB	
25220	RAN Divisional ..	CERBERUS ..	2 weeks ..	(*a*) GL Sub-Lieutenants on return from UK training (*b*) SD Officers promoted in UK on return to Australia	R NB	Should be followed by Short Sports Course. The Divisional Course is designed to (*a*) familiarise officers with current RAN regulations pertaining to divisional matters, (*b*) provide instruction in management.
25230	Short Sports Course	CERBERUS ..	5 days ..	(*a*) Officers on completion of 25200 and 25220 (*b*) Officers on application ..	R NB NS	This course is designed to fit officers for the efficient discharge of the duties of Sports Officer.
Engineering Subjects						
25300	Engineering Cross TrainingENWEL to ENWE	CERBERUS ..	Length of course determined by previous trainingand experience	Lieutenant-Commanders and below of the ENWEL Branch	NB	
25310	Engineering Cross TrainingENWER to ENWE	CERBERUS ..	Length of course determined by previous trainingand experience	Lieutenant-Commanders and below of WEM Category	NB	
Gunnery						
25400	Basic Gunnery ..	CERBERUS ..	1 week ..	Short Service Commission Officers and Junior RANR Officers	R NB	
25410	DGO	CERBERUS ..	4 weeks ..	RAN General List Officers ..	A NS	Examination will be held on completion.
25420	Gunnery Refresher	CERBERUS ..	1 week ..	General List Officers ..	A	
25430	TS Officers ..	CERBERUS ..	3 weeks ..	General List Officers posted for TS Duties in Type 12 Destroyer Escorts	NB	

APPENDIX A—*continued*

No.	*Course*	*Place*	*Duration*	*Officers for Whom Course is Applicable*	*NS/NB RA (See Note)*	*Remarks*
Joint Anti-submarine Subjects						
25500	Senior Officers Study Period	AJASS Nowra	1 week ..	General List Captains and above	R NB	
25510	Short Maritime Headquarters (MHQ1)	AJASS Nowra	1 week ..	Officers actively engaged in ASW or who have recently completed an AJASS Course and who may be required to man MHQ	R NS	
25520	Maritime Headquarters (MHQ2)	AJASS Nowra	2 weeks ..	Officers out of touch with ASW who may be required to man MHQ	A	
25530	Joint Unit Course (JUC)	AJASS Nowra	(*a*) 3 weeks	(*a*) Ships Command Team (including appropriate sailors)	R	
			(*b*) 4 weeks	(*b*) A/S Aircraft crews ..	NS	
25540	Introduction to Joint Anti-submarine Warfare	AJASS Nowra	1 week ..	Officers with no appreciable or recent ASW experience (includes Instructor Officers)	R NB	
25550	Joint Tactical Course	AJASS Nowra	2 weeks ..	Officers of the Seaman Branch of the rank of Commander or Lieutenant-Commander having previous operational ASW experience	A	
TAS Subjects						
25600	Basic TAS Course	WATSON ..	1 week ..	RAN or RANR Junior Officers	R NB	
25610	Refresher Course..	WATSON ..	2 weeks ..	RAN General List Officers and RANR Officers who have completed 25600	R NS	
25620	TASCO Course ..	WATSON ..	3 weeks ..	Officers performing duties of TASCO in destroyers, destroyer escorts and frigates	A NS	
25630	Sonar Control Course	WATSON ..	2 weeks ..	Officers performing duties of Sonar Control Officers in destroyers, destroyer escorts and frigates	A NS	
25640	Tactical Course ..	WATSON ..	5 days ..	(*a*) Seaman Specialists posted to HMA Fleet before taking up postings or as soon after as possible (*b*) Seaman Specialists as convenient (*c*) Technical Officers posted to destroyers, destroyer escorts and frigates as in (*a*)	A or NB	Additional courses can be provided at 3 weeks notice on application from FOCAF, such courses will be promulgated by LocoEast message
N/D Subjects						
25700	First Navigation Test for promotion to Lt. (X) RANR	Reserve Training Establishment	—	Acting Sub-Lieutenants (X) RANR	R	ABR 5054, Article 0524, Examination
25710	Basic Aircrew Training Course	WATSON ..	2 weeks ..	Midshipmen SL (Aircrew) ..	R NB	

APPENDIX A—*continued*

No.	*Course*	*Place*	*Duration*	*Officers for Whom Course is Applicable*	*NS/NB RA (See Note)*	*Remarks*
N/D Subjects—*continued*						
25720	Second Navigation Test for promotion to Lt. (X) RANR	WATSON ..	2 weeks ..	Sub-Lieutenants (X) RANR ..	R NB	ABR 5054, Article 0525
25730	Supplementary List Seaman Basic Navigation Course	WATSON ..	4 weeks ..	Midshipmen of the SL of Seaman Officers	R NB	
25740	Small Ships ND Officers Course	WATSON ..	3 weeks ..	Refresher Course in Navigation and AIO for RAN General List Seaman Officers	A or NB	
25750	Instructor Officers ND Course	WATSON ..	8 weeks ..	All Instructor Officers during initial training	NB	
25760	Little (*d*) Course ..	WATSON ..	12 weeks ..	Selected RAN General List Seaman Branch Lieutenants or Sub-Lieutenants (with BWCs)	R NB	
25770	A/S Air Controllers	WATSON ..	3 weeks ..	D, d, TAS, N and SD (PR) Officers who have not previously qualified	R	2 weeks WATSON. 1 week practical at sea.
25780	RANR AIO and Fleet Work Course	WATSON ..	2 weeks ..	Lieutenants (X) RANR seeking QO Status	NB	ABR 5054, Article 0527.
25790	Helicopter Control	WATSON ..	3 weeks ..	Seaman Officers or other Officers specially recommended	R NS	As a background to the A/S Air Controllers Course
Meteorological and Photographic Course						
25900	Instructor Officers Introductory Course	NAS NOWRA	4 weeks ..	Instructor Officers selected to specialise in meteorology	A	Short courses can be arranged as required for other officers.
25910	Photography ..	NAS NOWRA	As required	(*a*) Aircrew Category .. (*b*) Hydrographic Category (*c*) Gunnery Category	A	Arranged as required.
Supply and Secretariat Subjects						
26000	Supply Charge and Advanced Secretarial Course	CERBERUS ..	14 weeks ..	General List Officers of the S Branch of 4 years or more seniority as Lieutenant	R NB	
26010	Special Duties List (W) Education and Acquaintance	CERBERUS ..	8 weeks ..	SD List Officers of the Supply and Secretariat (W) Category	R NB	
26020	Special Duties List (S) Education and Acquaintance	CERBERUS ..	6 weeks ..	SD List Officers of the Supply and Secretariat (S) Category	R NB	
26030	Supply and Secretariat Acquaintance	CERBERUS ..	2 weeks ..	Seaman or Engineer Officers nominated for supply duties in small ships	A NS	
26040	Supply and Secretariat Refresher Course	CERBERUS ..	2 weeks ..	General List and Supply and Secretariat SD List Officers of Commanders rank and below	A NS	
26050	Basic Supply and Secretariat Course	CERBERUS ..	6 months ..	General List Sub-Lieutenants (S) on return from UK and Supplementary List (S) Officers appointment	R NB	Preceded by 3 weeks indoctrination for SL Officers.

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No.	*Course*	*Place*	*Duration*	*Officers for Whom Course is Applicable*	*NS/NB RA (See Note)*	*Remarks*
Miscellaneous Subjects						
26100	Air Support ..	RAAF Williamtown	3 weeks ..	General List and Instructor Officers of Senior Lieutenant and Lieutenant-Commander rank	R	
26110	Armament Maintenance	CERBERUS or WATSON	3½–5½ weeks	RAN Engineering Officers posted as EO or WRO of destroyers, destroyer escorts and frigates	A NB	
26120	Instructional Technique	CERBERUS or WATSON	1 week ..	Officers nominated for instructional duties	A	
26130	Duties of OOW ..	CERBERUS ..	1 week ..	Officers of General, SL and SD Lists of Lieutenants rank and below	A NS	
26140	Seamanship ..	CERBERUS ..	1 week ..	Officers of General, SL and SD Lists of Lieutenants rank and below	A NS	
26150	Combat Survival ..	JTC Canungra	17 days ..	(*a*) Aircrew .. .. (*b*) Selected Officers	R NB	
26160	Officers Safety Equipment and Survival Course	Nowra ..	6 weeks ..	Aircrew Officers and SD (AV) Officers	A	
26170	Engineer Officers WE Refresher	CERBERUS ..	As arranged	WE Officers prior to taking up postings	A	
Management Courses						
26500	Management ..	PENGUIN ..	3 days ..	Captains	NB	
26510	Management ..	PENGUIN ..	5 days ..	Commanders	NB	
26520	Management ..	PENGUIN ..	5 days ..	Lieutenant-Commanders ..	NB	
26190	Public Relations ..	Navy Office Canberra	1 week ..	Officers nominated for public relations and press liaison duties	A	Course is conducted by DPR and is to be undertaken as soon as possible after selection for these duties. RI Article 5902 refers.
26200	Counter Subversion	Military Intelligence Centre Mosman	10 days ..	Officers of the rank of Commander or Lieutenant-Commander	R	To train instructors in counter subversion. RAN allocation is 2 officers per course
26210	Code of Conduct ..	Military Intelligence Centre Mosman	6 days ..	Officers of the rank of Sub-Lieutenant to Commander	R NB	To emphasise the need for a code of conduct. RAN allocation is 2 officers per course
26220	Strategic Intelligence	Military Intelligence Centre Mosman	40 days ..	Officers of the rank of Commander or Lieutenant-Commander	R NB	To instruct officers in Strategic Intelligence. RAN allocation is 1 officer per course
26230	Interrogation ..	Military Intelligence Centre Mosman	3 weeks ..	All ranks	R NB	To instruct linguists and other potential members of Joint Service Interrogation Organisations in interrogation. RAN allocation is 1 member per course
26240	Underwater Medicine	RUSHCUTTER	2 weeks ..	Medical, Dental and Wardmaster Officers of RAN and RANR	NB	Courses held once per quarter. Officers nominated by MDG
26250	Underwater Medicine	RUSHCUTTER	3 days ..	Captains and Executive Officers	A	Courses provided on application

APPENDIX A—*continued*

No.	Course	Place	Duration	Officers for Whom Course is Applicable	NS/NB RA (See Note)	Remarks
CO (Designate) Courses						
26300	NBCD	PENGUIN ..	2 days ..	—	A NB	Also suitable for officers posted as Executive Officer in large ships
26310	Communications..	CERBERUS ..	3 days ..	—	A NB	For small ships CO
26320	Gunnery ..	CERBERUS ..	As arranged	—	A NB	
26330	ND	WATSON ..	As arranged	—	A NB	
26340	TAS	WATSON ..	As arranged	—	A NB	
26350	Minesweeping ..	WATSON ..	2 weeks ..	—	A NB	For Captains and 1st Lieutenants of Minesweepers
26360	Supply and Secretarial	CERBERUS ..	5 days ..	Officers posted in command of HMA ships	A 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 being held, giving as much notice as possible, the Administrative Authority and the Naval Board being informed as information addressees.

* *See* Paragraph 2 (*b*) of this order.

APPENDIX B

OFFICERS' COURSE PROGRAMME—1967

Title of Course	*Course No.*	*January*					*February*				*March*				*April*				*May*					*June*				*July*					*August*				*September*				*October*				*November*				*December*			
Week Commencing		2	9	16	23	30	6	13	20	27	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25	2	9	16	23	30	6	13	20	27	4	11	18	25
Advanced NBCD	25010					●	●															●	●												●	●																●	●		
Combined Services MO's NBC ..	25020																																														●							
Passive Defence	25030															●	●																																					
RAN Medical Officers	25080																																					●																
New Entry Officers Indoctrination ..	25200				●	●			●																																													
SD Officers Indoctrination	25240						●	●	●																																													
Reserve Officers Indoctrination	25210						●	●											●	●												●	●										●	●										
RAN Divisional	25220																																	●	●																			
Short Sports	25230																																			●																			
Basic Gunnery	25400								●																									●																					
Senior Officers Study Period	25500																																																						
Joint Unit	25530																																																						
BATC ND	25710																																																						
Reserve Officers ND	25720										●	●																								●	●								●	●								
SL Seaman Basic Navigation	25730																																																						
(*d*) Course	25760																																					●	●	●	●	●	●	●	●	●	●	●	●					
A/S Air Controller	25770				●	●	●×●	●	●							●	●	●														●	●	●					●	●	●													
Helicopter Control	25790			●	●	●×●		●	●						●	●	●														●	●	●					●	●	●														
Supply Charge and Advan. Sec. ..	26000																																		●	●	●	●	●	●	●	●	●	●	●	●	●	●					
"W" ED and Acquaint. Cse. ..	26010																																		●	●	●	●	●	●	●	●											
"S" Ed and Acquaint. Cse. ..	26020																																								●	●	●	●	●	●								
Basic Supply and Sec.	26050												●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●																
Basic ASW	25600																					●																										●							
ASW Refresher	25610			●	●																	●	●																									●	●						
Tactical	25640						●																	●									●																		●				
Combat Survival	26150			●	●	●					●	●	●			●	●	●											●	●	●					●	●	●														●	●		
Counter Subversion	26200																							●	●×●	●																										●	●		
Strategic Intelligence	26220							●	●	●	●	●	●																																											
Code of Conduct	26210					2/2 ● –8/2 ●													4/5 ● –10/5 ●																																						
Interrogation	26230				●	●	●																																																	

(*Navy Order 221 of 1966*)

(DOA 312/203/81)

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

ANO's 655-668/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
14th December, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

21024/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

655—RAN Trials and Assessing Unit—Formation

The RAN Trials and Assessing Unit was formed (and became effective) at the RAN Gunnery Instructional Centre, Sydney, on the 7th November, 1966, under the command of Captain Trials.

2. The RAN Trials and Assessing Unit will take over all the duties and responsibilities of the following units which will cease to exist as separate units from this date—

Electrical Equipment and Trials Unit.
Fleet Assessing Unit.
Gunnery Trials Team.
TAS Trials Team.

Captain Trials will also be responsible for co-ordinating trials and inspections carried out by officers from Navy Office and schools as appropriate and for processing their reports.

3. Correspondence should be addressed to—

The Captain Trials,
RAN Trials and Assessing Unit,
HMA Naval Establishments,
GARDEN ISLAND.

Signal traffic should be addressed to

Captain Trials

and routed through Sydney Communications Centre.

4. The functions and responsibilities of Captain Trials will be promulgated by Confidential navy order.

5. ABR 1921 will be amended in due course.

(DTWP 465/201/320)

UNCLASSIFIED

656—Standardisation of Terminology—Introduction of DDGs

Experience has shown that the learning of USN terminology associated with the DDG's causes little difficulty for personnel joining these ships for the first time. It is most desirable that trainees should not be confused by two systems of terminology when they will only use the USN system if posted to DDG's.

2. Accordingly, it has been decided that terminology used in courses in RAN shore establishments (other than courses arranged especially for DDG training) will continue to be the standard RN/RAN system as in the past.

3. Where equipments, techniques, or terminology, in DDG's call for specialised training, this will be arranged before or shortly after personnel join these ships.

(DMT 311/201/223)

Section 2

PERSONNEL

UNCLASSIFIED

657—Medical Documentation—Midshipmen Within the Fleet

Difficulty is being experienced in locating midshipmen's medical envelopes especially when required for overseas postings, due to the frequency movement of midshipmen from ship to ship within the Fleet.

2. In order to overcome this, all ships and establishments dispatching Forms AF Med. 4 relative to midshipmen posted to ships within the Fleet are to complete a duplicate Form AM 46Z and forward it to the Fleet Medical Officer, HMAS MELBOURNE, in addition to the normal procedure.

3. The Fleet Medical Officer, HMAS MELBOURNE, is to keep a register of midshipmen's Forms AF Med. 4 and all requests for these forms are to include HMAS MELBOURNE as an information addressee.

(MDG 327/58/47)

UNCLASSIFIED

658—Officers—Titles and Abbreviations

As from the date of this order the abbreviations of officers Ranks, Lists, Branches and Categories listed in the appendix to this order are to be adopted for all official usage where abbreviations of officers titles are appropriate.

2. Abbreviations for officers ranks have been standardised at four letters for each rank. They will form the first group of the abbreviated title.

3. List and branch names are to be used together as the second group of the abbreviated title. The first two letters will show to which list an officer belongs; the second two his branch. Examples are shown below—

(*a*) Lieutenant, General List, Seaman Branch .. LEUT GLEX
(*b*) Instructor Commander, Miscellaneous List .. CMDR MLIT
(*c*) Supply Lieutenant, Special Duties List .. LEUT SDSU
(*d*) Sub-Lieutenant, Medical Undergraduate .. SBLT UVSG

4. Categories are to be shown as a third group. Where an officer has more than one category they will be run together and appear as one word. Examples of these titles are—

(*a*) Lieutenant, Special Duties List, Seaman Branch, qualified for Regulating Duties .. .. LEUT SDEX REG
(*b*) Lieutenant-Commander, General List, Seaman Branch, Torpedo Anti-Submarine and Clearance Diving Categories .. .. .. LCDR GLEX TASCD

5. It will be noted that a space separates each group in the complete abbreviated title.

6. It is most important that correct abbreviations be used in all correspondence, signals, etc., to enable smooth transition to the EDP system.

APPENDIX

PART 1—RANKS

	To be reported as
Admiral of the Fleet	FADM*
Admiral	ADML*
Vice-Admiral	VADM*
Rear Admiral	RADM*
Commodore	CDRE*
Captain	CAPT
Commander	CMDR
Lieutenant-Commander	LCDR
Lieutenant	LEUT
Sub-Lieutenant	SBLT
Acting Sub-Lieutenant	ASLT
Midshipman	MIDN
Cadet Midshipman	CMID*
Senior Chaplain	SCHA†
Chaplain	CHAP†
Superintendent NDP	SUPR*
Chief Inspector NDP	CINS*
Inspector NDP	INSP*
Sub-Inspector NDP	SBIN*
Superintendent WRANS	SUPO*
Chief Officer WRANS	CHFO*
First Officer WRANS	1STO*
Second Officer WRANS	2NDO*
Third Officer WRANS	3RDO*
Matron-in-Chief RANNS	MTIC*
Matron RANNS	MTNS*
Superintending Sister RANNS	SUPS*
Senior Sister RANNS	SENS*
Sister RANNS	SISS*
Civilian	CIVI

Note—ASLT applies only to General List and Reserve List Officers.
A/SBLT will be used for Special Duties List Acting Sub-Lieutenants.
A/SBIN will be used for NDP Acting Sub-Inspectors.
* To be reported in rank only.
† To be reported in rank and category only.

PART 2—LISTS

	To be reported as
General	GL
Miscellaneous	ML
Special Duties	SD
Supplementary (Permanent)	PS
Supplementary	SL
Short Service	SS
Undergraduates	UV
Reserve	RL
Reserve Miscellaneous	RM
Reserve Special Duties	RS

The Miscellaneous List is comprised of officers of the Ordnance and Inspection Instructor, Medical and Dental Branches.

PART 3—BRANCHES

	To be reported as
Seaman	EX
Engineering (includes Electrical)	EN
Supply and Secretariat	SU
Instructor	IT
Medical	SG
Dental	DN
Ordnance and Inspection	OI
Bandmaster	BD
Wardmaster Medical	WM
Wardmaster Dental	WD
Shipwright	SH
Special	SP

PART 4—CATEGORIES

	To be reported as
Reserve Officer qualified for Aviation duties	A
Qualified for Aeronautical Engineering duties	AE
Qualified by the Advanced Course in Aeronautical Engineering	AE†
Qualified for Aeronautical Engineering and for Pilot duties	AEP
SD Officer qualified for Air Electrical duties	AL
SD Officer qualified for Air Ordnance duties	AO
SD Officer qualified for Air Radio duties	AR
Qualified by the Long Anti-Submarine Course	AS
Qualified for Air Traffic Control duties	ATC

	To be reported as
Qualified for Air Traffic Control duties and by the Short Aircraft Direction Course	ATCDL
Aircrew Trainee (Observer)	ATO
Aircrew Trainee (Pilot)	ATP
SD Officer qualified for Aviation duties	AV
SD Officer qualified for Boatswain duties	B
General List Officer qualified by the Long Communications Course or SD Officer qualified for Communication duties	C
General List Officer qualified by the Advanced Communications Course	C†
Officer qualified in Catering Officer duties	CA
Qualified in Clearance Diving	CD
Reserve Officer qualified in Communications	CE
SD Officer qualified for Cookery Officer duties	CK
Chaplain—Church of England	COFE
Qualified by the Long Aircraft Direction and AIO Course	D
Qualified by the Advanced Aircraft Direction and AIO Course	D†
Qualified by the Short Aircraft Direction Course	DL
Officer who has passed the Naval Constructor's Course	EC
Reserve Officer qualified in EDP duties	EDP
Qualified in both Pilot and Observer duties	F
Qualified by the Long Gunnery Course, Part I	G
Qualified by the Long Gunnery Course, Part II	G†
Qualified by the Advanced Gunnery Course	G*
SD Officer qualified by the Basic SD Gunnery Course	GLG
Qualified for Hydrographic duties	H
Reserve Officer qualified in Intelligence duties	INT
SD Officer qualified for ship Electrical duties	L
Officer of the Supply and Secretariat Branch who has undergone legal training in Chambers	LC
Reserve Officer qualified for command of small ships	MC
Qualified for Marine Engineering duties	ME
Qualified by the Advanced Course in Marine Engineering	ME†
SD Officer qualified in the Engineering Mechanic Branch	MECH
Qualified for Marine Engineering and for Submarine duties	MESM
Qualified for Meteorology duties	MET
Chaplain—Methodist	METH
Reserve Officer who has been trained in or is being employed on Meteorological duties	METR
Engineer Officer qualified for Submarine duties	MSM
Qualified by the Long Navigation and AIO Course	N
Qualified by the Advanced Navigation and AIO Course	N†

	To be reported as
Reserve Officer qualified in Naval Control of Shipping duties	NCS
Qualified by the Advanced Navigation Aircraft Direction and AIO Course	ND†
Qualified by the Advanced Aircraft Direction and AIO Course and by the Long Aircraft Direction Course	NDD†
Qualified by the Advanced Navigation and AIO Course and by the Long Navigation Course	NDN†
Qualified by the Long Navigation and AIO Course and for Observer duties	NO
Qualified for Observer duties	O
General List Observer not qualified for full Seaman Branch duties	O*
Qualified for Ordnance Engineering duties	OE
Qualified by the Advanced Course in Ordnance Engineering	OE†
Qualified for Ordnance Engineering and for Submarine duties	OESM
Qualified for Observer and Photographic duties	OPHOT
General List Observer qualified for Photographic duties but not qualified for full Seaman Branch duties	OPHOT*
Qualified for Pilot duties	P
General List Pilot not qualified for full Seaman Branch duties	P*
Qualified for Photographic duties	PHOT
SD Officer qualified for Plotting and Radar duties	PR
SD Officer competent to undertake Navigating duties in a destroyer or frigate	PR†
Reserve Officer qualified in Public Relations duties	PREL
Chaplain—Presbyterian	PRES
Qualified for Physical Training duties	PT
Qualified Officer on the Supplementary List	Q
SD Officer qualified for ship Radio duties	R
Chaplain—Roman Catholic	RC
SD Officer qualified for Regulating duties	REG
SD Officer qualified for Stores Officer duties	S
Qualified for Safety Equipment and Survival duties	SESO
Reserve Officer qualified in Shipping and Transport duties	SHTR
Qualified for Submarine duties	SM
SD Officer qualified for Torpedo duties	T
General List Officer qualified by the Long Torpedo and Anti-Submarine Course or SD Officer qualified for Torpedo and Anti-Submarine duties	TAS
General List Officer qualified by the advanced Torpedo and Anti-Submarine Course	TAS†
General List Officer qualified by the Long Torpedo and Anti-Submarine Course and in Clearance Diving or SD Officer qualified for Torpedo and Anti-Submarine duties and in Clearance Diving	TASCD

	To be reported as
General List Officer qualified by the Long Torpedo and Anti-Submarine Course and for Observer duties or SD Officer qualified for Torpedo and Anti-Submarine and for Observer duties	TASO
SD Officer qualified for Writer Officer duties	W
Qualified for Weapon and Electrical Engineering duties	WE
Qualified by the Advanced Course in Weapon and Electrical Engineering	WE†
Engineer Officer of the WE category not cross trained in Weapon Engineering	WEL
Engineer Officer of the WE category not cross trained in Radio Engineering	WEM
Weapon and Electrical Engineering Officer qualified for Submarine duties	WESM

PART 5—TYPE OF APPOINTMENT

	Abbreviation
Permanent Commission	PC
Short Service Commission	SSC
Full-time Service	FTS
Loan Service	LON
Exchange Service	EXC
Attachment	ATT

PART 6—RANK TYPE

	Abbreviation
Substantive	Blank
Acting	A/
Provisional	P/
On Probation	B/
Temporary	T/
Honorary	H/
War Service	W/
Provisional Acting	PA/
On Probation Acting	BA/
On Probation Provisional	BP/

When Acting, Provisional, etc., ranks are applicable, prefixes will be placed before the rank, e.g., Lieutenant (on probation)—B/LEUT.

PART 7—COMPONENT OF FORCE

	Abbreviation
Permanent Naval Forces	PNF
Royal Australian Navy	RAN
Members of other Navies on loan, exchange or attachment to the RAN	FOREIGN
Naval Dockyard Police	NDP
Papua New Guinea Division	PNG
Women's Royal Australian Naval Service	WRANS
Royal Australian Naval Nursing Service	RANNS
Naval Emergency Reserve Forces	EMF
Royal Australian Navy Emergency Reserve	RANER
Citizen Naval Forces	CNF
Royal Australian Navy Emergency List	RANEM
Royal Australian Naval Reserve (Sea-going)	RANRS
Royal Australian Naval Reserve	RANR
Royal Australian Naval Volunteer Reserve	RANVR
Royal Australian Fleet Reserve	RAFR
Women's Royal Australian Naval Service Reserve	WRANSR
Retired Lists—	
Royal Australian Navy Retired List	RANRD
Retired List of Reserve Officers	RESRD

(HPB 303/1/60)

UNCLASSIFIED

659—Programme for Educational Tests in the RAN During 1967

The following will be the programme of educational tests in the RAN during 1967—

(*a*) ETI—

(i) Fleet, Friday, 24th February–Friday, 11th August.

(ii) Tests will be held monthly at the Recruit School, HMAS CERBERUS. Tests in February and August are to coincide with the Fleet ETI. *See* (*a*) (i).

(iii) Tests will be held in February, May, August and November at JRTE, HMAS LEEUWIN, and will coincide with those held in these months at the Recruit School, HMAS CERBERUS.

(*b*) HET, RAN—

(i) HET—April, 1967—

	Forenoon	*Afternoon*
Monday, 17th April		English Expression
Tuesday, 18th April	General Knowledge	History
Wednesday, 19th April	Geography	Navigation
Thursday, 20th April	Practical Mathematics	Mechanics
Friday, 21st April	Magnetism and Electricity	

(ii) HET—October, 1967—

	Forenoon	*Afternoon*
Monday, 23rd October		English Expression
Tuesday, 24th October	General Knowledge	History
Wednesday, 25th October	Geography	Navigation
Thursday, 26th October	Practical Mathematics	Mechanics
Friday, 27th October	Magnetism and Electricity	

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

3. Navy Order 754 of 1965 is hereby cancelled.

(HPB 325/1/25)

(*Navy Order 754 of 1965*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

660—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Item is approved to be carried out in HMAS MORESBY—

Class List Item No. 20 (Ex TDL " NHJ ").

(*a*) *Item:* To improve the lighting in the undermentioned compartments as follows—

(i) *Senior Sailors Bathroom*
Reposition the existing mirror light fitting on the after bulkhead between the adjacent mirrors. Fit one (1) additional mirror light fitting for mirror on forward bulkhead.

(ii) *Junior Sailors Bathroom*
Fit two (2) additional mirror lights above mirror.

(iii) *Main Galley*
Fit one (1) 100 watt well glass fitting, under the canopy over the range. Fit one (1) 100 watt well glass fitting, under the canopy of the deep fat fryer.

(iv) *Laundry*
Resite existing well glass fitting over the ironing table and fit one (1) additional 100 watt fitting over the Hydro Extractor.

(v) *Junior Sailors Recreation*
Fit one (1) desk light for the writing desk.

(vi) *Sonar Control Room*
Replace the existing four (4) in number incandescent fittings with two (2) in number twin fluorescent fittings.

(vii) *Combined Technical Office*
Reposition existing fluorescent light over bench to eliminate shadows when bench is in use. Fit one (1) desk light.

(viii) *Main Chartroom*
Fit one (1) Pattern 0581/202/935 Desk Light over the vernier of the Standard Scale. Fit three (3) additional twin 20 watt fluorescent fittings over chair and table and portable section.

(ix) *Forward and After Diesel Alternator Spaces*
Fit additional fittings in those spaces to increase the general illumination level.

(x) *Engine Room*
As for (ix) above.

(xi) *Aircraft Hangar*
Fit two (2) fluorescent fittings each side of the hangar adjacent to the normal stowed position of the aircraft engine.

(xii) *Naval Stores Desk*
Fit one (1) desk light.

(xiii) *Weatherdeck Lighting*
Fit two (2) additional weatherdeck light fittings, one each side of the boat deck.

(*b*) Weight compensation of 650-lbs. at No. 2 Deck or 470-lbs. at No. 1 Deck is required.

(*c*) *References:* (i) Navy Office Memorandum 1228/252/10 dated 7th December, 1965.
(ii) Navy Office Memorandum 1228/252/10 dated 14th April, 1966.

(CNTS 1228/252/10)

UNCLASSIFIED

661—Alteration and Addition Item—HMAS SUPPLY

The following Alteration and Addition Item is approved to be carried out in HMAS SUPPLY—

Class List Item No. 45 (Ex TDL " BK ").

No. 2 Naval Store—

(*a*) *Item:* (i) Supply and fit commercial adjustable steel shelving along the forward and after bulkheads.
(ii) Supply and fit 2 in No. 0264/L85455 small articles cabinets against inboard bulkhead, adjacent to the access door.
(iii) Remove existing wooden shelf along forward bulkhead.

(*b*) Change in weight to be reported.

(*c*) *Reference:* HMAS SUPPLY's Form AS 1182 TDL " BK " dated 4th April, 1966, forwarded under cover of FOCAF Memorandum AF 1212/53/3 dated 18th April, 1966.

(CNTS 1246/51/173)

UNCLASSIFIED

662—Alteration and Addition Item—HMAS SYDNEY

The following Alteration and Addition Item is approved to be carried out in HMAS SYDNEY—

Class List Item No. 336 (Ex TDL " AB ").

(*a*) *Item:* To fit flight deck illumination comprising 16 in number 750 watt (portable) and 3 in number 1,500 watt (fixed) quartz iodine floodlights as shown on Garden Island Drawing No. 583/206. Wiring and associated equipment to be in accordance with Garden Island Drawing 561/870.

(*b*) Detailed list of weighed weights and vertical centre of gravity to be provided after completion of the work.

(*c*) *Reference:* HMAS SYDNEY's Form AS 1182 TDL " AB " dated 19th May, 1966, forwarded under cover of FOCAF Memorandum AF 1212/55/6 dated 24th May, 1966.

(CNTS 1213/53/160)

UNCLASSIFIED

663—Ammunition—Propellant—Landing—Destruction—Reports

(*DCI (RN) 837/1966*)

Propellant of the following lots and sub-lots is due for withdrawal from service, having reached their age limits—

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3742XA	SC 061	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in. (FA)
RNC 3375 RNC 3408 RNC 5554XF	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNC 3373 RNC 3398 RNC 3406	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 3365 RNC 3782XA	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3364	SC 150	Cartridges— QF 4.5-in. (SL), Impulse Torpedo
RNC 3383 RNC 3399 RNC 3451 RNC 3760XA RNC 3775XA RNC 3819XA	NF 029	Cartridges— QF 4-in. (FA)
RNC 3360 RNC 3369 RNC 3777XA	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 3791XA	NF 059	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 3413 RNC 3414 RNC 4163XB RNC 4179XB RNC 4598XC RNC 5568XF RNC 4194XB	NF/S 164-048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 5595XF	NF/S 168-048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 6403 RNC 6404 RNC 6405	SUK/XII	Motors Rocket A/C 3-in.
RNP 89XA RNP 1227XF	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNP 301XB	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 70XA RNP 300XB	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo
RNP 534RXB RNP 1232XF	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNP 860XD	NF 052	Cartridges— QF 4.7-in., QF 4-in. (FA)
RNP 82XA RNP 556XC	NF 059	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNP 580XC	NF/S 116-036	Cartridges— QF 4-in. (FA)

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNP 153RXA RNP 229RXA RNP 279XB RNP 291XB RNP 292XB RNP 307XB RNP 309XB RNP 1231XF RNP 1245XF RNP 1487XH	NF/S 164-048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 1309RXF	NF/S 168-048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 1244XF	NF/S 198-054	Cartridges— QF 4.7-in. (SL), QF 5.25-in. (SL), QF 4.5-in. (SL)
RNP 2307 RNP 2322	SUK/XII	Motors Rocket A/C 3-in.
MEC 136XB	SC 150	Cartridges— QF 4.5-in. (SL), Impulse Torpedo
MEC 207XF	NF/S 164-048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)

2. *Action to be taken by HMA ships, establishments and proof ranges*	Return to nearest RAN armament depot as early as practicable. If unable to comply within 3 months from date of this order, report specially to DAS for instructions; NM and ER BR 862, Article 1126, refers.
3. *Action to be taken at RAN armament depots*	Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/69)

UNCLASSIFIED

664—Gaskets, Spiral Wound Metallic, Asbestos for Use with Flanged Pipe Joints (Steam, Water, Oil, Etc.)

Spiral wound gaskets to DGS Material Specification No. 8851 are supplied as items of Naval Stores under Group Class 0414 for use with the following Flange Tables—

Type	*Applicability*	*Details*
(*a*) (i) Class I	Table 6—BR 3013 "Admiralty Pipework Standards"	Navy Order Diagram Issue No. 6/66
(ii) Class I Modified	Tables 4, 5—BR 3013 "Admiralty Pipework Standards". Pre-1949 Admiralty Flange Tables	Navy Order Diagram Issue No. 6/66
(*b*) Class II	Table 7, 8, 9—BR 3013 "Admiralty Pipework Standards"	Navy Order Diagram Issue No. 6/66

2. Class I, or where necessary, Class I (Modified) gaskets cover the requirements of the following applications—

Daring Class Destroyers	Oil fuel discharge systems
A/S Frigates Type 12	Feed discharge systems
HMAS SUPPLY	
HMAS MELBOURNE	Steam systems
HMAS SYDNEY	Oil fuel discharge systems
HMAS ANZAC	Feed discharge systems
HMAS QUEENBOROUGH	

3. Class II gaskets cover the requirements of the following applications—

Daring Class Destroyers	Steam systems
A/S Frigates Type 12	
HMAS SUPPLY	

4. The gaskets have a " universal " asbestos filler material which is coloured pink or red or, possibly, black.

5. Special care is to be taken to ensure that the gasket is placed centrally in position between the flange faces and in no circumstances must the gasket protrude into the pipe bore. The bolts are to be tightened so that the gasket is compressed evenly by an amount not less than 0.040-in. Exceptionally, if the designed compression is insufficient to prevent joint leakage the bolts may be hardened up until the flanges are 0.130-in. apart. However, hardening up the bolts until the gasket is fully compressed is not recommended.

6. Until BR 3001, Article 1003, has been amended, a note is to be made adjacent to this article, referring to this navy order.

(DMED 512/56/166)

655—Cancelled

UNCLASSIFIED

666—Naval Stores—Introductions—Type X13761 Throat Microphones

(DCI (RN) 375/1966)

Item Concerned—The following item has been introduced to replace Type ZA19734 Throat Microphone—

Group Class	*NATO Supply Classn.*	*Cat. No.*	*Description*	*Denom.*	*Acctng. Status*
0558	5965	99-951-1451	Throat, Microphone Amplivox Type X13761	No.	P

2. **Purpose**—To replace Throat Microphones Type ZA19734 and other types used by aircrew which are either incompatible with RAN Airborne communications equipment and have in consequence reduced quality and volume or include features undesirable from flight aspect.

3. **Instructions Regarding Use**

(*a*) It is essential to ensure that the new throat microphone is never employed in the same aircraft with older or other types of microphones.

(*b*) The microphone must never be electrically connected to the system whilst it is unworn, as it is then mechanically unloaded and will tend to pick up noise.

(*c*) The microphone should normally be fastened and unfastened by means of the metal clip situated at the back of the user's neck; the plastic press-studs forming the quick-release catch should only be unfastened in an emergency.

4. **Allowances and Accounting**

(*a*) Initially, item will be supplied to meet aircrew requirements and maintenance support only.

(*b*) Issues are to be made on temporary loan and squadron allowances are to be held as squadron mobile equipment.

5. **Supplies**

(*a*) Supplies will be made without demand by SNSO, Sydney, as follows—

Service	*Allocation*
723 Squadron	All aircrew (Approx. 10)
725 Squadron	All aircrew (Approx. 30)
817 Squadron	All aircrew (Approx. 72)
Miscellaneous helicopter aircrew ..	All aircrew (Approx. 10)
Pool RANAS Nowra	(Approx. 15)
Pool HMAS MELBOURNE ..	(Approx. 15)
HMAS MORESBY	5
Wessex Conversion (UK) ..	10

(*b*) On receipt of the new item, Type ZA19734 Throat Microphones are to be returned to SNSO, Sydney.

(DNS 518/251/810)

UNCLASSIFIED

667—Periodical Air Testing of Compartments in HMA Ships—Equipment for Air Pressure and Vacuum Methods

Maintenance returns from the Fleet have shown that many ships are not achieving the necessary progress with the periodical air testing of compartments. Such testing provides an essential check on the watertight integrity of the structure and its associated fittings.

2. It has been ascertained that some ships are experiencing difficulty in blanking off certain ventilation systems. This matter is being investigated. In some compartments, air testing plugs are not fitted and/or the test adaptors for use with such plug fittings are not carried. This order is intended to ensure that ships' staff, with dockyard assistance if necessary, can make good such deficiencies.

3. All ships are to check that compartments which are required to be air tested are each fitted with an indicator test plug. These compartments are specified in the Hull Maintenance Schedule and are shown on the "as fitted" drawings of "Watertight Compartments and Tests of Watertight and Oil-tight Compartments". Any omissions are to be noted and defect list items raised for the manufacture and fittings of the standard design of indicator plug as shown in Navy Order Diagram Issue 5/66. These fittings are to be made with Whitworth or unified thread to correspond with the other indicator test plugs fitted in the ship.

4. Ships not holding suitable test adaptors for use with the air pressure and vacuum methods of testing are to raise defect list items for the manufacture and supply of standard test adaptors as shown in Navy Order Diagram Issue 5/66. Two adaptors per ship are allowed. The defect list item is to indicate—

(*a*) the type of thread required, which is to correspond with that of the indicator test plugs fitted; and

(*b*) the size of air hose which will be used.

5. In new construction ships, shipbuilders and overseers are to make sure that the fittings are of the standard types and are made with unified threads.

6. If in ships in service, test plugs of non-standard types are already fitted, an item is to be included in the defect list for the supply of sufficient suitable union adaptors so that all such plug fittings may be used for ships staff air testing with standard adaptors.

7. The air pressure in compartments under test is to be measured with either an air pressure gauge Pattern 0242/942-0440, or with a water manometer. Vacuums are to be measued with water manometers. The allowances of air pressure gauges for air testing purposes are shown in the appendix. A mounted 24-in. water manometer is to be made by ships staff. A suggested make-up is by two lengths of Pattern 0415/5069 glass tube joined by a 20-in. length of Pattern 0413/2420 rubber tube arranged with a deep bight to permit the zero-mark on the baseboard to be set 16 inches below the tops of the glass tubes themselves set no more than 4 inches apart. Another length of rubber tube is required to connect the manometer to the test adaptor. (*Note*—Since with suctions over 14-in. WG, the water level in one leg will be hidden by the rubber tube, the reading above zero in the other leg is to be multiplied by two.)

8. Vacuum cleaners suitable for the vacuum method of testing are Naval Store Pattern 0565/33040 for 220/230 Volt supplies and 0565/33041 for 110/220 Volt supplies; their scale of allowance for all purposes is given in Establishments of Sea Store and Allowance Lists.

9. For general information—

(*a*) In the vacuum method, if access to the compartment is by manhole, men should not be stationed in the compartment. This renders difficulty in the discovery of some forms of leakage, so that where practicable the air pressure method for the "search" portion of the testing should be used on such spaces at the outset.

(*b*) For accuracy, the "rate-of-fall" portion of the testing is better done with the U-tube, and preferably by the vacuum method, even if the "search" portion was done by the air-pressure method.

(*c*) The vacuum method of air-testing is of particular value to those ships for which an LP air supply is only available when alongside at Dockyards.

10. It is appreciated that assistance to ships in air-testing is rendered by dockyards, when possible, and that the assistance at refits often exceeds that which is required officially. Other means of augmenting the assistance will be investigated, but the prime responsibility for periodical air-testing remains with ships officers.

APPENDIX

ALLOWANCES OF PATTERN 0242/942-0440 PRESSURE GAUGES FOR AIR TESTING PURPOSES

HMAS MELBOURNE	2 No. each.
HMAS SYDNEY	
Destroyers (all classes)	
Frigates (all classes)	
HMAS MORESBY	
HMAS SUPPLY	
Escort Maintenance Ship	
Boom Working Vessels	1 No. each.
HMAS PALUMA	
HMAS BASS	
HMAS BANKS	

(PNA 1211/51/426)

UNCLASSIFIED

668—Weather Deck Covers—PVC Coated Nylon Cloth—Pattern 0310/L74119—Introduction

Cloth, Nylon, PVC (coated both sides) 50-in., Pattern 0310/L74119 has been introduced for use in the manufacture of weather deck covers in lieu of Cloth, Nylon, PVC (coated both sides) 36-in. Pattern 0310/L74117 referred to in Navy Order 587 of 1965. In all cases scotchmen are to be fitted at points of wear.

2. The following items have also been superseded by the new item—

Pattern No.	*Description*
0310/L74136	Cloth, Nylon, PVC.
0310/11	Canvas, Flax, grey, double-proofed.
0310/L74115	Canvas, Flax, grey tarpaulin, No. 2, 24-in. x 20 oz. double proofed, waterproofed, rot proofed.
0310/L74112	Canvas, Flax, white tarpaulin, No. 2, 24-in. x 20 oz.
0310/L74116	Canvas, Flax, RN-4, 36-in.
0310/8035	Nylon, Mock Leno fabric PVC coated, cream.
0310/8036	Nylon, Mock Leno fabric PVC coated, grey.

Note—Pattern 0310/L74112 will still be used, however, for purposes other than weather deck covers, e.g., gash bags.

3. Demands should be lodged with SNSO in the usual manner.

4. Existing stocks of the superseded items for making up weather deck covers will be used prior to the use of Pattern 0310/L74119 Cloth, Nylon, PVC.

5. Navy Order 587 of 1965 is hereby cancelled.

(DNS 510/52/19)

(*Navy Order 587 of 1965*)

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

ANO's 669-677/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
16th December, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

21334/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

669—Her Majesty the Queen's Official Birthday and Commonwealth Day—Date of Observance in 1967

It was announced in May, 1966, by the Prime Minister that, in future, Commonwealth Day will not be observed on 24th May, as in previous years, but instead will be observed on the day on which Her Majesty The Queen's Official Birthday is celebrated.

2. In 1967, the birthday of Her Majesty The Queen and Commonwealth Day will be officially observed on Saturday, 10th June. This is also the date of the birthday of HRH the Prince Philip, Duke of Edinburgh.

3. In Australian waters, a royal salute is to be fired at noon on this day from all Her Majesty's Australian Ships which are authorised to salute, unless otherwise ordered by local authorities.

4. Ships and establishments are to dress overall on 10th June and again on the day of the public holiday declared by States and Territories.

5. Navy Order 173 of 1966 is hereby cancelled.

(DTWP 75/2/7)

(Navy Order 173 of 1966)

Section 2

PERSONNEL

UNCLASSIFIED

670—Herbert Lott Naval Trust Fund—Awards for Courses Held During the Period 1st April, 1965, to 31st March, 1966

The following sailors, as top qualifiers in their particular courses, have been awarded prizes of £10 sterling each from the Herbert Lott Naval Trust Fund. In the AMECHAE Course there were two equal top qualifiers and in the POEAC Course there were three equal top qualifiers. The prizes in these cases are to be shared equally.

Course	*Rank at Time of Course*	*Name*	*Personal No.*	*Per Cent.*
POQMG	LSQMG	R. B. McMahon	R56624	79.4
POCD	LSCD	B. W. Wilson	R52721	87
POUW	LSUW	E. S. Hall	R51586	83
PORP	LSRP	L. D. Libbesson	R56518	91.3
POUC	POUC	R. J. Barnes	R52443	84.5
POFC	LSFC	N. J. Cook	R44207	76
POWM	LSWM	G. L. H. Nantes	R42079	84.2
CY..	LTO	G. C. Barrow	R93057	90.3

Course	Rank at Time of Course	Name	Personnel No.	Per Cent.
RS	LRO	A. F. Lamb	R57965	79
POAACM	POUC	R. G. Gordon	R49550	91
POAAH	LAAH	R. Hinnrichsen	R54944	95.5
MECHTRG } 2 Prizes	A/LME	R. E. Maynard	R56748	86.3
MECHTRG } 2 Prizes	A/LME	W. A. J. Bender	R56777	85.5
CERA/CMECH ..	ERA1	G. H. Stewart	R42094	84
COA	CAM(O)	D. J. Rashbrooke	R30242	85.7
POEP	LEMP	W. Harrison	R55851	87
POEWE	LEMWE	A. J. Passmore	R57077	78.3
POEC	LEMC	M. Templeman	R57703	89
MECH	P/A/POME	R. E. Duke	R53873	78.8
AMECHAE	POAMAE	R. G. Guest	R55692	63
	POAMAE	T. J. Gibbs	R54243	
CNS	NSI	T. W. Knowles	R42069	87
POAMAE	LAMAE	A. W. Arnell	R55292	64
POAMW	LAMW	N. K. Martin	R54872	79
POEAW	LEMAW	H. R. Harkness	R53187	71
POEAC	LEMAC	A. Palm	R56701	78
	LEMAC	L. D. Boyd	R54330	
	LEMAC	W. B. Cooper	R41742	

2. Top qualifiers from courses held during the previous year for which prizes were not awarded have been considered in this year's competition.

3. The following is a list of courses which were not held during the year under review or for which there were insufficient candidates to justify the award of a prize. Top qualifiers in courses marked with an asterisk will be held over to compete in the 1966–67 competition—

RSS*
POASE*
POEWR.

4. Payment of these moneys is to be effected through the Ship's Cash Account as a charge to Division 687/1/01/1—other Administrations Recoverable Expenditure, Admiralty " J ", *see* Navy Accounts Manual, Article 332, Clause (2).

5. Authorisation of payment is to be made by the HMA ship for personnel borne on the date of issue of this order.

(DMT 201/201/22)

UNCLASSIFIED

671—Officers—Zones for Promotion in the Royal Australian Navy ~~and to Flag Officer in the Royal Navy~~ No 31/67

The Naval Board have decided to abolish the upper zonal limits for promotion to Captain and Commander in all branches of the General List, and where applicable in other branches, and to Commander and Lieutenant-Commander on the Special Duties List, effective from the date of this order. Lower zonal limits, and zones of promotion in the Naval Dockyard Police, and WRANS, will remain unchanged.

2. The system of zonal promotion in the RAN was adopted from the Royal Navy. Its aim is to spread promotions over as wide a field as possible whilst ensuring equality of opportunity for successive years. In the RAN, a much smaller service currently undergoing a steady period of expansion, the Naval Board feel that the upper zonal limits are too restrictive, and do not permit the full assessment of all available ability in selecting those officers required to fill the higher ranks.

3. It has been decided, therefore, that to ensure promotion of the best officers, the upper zonal limit for promotion to Commander and Captain in all branches on the General List, and to Commander and Lieutenant-Commander on the SD List, has been extended to the current retiring age for rank. Whilst it is likely that the majority of promotions will still be made from those officers whose seniority is within current zones, the Naval Board will, in future, assess together the ability of all Lieutenant-Commanders and Commanders, in the various branches, whose seniority is above the lower zonal limit, and all such officers will be eligible for promotion.

4. The occasions for reporting remain as shown in RI Chapter 10, Section IV, and whilst it is appreciated that an increased administrative effort will be required at all levels in preparing half-yearly recommendations, it is felt this must be accepted as the consequence of an overall benefit to the RAN.

5. The zones for promotion for the half-yearly selections of RAN officers are shown below—

(A) Promotion to Rear-Admiral

(*a*) The zone for promotion is eight years seniority and above for Captains.

(*b*) Reports on Form AS 206 are to be rendered in respect of Captains (Seaman Branch) in the promotion zone.

(*c*) Reports on Captains of other branches for promotion to Flag rank will be called for as required.

(*d*) Reports on RAN Officers are to reach Navy Office (addressed to Chief of Naval Staff) by 1st April and 1st October.

(B) General List, Instructor, Medical, Dental and Ordnance Inspecting Officers

(*a*) *General List*—

(i) To Captain—4 years seniority as Commander to age 50.

(ii) To Commander—3 years seniority as Lieutenant-Commander to age 45.

(*b*) *Instructor Branch*—

(i) To Instructor Captain—8 years seniority as Instructor-Commander to age 52 (in special circumstances officers, in particular ex-schoolmaster officers, with less than 8 years seniority may be considered).

(ii) To Instructor-Commander—4 years seniority as Instructor-Lieutenant-Commander to age 48.

(*c*) *Medical Branch*—

(i) To Surgeon-Captain—5 years seniority as Surgeon-Commander to age 55.

(ii) To Surgeon-Commander—6 years seniority as Surgeon-Lieutenant-Commander to age 48.

(*d*) *Dental Branch*—

(i) To Surgeon-Captain—6 years seniority as Surgeon-Commander to age 55.

(ii) To Surgeon-Commander—6 years seniority as Surgeon-Lieutenant-Commander to age 48.

(*e*) *Naval Ordnance Inspection Branch*—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.

(C) **Supplementary List**

Zones of promotion are as for General List officers.

(D) **Special Duties List—All Branches**

(*a*) *To Lieutenant*—2 to 8 years seniority as Sub-Lieutenant.

(*b*) *To Lieutenant-Commander*—

(i) For Lieutenants with seniority of 26.11.63 and earlier dates 5 years seniority as Lieutenant to the age of 55 years.

(ii) For Lieutenants with seniority of 26.12.63 and subsequent dates, the following lower zones will apply—

26.12.63 to 26.1.64 ..	6 years seniority as Lieutenant.
26.2.64 to 26.4.64 ..	7 years seniority as Lieutenant.
26.5.64 to 26.6.64 ..	8 years seniority as Lieutenant.
27.6.64 onwards ..	9 years seniority as Lieutenant (except for officers with seniority of 1.10.64 for whom the lower zone will be 5 years seniority as Lieutenant).

The upper zone for promotion to Lieutenant-Commander in all branches is age 55 years.

(*c*) *To Commander*—3 years seniority as Lieutenant-Commander to age 55 years.

(E) **Naval Dockyard Police**

(*a*) *To Chief Inspector*—All officers of Inspectors rank are eligible for consideration for promotion.

(*b*) *To Inspector*—All Sub-Inspectors will be considered individually for promotion when they have 2 years seniority. To enable this to be done, Form AS 206 is to be rendered on attaining 18 months seniority. These reports are to contain an indication of the officer's suitability for promotion to Inspector on reaching 2 years seniority. Reports may be deferred for up to 3 months if IK would be the immediate assessment. Should a Sub-Inspector not be promoted on attaining 2 years seniority, he will be considered on the normal occasions, viz., 1st April and 1st October until he attains 8 years seniority.

(F) **WRANS**

(*a*) *To Chief Officer*—Minimum age of 30 and 3 years service in 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 service since first promoted to officer rank.

6. 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 are not required on those officers who have been provisionally selected for promotion. RI Article 1052 also refers.

7. Navy Order 173 of 1965 is hereby cancelled.

(DOA 316/4/21)

(*Navy Order 173 of 1965*)

UNCLASSIFIED

672—RAN Relief Trust Fund—Financial Statement for 1965-1966

History of the Fund

The RAN Relief Trust Fund began in a very small way in 1913, and continued until 1939 when its capital had grown to $60,000 through donations. After the Second World War it was reconstituted under the Services Trust Fund Act of 1947 and the Trust Funds of the three armed services were brought up to a maximum of $120,000 out of the surplus of war-time canteen funds. The balance of these funds, about $6,000,000 went to form the Services Trust Fund.

2. From 1947 to 1954 the RAN Relief Trust Fund increased only by way of donations, bank interest and profits from investments. It was in 1954 that the Naval Board approved of an annual contribution from the Central Canteens' Fund, at first $10,000 a year, later $20,000 and now, under a formula of 1 cent for every dollar of gross sales in service system canteens, the rate of annual contribution is almost $30,000. From $120,000 in 1947 the Fund has now grown to $389,330 in 1966.

3. **Objects of the Fund**

The Fund exists to make interest free loans to help serving personnel in obtaining housing and furniture and assist in other situations where there is real need. The Trustees feel the Fund should not be looked upon as a source of cheap money where normal financial facilities are available, e.g., bank overdraft, first mortgage, War Service Loan in the case of housing, and interest free terms in respect of furniture.

4. **Assistance Rendered**

The reasons for which loans were made in the financial year 1965–66 were—

Nature of Loan	*No. of Loans*	*Percentage of Total Loans*
Housing	138	11
Furniture	529	40
Medical, Dental, Funeral	86	6
Travelling, Removals	80	6
Domestic (overdue accounts) ..	412	32
Other reasons	72	5
	1,317	100

In these days of high wages it is felt the percentage lent for overdue accounts is too high.

5. The amounts advanced under the respective categories were—

	$
Housing Loans	75,665
Furniture Loans	221,828
Other Loans	43,934
	341,427

6. The waiting time for Housing and Furniture Loans has been kept at three months or less and on occasions decreased to five weeks. It is considered the new rounded formula for loan repayment, which commenced on 1st April, 1966, is working very satisfactorily.

7. **Grants**

The grants shown in the Balance Sheet were made up as follows—

	$
Widows of dependants of personnel who died whilst serving	661.50
To ex-Naval men or their dependants	228.90
To dependants of deceased personnel, writing off Relief Fund balances on death	358.00
	1,248.40

8. **Donations**

Donations received in the financial year totalled $113.77, the bulk of which, $80.00, came from HMAS LONSDALE, from the sale of an un-used billiard table.

9. **General**

A major item in the accounts has been the repayment of $10,000 borrowed earlier, from the Central Canteens' Fund to keep waiting time for loans down to three months. It is the present intention of the Trustees to eliminate this debt as quickly as possible whilst preserving the waiting period for payment of approved loans at a maximum of three months.

10. The Statement of Accounts, and the Balance Sheet as at 30th June, 1966, are promulgated as an appendix to this order.

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

APPENDIX

Royal Australian Navy Relief Trust Fund

Statement of Income and Expenditure for Year Ended 30th June, 1966

1964–65	*Expenditure*		1965–66	1964–65	*Income*		1965–66
$		$	$	$		$	$
	Administrative Expenses—				*Interest from Investments and Bank—*		
1,610	Salaries and Travelling ..	1,600.00		274	Investments	181.25	
23	Miscellaneous	32.39		766	Bank	1,377.29	
			1,632.39				1,558.54
2,111	*Grants*		1,248.40	—	Profit on Redemption of Investments ..		667.89
182	Bad Debts		21.07	20,000	*RAN Central Canteens' Fund Contributions—*		
19,133	Surplus of Income Over Expenditure ..		22,528.64		1st December, 1965 ..	10,446.00	
					28th April, 1966 ..	12,644.30	
							23,090.30
				2,019	Donations		113.77
23,059			25,430.50	23,059			25,430.50

Balance Sheet as at 30th June, 1966

1964–65	Liabilities		1965–66	1964–65	Assets		1965–66
$		$	$	$		$	$
	Accumulated Funds—				*Cash—*		
	Balance at 1st July, 1965	366,802.13		53,644	Bank	53,688.31	
	Add—Surplus of Income Over Expenditure ..	22,528.64		39,272	Agency Advances ..	46,704.10	100,372.41
366,802	Balance at 30th June, 1966		389,330.77	6,137	*Investments* (at Cost)		2,305.60
	RAN Central Canteens' Fund—			—	Office Machinery		69.59
30,000	Contributions Received in Advance ..		20,000.00		*Loans Outstanding—*		
					Balance at 1st July, 1965	297,749.21	
					Add—		
					New Loans 1965–1966	341,427.87	
					Credit Balance Converted to Donation	2.00	
						639,179.08	
					Less—		
					Repayments 1965–1966	332,216.84	
					Loans Converted to Grants	358.00	
					Bad Debts	21.07	
				297,749		332,595.91	306,583.17
396,802			409,330.77	396,802			409,330.77

The above Balance Sheet and Statement of Income and Expenditure have been examined and are in agreement with the books and accounts. In my opinion, they show fairly the financial operations for the year ended 30th June, 1966, and the state of affairs of the Royal Australian Navy Relief Trust Fund as at that date.

(Sgd.) J. K. LAWRENCE,
Acting Auditor-General for the Commonwealth.
16th September, 1966.

(Sgd.) J. S. MESLEY, Rear-Admiral
(Sgd.) R. G. CRAFT, Captain, RAN
(Sgd.) B. H. WORRALL, Commander, RAN
} *Trustees, RAN Relief Trust Fund*

(Sgd.) K. C. CAMERON, Su. Commander, RAN R'td.
Secretary

(HPB 212/54/8)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

673—Alteration and Addition Item—HMAS MELBOURNE

The following Alteration and Addition Item is approved to be carried out in HMAS MELBOURNE—

Class List Item No. 188 (Ex TDL " NMBF ".)

(*a*) *Item:* To remove and land the 6½-in. Lang Lathe fitted in the engineer's workshop.

(*b*) Weight variations are to be reported.

(*c*) *Reference:* (i) Navy Office Memorandum 1213/52/617 dated 14th April, 1966.
(ii) HMAS MELBOURNE's Memorandum No. 108/1 dated 30th April, 1966.

(CNTS 1213/52/617)

UNCLASSIFIED

674—Alteration and Addition Item—HMAS PALUMA

The following Alteration and Addition Item is approved to be carried out in HMAS PALUMA—

Class List Item No. 8 (Ex TDL " O ".)

(*a*) *Item:* To improve ship's navigational facilities by fitting a gyro repeat with azimuth ring on the same deck as the chart table, radar and echo sounder.

(*b*) Weight variations are to be reported.

(*c*) *References:* (i) HMAS PALUMA's Form AS 1182 TDL " O " dated 17th March, 1966, forwarded under cover of FOCAF Memorandum AF 1212/42/3 dated 13th April, 1966.
(ii) FOCAF Signal DTG 020356Z August, 1966.
(iii) HMAS PALUMA's Signal DTG 090550Z September, 1966.

(CNTS 1236/58/148)

UNCLASSIFIED

675—Alteration and Addition Item—HMAS PERTH

The following Alteration and Addition Item is approved to be carried out in HMAS PERTH—

Class List Item No. 2 (Ex TDL " DDG25–A ".)

(*a*) *Item:* Re-arrange furniture in Petty Officer's Living Space (2–155–0–L) by—
(i) Removing dirty linen locker and three pea coat lockers not used by the Petty Officers.
(ii) Use space saved to re-arrange five kit lockers and install one 4-ft. settee and one 5-ft. settee.

(*b*) No compensation is required as weight change is negligible.

(*c*) *References:* (i) HMAS PERTH's Form AS 1182 TDL " DDG25–A " dated 8th August, 1966, forwarded under cover of FOCAF Memorandum AF 1212/44/1 dated 18th August, 1966.
(ii) ACNB Signal DTG 260652Z October, 1966.

(CNTS 1215/60/14)

UNCLASSIFIED

676—Alteration and Addition Item—Type 12 DE's

The following Alteration and Addition Item is approved to be carried out in Type 12 DE's—

Class List Item No. 322 (Ex TDL " QF ".)

(*a*) *Item:* To install a one watt main broadcast loudspeaker in the Shipwrights' Workshop and Diving Gear Store.

(*b*) No weight compensation is required.

(*c*) *Reference:* HMAS PARRAMATTA's Form AS 1182 TDL " QF " dated 5th July, 1966, forwarded under cover of FOCAF Memorandum AF1212/43/3 dated 28th July, 1966.

(CNTS 1224/68/561)

UNCLASSIFIED

677—Naval Stores—Introduction of New Type Sea Air Rescue Beacon, Ref.—0624/5825-99-952-6482 (Short Title SARBE Mark 3)

(DCI (RN) 251/1966)

A new type beacon, SARBE MARK 3, and associated equipment have been introduced into the RAN to augment present holdings of the Type 9783 Ref. 10D/21572 known as SARBE MARK 1. Technical information, testing instructions, etc., will be detailed in AP 116B-0901-1, Vol. 1.

2. **SARBE MARK 3**

(*a*) The equipment consists of a Transmitter-Receiver Type BE 310 Ref. 5825-99-952-6482 and a Battery Kalium Type G 1339, Ref. 6135-99-519-2369 or 5J/3600. (The latter reference is now superseded by the former but some batteries may bear this number.)

(*b*) The SARBE MARK 3 like the SARBE MARK 1 is to be dealt with as safety equipment in accordance with ABR 4, Chapter 26.

(*c*) The Type G 1339 battery has an improved shelf-life of 24 months temperate, 12 months tropical compared with 12 months and 6 months respectively for the Type G 1304 used with SARBE MARK 1. Allowances of the battery for aircrew are to be held by the Safety Equipment and Survival Officer for issue as required.

3. **SARBE MARK 3 Test Equipment**

The following test equipment is being provisioned for the SARBE MARK 3 Transmitter/Receiver and Battery and will be distributed in accordance with Paragraph 4 (ii) without demand when available—

(i) Test Set, Performance, Type BE336—Ref. 5825-99-952-6815.

(ii) Battery, for Test Set, Type G1339—Ref. 6135-99-519-2369.

(iii) Probe, Dummy Aerial—Ref. 5825-99-953-5250.

(iv) Attenuator fixed—Ref. 10L/952-6544.

(v) Wattmeter, CT443—Ref. 6625-99-999-3591.

4. **Allowances**

(i) *SARBE MARK 3*

(*a*) For use in communication aircraft ..	1 per dinghy pack
(*b*) For aircrew in flying postings	1 per person
(*c*) HMAS MELBOURNE	10 No.
Survey Ships	1 each
RANAS Nowra	20 No.

(ii) *Test Equipment*

Ship/Establishment	*Test Set Performance (with Battery)*	*Probe*	*Attenuator*	*Wattmeter*
HMAS MELBOURNE ..	2	1	1	1
RANAS Nowra	2	1	1	1
Dockyard Radio Centre ..	1	—	1	1

5. As stated in Paragraph 1 above the SARBE MARK 3 has been introduced to augment present holdings of SARBE MARK 1 consequently the eventual replacement of the MARK 1 will be carried out progressively and may not be completed for some time. The allowances shown at Paragraph 4 (i) (*a*) to (*c*) are, therefore, promulgated as a long term guide. Priority will be given for the issue of the new equipment, in the first instance, to front line squadrons.

6. It is essential that the SARBE MARK 3 Beacons on personal issue are withdrawn, without exception, from aircrew proceeding to non-flying duties and returned to the Superintending Naval Store Officer, Sydney. SARBE MARK 1 beacons rendered surplus on receipt of the MARK 3 beacons should also be returned without delay to Superintending Naval Store Officer, Sydney.

7. The spares allowance of battery Ref. 6135-99-519-2369 will be one for every four operational MARK 3 Beacons carried.

8. Reports of monthly maintenance requirements of the Ref. 6135-99-519-2369 battery are to be rendered by users to SNSO, Sydney, 6 months in advance. The necessity to supply these batteries to users with as much as possible of their life still left precludes the holding of large stocks. This and lengthy delivery time means that the ready availability of the batteries is dependent on these advance forecasts.

9. The following precautions must be observed with SARBE batteries—

(*a*) They must not be dumped and they are liable, on coming into contact with other miscellaneous scrap, to short circuit, generate heat and ignite the dump. Precautions should also be taken against such a risk in storing and transporting these batteries.

(*b*) They must not be destroyed by fire as this causes poisonous fumes to be liberated.

In view of the high cost of these batteries, every care should be taken to avoid unnecessary wastage.

10. Draft servicing First and Second Line Schedules have been issued to HMAS MELBOURNE and will be forwarded to other users as supply of the MARK 3 Beacon is made. Second Line Servicing is limited to battery set function checks of receiver and transmitter and leak testing. Until such time that arrangements are made for local repair all equipments requiring major overhaul are to continue to be returned to the manufacturer in the United Kingdom on the same basis as for the Type 9783 MARK 1 SARBE.

(ADSA (M) 519/59/846)

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

Registrar.

ANO 678/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
16th December, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

21333/66.

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

678—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc., During October, 1966

The magazines, pamphlets and amendments to publications, etc., and SC Series contained in the appendix to this order have been distributed to ships and services during October, 1966.

2. Article 2517 (6) of ABR 4 is relevant.

3. Copies of "P" Series Amendments referred to in the appendix to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2517 (6) of ABR 4.

APPENDIX

BR AMENDMENTS

BR No.	*Amendment No.*
BR 70	Cumulative Supplement corrected to 30.6.1966
BR 825 (8) C	Change No. 1
BR 2247 (12)	Change No. 3
BR 2247 (13)	Change No. 3
BR 2354 (2)	Change No. 3
BR 3209	Change No. 4
ABR 4	Amendment No. 26
ABR 27	Amendment No. 22
ABR 697	Amendment No. 10
ABR 5016	Amendment No. 13
MBR 8001	(1) Amendment No. 2 Issue No. 5 (2) Issue No. 7 Section 6 Appendix A

MISCELLANEOUS PUBLICATIONS

Publication	*Date*
NAMAN N2597–N2601 Vol. 21	30.6.1966
NAMAN N2602–N2606 Vol. 21	20.7.1966
Index of DEF (Aust.) Specifications	March, 1966
Index to DEF (Aust.) Specifications	May, 1966

AFO "SC" SERIES

ACP No.	*"SC" No.*
ACP 117 (B)	SC 8 Correction Nos. 8/1 and 9/1
ACP 117 (B)	SC 8 Correction Nos. 6/1 and 7/1
ACP 131	Commonwealth Correction No. 1

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date*
International Electronics	July, 1966
International Electronics	August, 1966
Flight	23.6.1966
Flight	7.7.1966
Flight	14.7.1966
Flight	21.7.1966
Aircraft Vol. 45 No. 12	September, 1966
Aeroplane and Commercial Aviation News	16.6.1966
Aeroplane and Commercial Aviation News	23.6.1966
Aeroplane and Commercial Aviation News	7.7.1966
Aeroplane and Commercial Aviation News	14.7.1966
Aeroplane and Commercial Aviation News	21.7.1966
Flight	16.6.1966
USA Journal of the Institute of Navigation Vol. 12 No. 3	Autumn, 1965
USA Journal of the Institute of Navigation Vol. 12 No. 4	Winter, 1965–66
USA Journal of the Institute of Navigation Vol. 13 No. 1	Spring, 1966
USA Journal of the Institute of Navigation Vol. 13 No. 2	Summer, 1966
Armed Forces Management Vol. 12 No. 8	May, 1966
Armed Forces Management Vol. 12 No. 11	August, 1966
Signal Vol. XX No. 11	July, 1966
Signal Vol. XX No. 12	August, 1966
Aircraft	October, 1966
British Journal of the Institute of Navigation Vol. 19 No. 2	April, 1966
British Journal of the Institute of Navigation Vol. 19 No. 3	July, 1966
US Naval Institute Proceedings Vol. 92 No. 8	August, 1966
Flight	28.7.1966
Flight	4.8.1966
Aeroplane and Commercial Aviation News	28.7.1966
Aeroplane and Commercial Aviation News	4.8.1966
Journal of Naval Engineering Vol. 16 No. 2	June, 1966

ESTABLISHMENTS LISTS AND AMENDMENTS

"E" List No.	*Amendment No.*
A/S 110 dated 1.11.1960	Amendment No. 1
A/S 160 dated 3.7.1961	Amendment No. 1
A/S 259 dated 1.11.1961	Amendment No. 3
E 675 dated 24.5.1957	Amendment No. 3
E 1077 dated February, 1964	—
E 1077 dated February, 1964	Amendment Nos. 1–4

ESTABLISHMENTS LISTS AND AMENDMENTS—*continued*

"E" List No.	Amendment No.
E 1109 dated 22.10.1956	Amendment Nos. 1–4
E 1232 dated 3.8.1965	—
E 1232 dated 3.8.1965	Amendment No. 1
E 1262 dated 22.9.1960	Amendment Nos. 15, 16, 17
E 1315 dated 10.12.1963	—
E 1315 dated 10.12.1963	Amendment No. 1
E 1322 dated 7.8.1962	—
E 1322 dated 7.8.1962	Amendment Nos. 1, 2
RAN LE 43 dated May, 1964	Amendment No. 4
RAN LE 60 dated May, 1966	Amendment No. 1
RAN LE 48 1964	Amendment No. 2

AMENDMENTS TO AIR PUBLICATIONS

AP No.	AL or Leaflet
101A–1104	AL 6
109A–0001–2	(AL 1039)–B 404 (Alt. 1 incorp.)
	(AL 1031)–B 560 (Alt. 1)
	(AL 1035)–B 601 (Alt. 3)
	(AL 1025)–B 603 (Alt. 1)
	(AL 1041)–B 612 (Alt. 1)
	(AL 1040)–B 625 (Alt. 1)
	(AL 1029)–B 629 (Alt. 1)
	(AL 1033)–B 642 (Alt. 2 incorp.)
	(AL 1010)–B 669 (Alt. 1 incorp.)
	(AL 1026)–B 684
	(AL 1027)–B 685
	(AL 1030)–B 686
	(AL 1032)–B 687
	(AL 1034)–B 688
	(AL 1036)–B 689
	(AL 1037)–B 690
	(AL 1038)–B 691
	(AL 1042)–B 692
	(AL 1046)–B 694
	(AL 1048)–B 695
	(AL 1023)–I 8 (Alt 1)
	(AL 1024)–I 9
	(AL 1028)–N 1
109A–0001–5	AL 28
109A–0002–1	AL 122, 123 and 124
109B–0103–5	AL 22
112G–1113–1	AL 1
116B–0301–1	AL 17
116D–0102–1A (2nd Edition)	AL 7, 8, 10, 11 and 12
116G–0601–6 (Formerly AP 4411A Vol. 6 Part 4)	AL 9 and 10
119A–0600–1	AL 74

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	AL or Leaflet
AVP 84	A 176 (Issue 1)
	E 006 (Issue 1)
	E 010 (Issue 1)
	E 013 (Issue 1)
	E 109 (Issue 1)
	E 116 (Issue 1)
1086 Book 4 Part 1 (2nd Edition)	AL 178 and 179
1086 Book 5 (2nd Edition)	AL 125 and 126
1086 Book 7 (2nd Edition)	AL 168 and 175
1086 Book 13 (2nd Edition)	AL 229
1182 (Naval) Vol. 1	AL 58 and 59
1182 (Naval) Vol. 2	(AL 215)–B 1
1182 (N) Vol. 4 Parts 2 and 6	AL 23 (with cover label)
1182C (Naval) Vol. 1	AL 48 and 49
1275A Vol. 1 Sect. 24	AIL 1/66
1275B Vol. 2	(AL 158)–J 48
1275E Vol. 2 Part 1	(AL 248)–H 77 (Alt. 1)
	(AL 249)–H 78 (Alt. 1)
1275E Vol. 4 Part 6 (Naval) (Issue 1)	AL 7
1275G Vol. 1 (2nd Edition) Part 3	AL 34
1275G Vol. 2 Part 1	(AL 205)–Z 23
	(AL 204)–Z 48
1275T Vol. 1 Section 3	AL 22 and 23
1275T Vol. 2	(AL 47)–C 11 (Alt. 1 incorp.)
1275T Vol. 3 Part 1 (Naval)	AL 8
1355 Vol. 2 Part 1	(AL 176)–C 170
	(AL 177)–G 134
1464 Vol. 5	AL 3
1464G Vol. 1	AIL (RAN) 1
1469 Vol. 3 Part 1 (N)	AL 9
1469Q Vol. 1 Book 3	AL 16
1492A Vol. 1	AL 114
1538P Vol. 6 Parts 2 and 4	AL 51
1641P Vol. 1 (2nd Edition) Parts 1 and 3	AL 26
1661 Vol. 2 Part 1	C 21
1661E Vol. 1 (2nd Edition)	AL 154
1664A Vol. 1 Book 2 (2nd Edition)	AL 54
1664D Vol. 1 Parts 1 and 3 (2nd Edition)	AL 78
1664D (2nd Edition) Vol. 1 Part 2	AL 90
1664D (2nd Edition) Vol. 1 Parts 1 and 3	AL 77
1664E Vol. 2	(AL 66)–I 3 (with Index Cards)
	(AL 65)–L 1
	(AL 67)–(List of Sections)
1803R Vol. 1	AIL 1/66
1803U Vol. 1 Book 1	AL 26
1803U Vol. 1 Book 5	AL 47, 48, 51, 52, 53, 54, 55, 56, 57, 62, 63, 64 and 65
2306L Vol. 2	(AL 3)–I 2 (with O/L)
2306M Vol. 2	(AL 23)–B 12 (Alt. 1)
2487A and B Vol. 2	(AL 16)–B 13
2487AB Vol. 3 (New Coding AP 116N–0101–3ACD)	AL 2

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
2528P Vol. 2	(AL 185)–B 136
	(AL 189)–B 138
2530M Vols. 1 and 6	AL 11 (with O/L)
2531A and C Vol. 2	(AL 87)–B 69 (Alt. 1)
2531B Vol. 2	(AL 59)–B 42 (Alt. 1)
	(AL 58)–B 46 (Alt. 1)
2531J Vol. 2	(AL 220)–B 86 (Alt. 4 incorp.)
	(AL 217)–B 111 (Alt. 1)
	(AL 219)–B 137 (Alt. 1)
	(AL 214)–B 146
	(AL 218)–B 147
2531L Vol. 4 Part 6 (Naval) (Issue 1) (New coding 116B–0301–5F (N))	AL 8 (with O/L)
2531N Vol. 2	(AL 15)–B 9
2531N Vol. 3 Part 1 (Naval) (2nd Edition)	AL 3
2531S Vol. 2	(AL 31)–B 17
2533K Vol. 3 Part 1 (Naval)	AL 5
2534N Vol. 1	AL 14 and 15
2534N Vol. 2	(AL 136)–B 29 (Alt. 4 incorp.)
	(AL 133)–B 61 (Alt. 3)
	(AL 135)–B 67 (Alt. 2)
	(AL 137)–B 70 (Alt. 1)
2554E Vol. 2	(AL 16)–B12
2802A (2nd Edition) Vol. 1 Parts 1 and 3	AL 82 and 83
2876A, B, E and H Vol. 3 (4th Edition)	AL 1
2887N Vol. 2	(AL 113)–B 30 (Alt. 4)
	(AL 115)–B 68 (Alt. 1)
2890SC Vol. 2	(AL 19)–B 13
2892F Vol. 2	(AL 133)–B 108
4099J Vol. 3 Part 2	AL 65
4117B Vols. 1 and 6 Book 1	AL 28
4117B Vols. 1 and 6 Book 2	AL 31 and 32
4222A and B	AL 2
4303B Vol. 1 Book 1	AIL 1/66
4340 Vol. 1 Book 1	AL 45
4340 Vol. 1 Book 2	AL 119
4343A Vol. 3 Part 1 (Naval)	AL 13
4343B Vol. 2	(AL 291)–P 38 (Alt. 1)
4343B Vol. 3 Part 1 (Naval)	AL 18
4343C Vol. 1 Book 2	AL 179
4343D Vol. 3 Part 1 (Naval)	AL 18
4343D Vol. 6 Book 2	AL 140
4343E Vol. 3 Part 1 (Naval)	AL 13
4343M Vols. 1 and 6	AL 76
4343S Vol. 1 Book 4	AIL 1/66
4343X Vol. 2	(AL 186)–T 21 (Alt. 1)
4360C Vol. 2	RAN 29 (Mod. No. Sea Venom)
4361G Vol. 1	AL 64
4389A Vol. 6 Part 1	AIL (RAN) 3
4411A Vol. 4 Part 6 (Naval) Issue 1	AL 12
4411A Vol. 6 Part 4 Section 2 Chapter 7 (New coding 116G–0601–6)	Appendix 1

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
4471A Vol. 1 Part 2 Book 1	AL 185
4487B and E Vol. 1	AL 58
4578 Vol. 1	AL 25
4597B Vol. 2	(AL 77)–G 27
4685 Vol. 1 Parts 1 and 2 Sections 1 and 2	AIL 9/66
4685 Vol. 1 Part 2 Section 4	AIL 7/66
4685 Vol. 1 Part 2 Section 5	AIL 1/66
	AIL 2/66
4685T Vol. 1 Section 2	AL 87
4723 Vol. 6 Part 4	AL 39
4723A Vol. 1 Book 1	AL 118, 119 and 121
4723A Vol. 1 Book 2	AL 86 and 87
4737A Vol. 2	(AL 9)–B 3
4723A Vol. 3 Part 1	AL 25 and 26
4758A and B Vol. 2	(AL 51)–G 11
4822B Vol. 1 Part 1	AL 13 (with O/L 114P–0100–1AB)
	AL 5
4822B Vol. 1 Part 2 Section 1	AL 7
	AL 9 (with O/L 114P–0100–1C)
4822B Vol. 1 Part 2 Section 2	AL 7 (with O/L 114P–0100–1C)
4822B Vol. 1 Part 2 Section 3	AL 9 (with O/L 114P–0100–1C)
4822B Vol. 1 Part 2 Section 4	AL 10 (with O/L 114P–0100–1C)
4822B Vol. 1 Part 2 Section 5	AL 9 (with O/L 114P–0100–1C)
4837AA Vol. 2	AL 13
4883 Vol. 1	AL 5, 6, 7 and 8
AP (N) 1	AL 45 and 46
AP (N) 1023 (11)	AIL 6
	AIL 7
	AL 24
AP (N) 1024 Vol. 4 Part 6	AL 14
AP (N) 1025	AL 64
AP (RAN) 8 Vol. 1 Book 1	AL 59, 60, 63, 64, 65 and 67
AP (RAN) 8 Vol. 1 Book 2	AL 18 and 20
AP (RAN) 8 Vol. 1 Book 3	AL 31
AP (RAN) 8 Vol. 1 Book 5	AIL (RAN) 1 (Leaflet 5/29)
	AL 11, 12, 13, 14 and 15
AP (RAN) 8 Vol. 1 Book 6	AIL (RAN) 7
AP (RAN) 8 Vol. 2	Mod. Leaflet No. GMG/GE/3
	Mod. Leaflet No. GMG/GE/4
	AL 26 and 27
AP (RAN) 8 Vol. 3 Part 1	Leaflet (DB 23/24) to AL 5
	AL 14
AP (RAN) 8 Vol. 5 Book 1 F/S	AL 6, 7, 8, 9, 10, 11, 12, 13 and 14
AP (RAN) 8 Vol. 5 Book 2 F/S	AL 32, 47, 49, 50 and 51
AP (RAN) 8 Vol. 5 Book 3 F/S	AL 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17
AP (RAN) 8 Vol. 6 Part 3	AIL (RAN) 52
	AIL (RAN) 53
	AL 40
AP (RAN) 9 Vol. 2	Transmittal Letter No. 48
	Transmittal Letter No. 49
AP (RAN) 9 Vol. 6 Part 1	AIL (RAN) 2
	AL 5
AP (RAN) 9 Vol. 6 Part 2	AL 9

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No.	*AL or Leaflet*
AP (RAN) 9 Vol. 6 Part 4A	AIL (RAN) 5 AL 29
AP (RAN) 10 Vol. 1 Book 4	AIL (RAN) 7
AP (RAN) 10 Vol. 2 Book 1	AL 14
AP (RAN) 10 Vol. 2 Book 2	AL 5
AP (RAN) 19 Vol. 1 Book 2	AIL (RAN) 3
AP (RAN) 19 Vol. 2 Book 2	AL 1
AP (RAN) 19 Vol. 5 F/S Book 2 ..	AL 32 and 33
AP (RAN) 19 Vol. 6	AIL (RAN) 2
AP (RAN) 101	AL 76, 87, 88, 89, 110, 112, 113, 114 and 115
Air Pictorial	September, 1966
DCA Aeronautical Information Circulars	32/66 (1.10.66)
DCA Aeronautical Information Publications	MAP No. 23 (1.9.66)
DCA Notams	10/66
DCA Joint Aviation Standards and Procedures	New Binders
Civil Nimbus 500 Series Bulletins ..	Transmittal Letter No. 45
RAN Retrospective Mod. Booklet Book 1 (3rd Edition)	AL 8
Rolls Royce TSD Publication No. 594 ..	Transmittal Letter No. 113
AAP No. 2 Table of Contents (16th Edition)	Sub AL 43 (AL 30174)
AAP No. 2 GCC 1010 (1st Edition) ..	Sub AL 2 (AL 30732)
AAP No. 2 GCC 4010 (5th Edition) ..	Sub AL 5 (AL 29484)
AAP No. 2 GCC 5826 (6th Edition) ..	Sub AL 6 (AL 31221)
AAP No. 2 GCC 5910 (5th Edition) ..	Sub AL 6 (AL 29355) Erratum to Sub AL 6 (AL 29355) Sub AL 7 (AL 31593)
AAP No. 2 GCC 5935 (5th Edition) ..	Erratum to Sub AL 4 (AL 29385)
AAP No. 2 GCC 5960 (6th Edition) ..	Sub AL 28 (AL 31298)
AAP No. 2 GCC 6780 (3rd Edition) ..	Sub AL 5 (AL 29409)
AAP No. 2 GCC 7930 (2nd Edition) ..	Sub AL 6 (AL 30876)
AAP No. 2 GCC Group D Section 1A (10th Edition)	Sub AL 6 (AL 31518)
AAP No. 2 GCC Group T Section 32C (13th Edition)	Sub AL 6 (AL 31679)
AAP 316 (2nd Edition)	AL 150
AAP 382 Vol. 1	AL 15
AAP 702.1	AL 177
AAP 702.11 Vol. 1	AL 15
AAP 721.65 Vol. 2 Part 2	AL 172, 182, 186 and 189
AAP 721.79 Vol. 2 Part 1	AL 56, 57, 58 and 59
AAP 721.79 Vol. 2 Part 2	AL 327, 333 and 340
AAP 730.30	AL 13
Support Command Publications Orders..	25/66 (dated 4.7.66) 33/66 (dated 16.8.66) 34/66 (dated 22.8.66) 36/66 (dated 29.8.66) 37/66 (dated 1.10.66)

(DNS 465/57/614)

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

REGISTRAR.

ANO's 679-691/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
23rd December, 1966.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

21971/66.

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

679—Citation of Commonwealth Acts

The Statute Law Revision (Decimal Currency) Act 1966, which came into force on 1st December, 1966, alters the citations of many Commonwealth Acts. The citations of the following Acts administered by the Department of the Navy have been amended as follows—

Old Citation	*New Citation*
Control of Naval Waters Act 1918 ..	Control of Naval Waters Act 1918–1966
Defence Act 1903–1965	Defence Act 1903–1966
Interim Forces Benefits Act 1947–1964 ..	Interim Forces Benefits Act 1947–1966
Naval Defence Act 1910–1965 ..	Naval Defence Act 1910–1966
War Precautions Act Repeal Act 1920–1955	War Precautions Act Repeal Act 1920–1966

2. Care should be taken, when formal reference to one of the foregoing Acts is being made in a document, that the Act is given its correct citation.

(CEO GS 153/1/21)

Section 2

PERSONNEL

UNCLASSIFIED

680—Royal Navy Loan Personnel—Pay Accounting Procedures

Following the introduction of decimal currency accounting problems have arisen in the management of the pay accounts of Royal Navy Loan personnel due primarily to the fact that it is necessary to process components of pay which are payable in either £ s. d. Sterling or Australian Dollars.

2. To ensure that correct accounting action is taken and that a uniform method of processing pay documents is followed throughout the Fleet the existing pay accounting instructions have been reviewed and the following procedures are to be adopted—

(*a*) *Preparation of Variation Sheets—Form AS 41a*

(i) Each component of pay due in sterling currency, e.g., Active Pay, Trade Pay, Marriage Allowance, is to be entered on the variation sheet expressed in £ s. d. sterling and those components due in Australian currency, e.g., Hard Lying Money, Local Overseas Allowance, Ration Allowance, are to be expressed in dollars and cents.

(ii) The fortnightly credit of exchange, which is due in respect of the sterling credits of pay and allowances shown on the variation sheet is to be effected by the inclusion in the "Other Non-taxable" box of an amount expressed in dollars and cents and calculated at the rate of £1Stg = $2.50. Any variation to the fortnightly credit of exchange is to be supported by Form AS 161b on which calculations are to be shown.

(iii) The amounts of fortnightly taxable and non-taxable pay are to be calculated by converting the face value totals of the £ s. d. taxable and non-taxable credits to decimal currency under the Banking and Accounting Table and adding the resultant totals to the respective totals of taxable and non-taxable credits already expressed in dollars and cents. To assist in these calculations sub-totals, as appropriate, may be entered on the variation sheet in the space to the left of the money columns.

(iv) English allotments, whether weekly or monthly, are to be expressed in £ s. d. sterling in the space provided for description of allotments and one fortnightly charge in decimal currency is to be entered in the money columns. The fortnightly charge is to be calculated by adding to the fortnightly total of any weekly allotments half of the total of the monthly allotments and converting the resulting £ s. d. total to decimal currency under the Banking and Accounting Table. The fortnightly exchange charge, calculated at the rate of £1Stg = $A2.5075, is to be entered in the "Other Deductions" portion of the variation sheet.

Forms AS 63 and AS 54 in respect of English allotments are to show the sterling amount payable, either weekly or monthly and the fortnightly charge in Australian currency.

(v) National Insurance charges are to be made in Australian currency, the conversion from sterling being effected at the rate of £1Stg = $A2.5075.

(vi) Other Australian currency charges, e.g., Australian allotments, Income Tax, are to be made in the normal manner.

(*b*) *Miscellaneous Credit/Debit Vouchers*

One-time adjustments necessary consequent on variations to sterling components of pay are to be converted at the rate of £1Stg = $A2.50 and entered in Pay Account Cards in Australian currency as Miscellaneous Credits or Debits as appropriate.

3. Special attention is drawn to the following accounting procedures to be applied in cases where members become entitled to portion of Local Overseas Allowance in sterling currency, whilst on duty in areas outside the Australia Station, e.g., Singapore or Hong Kong vide NPI 260/11—

(i) As the single seagoing rate of Local Overseas Allowance is not payable concurrently with the rates applicable in these areas, a variation sheet supported by Form AS 161b is to be raised to cease credit of this allowance with effect from the date of arrival at the first port in the area, e.g., Singapore.

(ii) From date of arrival at the first port an entitlement is established to the appropriate rate applicable to that area and this entitlement continues until the day before the date of arrival at a port in a new area, e.g., Hong Kong. Adjustment of pay credits is to be reported on Form AS 161b, the amount due being calculated by multiplying the sterling rate by the number of days involved and converting the resulting product to Australian currency at the rate of £1Stg = $A2.50.

(iii) In order that the entitlement of personnel to these credits may be checked details of the actual movements of the ship should support the Forms AS 161b raised.

4. ABR 18 will be amended.

(DNA 252/1/48)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

681—Introduction to Improved Tartar—Slides

Copies of a slide programme and accompanying explanatory notes on the Improved Tartar System have been provided to FOCAF, FOICEA, CST CERBERUS, WATSON, SASO Sydney and Navy Office (GS Library).

2. This programme offers a simple but most effective introduction to the system.

(DMT 740/252/589)

UNCLASSIFIED

682—Training of Civilians in Naval Establishments—Policy

From time to time requests are forwarded from administrative and other authorities for the training of civilians, other than members of the Defence group of departments, by the Royal Australian Navy. In deciding such requests, the following policy will normally apply—

(*a*) The RAN will train civilians only where such training can be undertaken without prejudice to the primary task of training officers and sailors for the RAN.

(*b*) Additional instructional personnel will not normally be provided for training civilians.

(*c*) Civilian training will only be undertaken where it can be shown that the same or similar training is not available from non-service organisations.

(*d*) There must be no problem of security involved. In this connection the content of courses is to be such that no classified matter is divulged either whilst on course or in the handing out of printed syllabuses.

(*e*) Diving training is to be limited to the CABA syllabus.

(DMT 186/1/42)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

683—Alteration and Addition Item—HMAS SUPPLY

The following Alteration and Addition Item is approved to be carried out in HMAS SUPPLY—

Class List Item No. 44 (Ex TDL " BL ").

(*a*) *Item:* To have a steel bulwark fitted in lieu of guard rail around forward STD platform.

(*b*) No weight compensation is required.

(*c*) *Reference:* HMAS SUPPLY's Form AS 1182 TDL " BL " dated 8th August, 1966, forwarded under cover of FOCAF Memorandum AF 1212/53/7 dated 12th August, 1966.

(CNTS 1246/51/182)

UNCLASSIFIED

684—Ammunition—Cartridges Power—Aircraft—Cartridges Seat Ejection—Introduction of New Marks

Item—The following stores are hereby introduced into Naval service—

369047 - - Cartridge Seat Ejection Set No. 2 Mark 3
Comprising—
369045 - - Cartridge Seat Ejection Primary No. 1 Mark 3 .. = 1
369046 - - Cartridge Seat Ejection Drogue No. 1 Mark 2 .. = 1

369039 - - Cartridge Seat Ejection Set No. 4 Mark 4
Comprising—
369038 - - Cartridge Seat Ejection Primary No. 4 Mark 3 .. = 1
369574 - - Cartridge Seat Ejection Secondary No. 4 Mark 3 = 2
369046 - - Cartridge Seat Ejection Drogue No. 1 Mark 2 .. = 1

369055 - - Cartridge Seat Ejection Set No. 6 Mark 2
Comprising—
369044 - - Cartridge Seat Ejection Primary No. 6 Mark 2 .. = 1
369938 - - Cartridge Seat Ejection Secondary No. 6 Mark 1 = 2
369046 - - Cartridge Seat Ejection Drogue No. 1 Mark 2 .. = 1

2. *Description*—These cartridges, all of which are manufactured by Messrs. Martin Baker Aircraft Company Ltd., are fitted with VH2 percussion caps which are superior to the E 1 (Fulminate of Mercury) caps in existing cartridges of earlier marks. The marks of secondary cartridges in seat ejection sets are not affected as these do not take percussion caps.

3. *Use*—These cartridges are interchangeable with those of earlier marks.

4. *Life*—

(*a*) Shelf Life—4 years subject to satisfactory annual vacuum testing.

(*b*) Installed Life—the installed life of these cartridges will probably be increased when sufficient stocks are held to enable total stocks of earlier marks to be withdrawn from service. Meantime, whilst a mixture of these and the earlier marks of cartridge remain in service, the existing installed life applicable to the earlier marks must be observed for these newer cartridges also, i.e., 16 weeks.

5. *Classification*—Group 6 Category X.

6. *Accounting*—The two hyphens added to the SR numbers denote that two additional digits will be added to indicate the year of filling. The service should demand and account for these stores under the first six digits only.

(DAS 727/58/130)

UNCLASSIFIED

685—Ammunition—Propellant—Landing—Destruction—Reports

(DCI (RN) 1319/1966)

Propellant of the following lots and sub-lots is due for withdrawal having reached their age limits—

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3524 ..	SC 061	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in. (FA)
RNC 3545 ..		
RNC 3551 ..		
RNC 3563 ..		
RNC 3568 ..		
RNC 3580 ..		
RNC 3589 ..		
RNC 3621 ..		
RNC 3634 ..		
RNC 3641 ..		
RNC 3643 ..		
RNC 3706 ..		
RNC 3584 ..	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNC 3633 ..		
RNC 3618 ..	SC 109	Cartridges— QF 4.7-in.
RNC 3619 ..	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNC 3631 ..		
RNC 3661 ..		

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNC 3548 RNC 3566 RNC 3582 RNC 3583 RNC 3632 RNC 3645 RNC 3660	SC 140	Cartridges— QF 5.25-in., Impulse Torpedo
RNC 3565 RNC 3659	SC 150	Cartridges— QF 4.5-in. (SL), Impulse Torpedo
RNC 3575 RNC 3595 RNC 3652 RNC 3668	NF 029	Cartridges— QF 4-in. (FA), QF 4.5-in. (SL)
RNC 3638 RNC 3653	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 3609 RNC 3639 RNC 3669	NF 052	Cartridges— QF 4.7-in., QF 4-in. (FA)
RNC 3592 RNC 3610	NF 059	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNC 3556 RNC 3590 RNC 3667	NF 080	Cartridges— QF 5.25-in.
RNC 3557 RNC 3558 RNC 3574 RNC 3577 RNC 3591 RNC 3626 RNC 3640 RNC 3654 RNC 3655 RNC 3541 RNC 3670	NF/S 164–048	Cartridges— QF 4.7-in., QF 4-in.
RNP 18 RNP 22 RNP 34 RNP 38	SC 103	Cartridges— QF 5.25-in., QF 4.7-in., QF 4.5-in., QF 4-in.
RNP 33 RNP 41	SC 122	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 29 RNP 37	SC 140	Cartridges— QF 5.25-in. (SL), Impulse Torpedo

Propellant Lots and Sub-lots Affected	*Type*	*Nature of Ammunition Which May be Involved*
RNP 21 RNP 23 RNP 26 RNP 43	SC 150	Cartridges— QF 4.5-in. (SL), Impulse Torpedo
RNP 205R	NF 052	Cartridges— QF 4.7-in., QF 4-in. (FA)
RNP 67	NF 059	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNP 204R	NF 029	Cartridges— QF 4-in. (FA), QF 4.5-in. (SL)
RNP 209R RNP 210R	NF 042	Cartridges— QF 4.7-in., QF 4-in., QF 4.5-in. (SL)
RNP 56	NF/S 164–048	Cartridges— QF 4.7-in., QF 4.5-in. (SL)
RNP 2317 RNP 2329 RNP 2347	SUK/X11	Motor Rocket 3-in. A/C
MEC 100	SC 150	Cartridges— QF 4.5-in. (SL), Impulse Torpedo
MEM 170 MEM 171 MEM 172	FNHP 022	Cartridges— QF 40/60
BS 22073 BS 22074 BS 22075 BS 22077 BS 22078 BS 22079 BS 22081 BS 22082 BS 22084 BS 22092	SUK/X11	Motor Rocket 3-in. A/C

2. *Action to be taken by HMA ships, establishments and proof ranges*	Return to nearest RAN armament depot as early as practicable; if unable to comply within three months from date of this order, report specially to DAS. NMER 862, Article 1125 (1), refers.
3. *Action to be taken at RAN armament depots*	Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/70)

UNCLASSIFIED

686—Demolition Stores—637369 Fuze Safety No. 11 Mark 2—Defective—Lot No. 12—Withdrawal

(DCI (RN) 1057/1966)

Information	The above lot of 637369 Fuze Safety No. 11 Mark 2 manufactured ICI 12/63 of UK manufacture has been found to be oversize and will not enter Detonator Safety Fuze No. 80. This lot has been sentenced unserviceable and is to be withdrawn from service.
Action by HMA ships	Stocks of the lot, if held on board, are to be set aside and returned to the nearest RANAD at first opportunity for exchange.
Action to be taken by RAN armament depots	Any stocks held are to be reported for disposal.
Safety category	Category (ff) and safe for handling and transport.

(DAS 715/51/322)

RESTRICTED

687—Large HE—Filled Underwater Weapons—Care in Handling

Because of their thin casing and method of construction, large HE-filled underwater weapons must be handled with great care at all times.

2. Particular care must be taken with depth charges. Not more than one depth charge should be lifted in one hoist and shot mats should always be used at receiving positions to reduce the risk of jolting.

3. Depth charges filled HE are not to be transferred at sea except to meet operational requirements in an emergency.

(DAS 700/255/27)

UNCLASSIFIED

688—Naval Stores—Miscellaneous—Terminal Units—Replacement

(DCI (RN) 1085/1966)

Supplies of terminal units to Drawing Devonport SEE 1359, are difficult to obtain and consequently these units are to be replaced by terminal assemblies to Drawing DEE E19159 when they become defective.

2. Pattern 0559/105 (now 0559/200007) and 0559/108, 20-way units, have the same fixing centres as the 28-way Terminal Assembly JS No. 5940-99-972-7340 and the latter type can be used as a direct replacement.

3. Pattern 0559/103 (now 0559/200005) and 0559/106, 5-way units, should be replaced by the 7-way Terminal Assembly JS No. 5940-99-972-7133 and Pattern 0559/104 (now 0559/200006) and 0559/107, 7-way units should be replaced by 14-way units JS No. 5940-99-972-7339.

4. The fixing centres of the old and new units referred to in Paragraph 3 above, are different, and therefore adaptor plates, as shown on Drawing DEE A38673, should be made up locally so that the new units may be accommodated.

5. The above superseded items and their associated components, viz. 0559/109 to 134 (inclusive) and the pliers required for crimping, AP 1827, are rendered obsolescent.

(DNS 519/71/117)

UNCLASSIFIED

689—Uniform Clothing—Care of Leather Soled Footwear—Precautions Against Damage by Excessive Heat

Technical examination has revealed that in almost every case of footwear submitted to Navy Office for gratuitous replacement, the soles of which have split or cracked after very little use, the leather has been severely damaged by subjection to excessive heat when wet.

2. In an endeavour to obviate damage so caused to footwear, the text of a circular issued by the British Boot, Shoe and Allied Trades Research Association is set out below for information and guidance—

"Leather Soles Damaged by Heat

The leather soles of boots and shoes are very easily damaged by heat—far more easily than most people realise. The danger is especially great when the leather is wet.

Innumerable leather soles are propped up in front of open fires or placed on radiators or hot pipes—and ruined as a consequence.

The damage done may not be immediately obvious on the surface of the soles but it will seriously affect their life. Wet shoes are most easily damaged but shoes worn under normal dry conditions contain enough moisture to suffer by such maltreatment.

Damp soles should be allowed to dry out slowly in a well-ventilated place which is not warmer than a normal living-room. It is important that an airy and well-ventilated place should be used. Heating should be avoided whether the shoes are wet or dry.

One safe way to assist the drying out of very wet shoes is to take up the excess moisture by stuffing them with dry newspaper for a few hours, or overnight—but keep them well away from open fires and hot pipes.

Almost all leather soles are made of vegetable-tanned leather which is particularly sensitive to heat. Heat generates water vapour or steam within the substance of the leather and this steam attacks the leather fibres, entirely destroying their character. The leather is thus turned into a soft tarry mass which becomes hard and brittle on cooling.

The damage is not always visible on the surface even when the inner substance of the leather has been badly burnt. This rather curious effect arises in the following way. The application of heat dries the outside of the leather

quite rapidly because the vapour gets away quickly from the surface, but the steam which is generated inside the leather cannot escape so quickly and has time to cause internal damage by attacking the fibres of the leather. In subsequent wear, when the outer surface of the leather is worn away, the affected part is soon exposed and rapidly disintegrates. Where the burning is less severe the damage to the fibres may not be apparent to the naked eye and can only be seen with the aid of a microscope; nevertheless the wearing properties of the leather will have been seriously impaired.

Burnt soles are a frequent cause of unjustified wear complaints. In addition, it is certain that as a result of less obvious heat damage the life of many leather soles is shortened unnecessarily."

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

(D of V 917/65/184)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

690—Form AS 270—Record of Proceedings at Summary Investigation

Form AS 246 "Application for Dismissal from HMA Service" is abolished. An application for dismissal is to be made on Form AS 270 "Record of Proceedings at Summary Investigations" which is being reprinted.

2. The new Forms AS 270 will be supplied by SNSO, Sydney, without demand.

3. RI Articles 1914, 1957 and 1957A will be amended.

(DNLS 464/54/599)

UNCLASSIFIED

691—Forms—NMT 9 and 9A—Motor Vehicle Log—Abolition

Forms NMT 9 and 9A have been abolished, and in future Forms NMT 1 and 3 are to be used in lieu.

2. ABR 5013, RAN Motor Transport Instructions, Article 11 (2), will be amended.

(ADSA (M) 465/52/623)

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

Registrar.

ANO 692/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
29th December, 1966.

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

By direction of the Naval Board,

P. Randau.

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

FOR OFFICIAL USE ONLY

21970/66.

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

692—Deck Coverings in HMA Ships—Policy

The types of deck coverings fitted in HMA ships are constantly under review by the Naval Board in an endeavour to improve their effectiveness and reduce maintenance. This order promulgates the current policy for all types of deck coverings. For new construction, conversions, etc., deck covering drawings will be prepared in accordance with this order, although some departure may be necessary to meet special circumstances.

2. Deck coverings authorised for individual ships are shown in the relevant deck covering drawings. No departure is to be made from these drawings except when due to wear, etc., it is necessary to renew the covering over large areas of deck or in a complete compartment. In such cases, the policy contained in this order is to be followed and the deck covering drawings amended accordingly.

3. Where applicable, the colour of deck coverings are to be in accordance with the approved colour scheme for the ship.

4. Details of the various deck coverings are described in the Appendixes to this order.

5. The following tabulation shows the required deck coverings for HMA ships.

Deck Coverings

Item	*Location*	*Type of Coverings*
Weather-decks ..	*Aircraft Carriers*	
	Flight deck	Paint (*see* Note A)
	Forecastle and quarterdeck ..	Wood (*see* Note B)
	Hangars	Paint (A)
	Open compass platform ..	Paint (A) and wood gratings (*see* Note C)
	Walkways and gun sponsons	Paint (A) and abrasive tread strips (*see* Note E) as applicable
Weather-decks ..	*Other Fleet Ships*	
	Weather and forecastle decks, steel	Paint (A) and abrasive tread strips (E) as applicable
	Timber weather decks ..	Bare
	Open compass platforms ..	Paint (A) and wood gratings (C)
	Sloping weather decks and hazardous walking positions	Paint (A) and abrasive tread strips (E) as applicable
	Open bridges, signal decks, etc.	Paint (A) and abrasive tread strips (E) as applicable
	Enclosed bridge	PVC or asbestos vinyl tiles (F)

Item	*Location*	*Type of Coverings*
Weather-decks ..	*Support Craft*	
	Steel	Paint (A) and abrasive tread strips (E) as applicable
	Timber	Bare
	Aluminium	Paint (A) and abrasive tread strips (E) as applicable
	Plywood	Sheathed with epoxy resin and chopped mat. Painted with one coat of EN 40 impregnated with No. 30 grit
	GRP	One coat TE 111 (boot topping) and one coat of EN 40 impregnated with No. 30 grit
	Concrete	Abrasive tread strips (E) as applicable
	Sloping weather decks and all hazardous walking positions	Abrasive tread strips (E) as as applicable on all types of decks
Accommodation space	*All Ships in HMA Fleet*	
	Recreation spaces, lecture rooms, cells, canteens, sleeping quarters, dining halls connecting passages and messes	PVC or asbestos vinyl tiles (F)
	Chapels, Wardrooms, Anterooms, Officers Cabins, CPO's and PO's messes, CPO's and PO's recreations spaces	PVC or asbestos vinyl tiles (F) and carpets as applicable *see* Paragraph 4, Appendix 1
	Flag Officers and Commanding Officers suites, Senior Officers cabins	Fitted carpets *see* Appendix 1
Offices	All offices, including signal, radar, W/T, pay, victualling, stores offices and similar spaces	PVC or asbestos vinyl tiles (F)
	Flag Officer and Commanding Officers offices	Fitted carpet *see* Appendix 1
Passages and flats	Outside, over, and leading to accommodation, etc., where reductions of noise is a requirement	PVC or asbestos vinyl tiles (F). Where heavy wear is experienced, e.g., at ladders and doorways, ridged rubber mats or abrasive tread strips (E) are to be fitted

Item	*Location*	*Type of Coverings*
Passages and flats—*continued*	Located anywhere in ship where noise reduction is not a requirement	Paint (A) and abrasive tread strips (E) as applicable
Storerooms, etc. ..	Storerooms and issue rooms normally occupied	PVC or asbestos vinyl tiles (F) in way of desk, serving counter, etc., elsewhere paint (A) and abrasive tread strips (E) as applicable
	Store rooms infrequently occupied	Paint (A)
	Flour stores, provision rooms, canteen stores, potato and vegetable stores	Paint (A) and abrasive tread strips (E) as applicable. Grating (J) under stowages
	Oxygen cylinder stores, LP gas cylinder store	Deck and all bulkheads up to 2-ft. high are to be painted with cement wash, one part cement and three parts water
Medical spaces ..	Sick bay generally, including surgeon examination room, dispensary, wards, surgical dressing room Medical distributing stations and dental surgeries	PVC or asbestos vinyl tiles (F)
	Operating theatre (where a separate compartment) ablution compartments, bathrooms	Aircraft Carriers—tiles (H) if weight is acceptable otherwise rubber/resin/quartz compound (L) Other ships—rubber/resin/quartz compound (L)
	Heads and WC's in sick bays	PVC or asbestos vinyl tiles or sheet (F)
Galleys, etc. ..	Galleys, bakeries, pantries, preparing rooms, serveries, scullaries, enclosed beef screens	Rubber/resin/quartz compound (L)
	Galleys of Ton Class Minesweepers	Lightweight ceramic tiles (G)

Item	*Location*	*Type of Coverings*
Washplaces, Heads, etc.	Bathrooms, showers, decontamination spaces	Aircraft Carriers—tiles (H) if weight is acceptable, otherwise rubber/resin/quartz compound (L) Other ships—rubber/resin/quartz compound (L) in shower cubicles elsewhere PVC or asbestos vinyl tiles or sheet (F)
	Heads, WC's	PVC or asbestos vinyl tiles (F)
	Laundries	Rubber/resin/quartz compound (L)
	Bathrooms of Ton Class Minesweepers	Lightweight ceramic tiles (G)
Workshops, heavy	Heavy workshops, including engineers', blacksmiths', ordnance, electrical, plumbers and coppersmiths	Metal tread strips (D) and bare metal deck. (J) where applicable. Insulated matting to be provided in Electrical Workshops
Workshops, light..	Light workshops where delicate instruments or sharp edged tools are used, including optical instrument room, shipwrights workshop, gyro adjusting rooms and workshops where high voltages are used such as radar, W/T and electronics	PVC or asbestos vinyl tiles (F) in working spaces where men stand. Elsewhere paint (A)
Ammunition stowage and handling compartment	Magazines and shell rooms *including handling rooms*, bomb rooms, etc., 4.5 SL magazines and gun bays. Rocket repairing rooms in aircraft carriers. Area of deck at top or revolving structure, cordite hoists in 4.5 Mark 6 turrets on which cartridge loading numbers stand. Torpedo pistol rooms—all ships. Torpedo storage spaces in aircraft carriers	Metal spraying (N)

Item	*Location*	*Type of Coverings*
Photographic rooms	Office and printing rooms ..	PVC or asbestos vinyl tiles (F) and paint (A)
	Developing room and chemical mixing rooms	Aircraft carriers—tiles (H) if weight is acceptable otherwise rubber/resin/quartz compound (L) Other ships—rubber/resin/quartz compound (L)
Machinery spaces	Enginerooms, boiler rooms and auxiliary machinery spaces floor plates	Unpainted chequered steel plate (K)—new construction aluminium alloy positive grip pattern tread plates (M)
	Bilges	Paint (A)
Miscellaneous ..	Charthouse, wheelhouse, primary steering position, NBCD section headquarters and section bases, chart and chronometer rooms, gyrocompass room, telephone exchange, transmitting stations, compartments where deck is lagged, such as action information centre, briefing rooms, ready rooms, aircraft control room, air direction room, radar display rooms, parachute packing rooms, operation room, Metadyne rooms, etc.	PVC or asbestos vinyl tiles (F) and paint (A)
	Switchboard rooms and sonar instrument space and control rooms	Sheet PVC (F) in working/maintenance areas. PVC tiles (F) in remaining areas
	Drying rooms	Paint (A)
	Battery charging room and low power rooms	Bituminous acid resisting paint (A)
	Refrigerated spaces ..	Portable unvarnished hardwood gratings as required (J)

Item	*Location*	*Type of Coverings*
Steering gear compartments, auxiliary machinery spaces, for flats, etc.	In any location	Paint (A)
Helicopter hangar and landing platform	Weather deck and hangar ..	Paint (A) as required IAW ABR 19 paint having abrasive properties

Notes—

A. Paint applied to the various decks is to be in accordance with ABR 19 (RAN) Painting Manual.

B. **Wood Decking**

With the exception of Ton Class Minesweepers and support craft, where details of decking and methods of fastening are as specified in the individual ship or class specifications.

Planks are generally to be of teak or other approved timber, planed on both faces and seamed. The edge seams are to be caulked with Oakum and paid with an approved marine glue pitch or other approved material. The decking is to be fastened with mild steel studs fitted with galvanised mild steel slotted nuts and washers. Tread strips are to be fitted where excessive wear is likely to occur. Tread strips are to be of nickel silver or Naval brass, on the quarterdeck and galvanised mild steel elsewhere. Fastening of tread strips to wood deck is to be by wood screws.

C. Fitted chequered, wood gratings.

D. Tread strips on steel decks of compartments—mild steel 1½-in. wide x $\frac{3}{16}$-in. thick with ⅛-in. ribs—to be secured to deck by full continuous weld. Tread strip on steel deck are to be chequered steel plating to material specification DGS 8233. On aluminium decks welded or riveted aluminium tread strips are to be used.

E. **Abrasive Tread Strips.** Details as shown in Appendix 2.

F. **Flexible PVC or Asbestos Vinyl Sheet and Tiles.** (*See* Appendix 3.)

1. Flexible PVC or asbestos vinyl tiles of a nominal thickness of ⅛-in. are to be used. They are to be secured with the manufacturers recommended adhesive on a latex base underlay to Navy Office Specification No. SP 814 (GID Spec. No. 79).

2. The tiles are to be laid up to the bulkheads, lockers, stowages, saveralls, etc., and a moulded PVC skirting (either 4-in. or 6-in. in depth) shall be fitted all around the tile edging. The skirting shall be securely fixed to bulkheads with an appropriate adhesive and fitted neatly around all corners and stiffeners, etc.

3. PVC sheet of nominal thickness of ⅛-in. is to be fitted in switchboard room, sonar instrument space and control rooms and bathrooms. The sheet is to be secured with the makers recommended adhesive to withstand hot soapy water and laid on a latex base underlay to Navy Office Specification No. SP 814 (GID Specification No. 79). Sheet PVC is to be extended 6-in. up the bulkheads of the compartment or cubicle. An aluminium alloy edge sealing strip is to be fitted at the top of the sheet PVC to prevent water penetrating behind the PVC sheeting.

4. In compartments where both carpet and PVC or asbestos vinyl tiles are fitted only a sufficient number of tiles shall be fitted to provide a suitable surround for the carpet.

G. **Lightweight Ceramic Tiles**

Lightweight ceramic tiles are to be laid in galleys and bathrooms of Ton Class Minesweepers and other classes as may be approved. The method to be adopted in laying the tiles is as follows—

(*a*) Remove existing deck coverings.

(*b*) Thoroughly scrape wood deck and sand as necessary.

(*c*) Apply a thin coat of Thiopoxy 62.

(*d*) Apply one coat of Thiopoxy 60 approximately $\frac{1}{16}$-in. thick.

(*e*) Lay ceramic tiles to base coat Thiopoxy 60.

(*f*) Allow to dry overnight.

(*g*) Remove paper backing from tiles and grout, unfilled joints with Thiopoxy 60.

H. **Ceramic Tiles**

1. Fully vitreous, unglazed, white tiles Pattern 10210 are to be used and laid on—

(*a*) Cork filled latex composition underlay; the finished thickness of underlay being $\frac{1}{8}$-in.

(*b*) Cement underlay, reinforced with strong, galvanised wire (14 gauge) mesh (3-in.) clipped to the steel deck. This cement underlay is not to be used on aluminium decking. The finished thickness of cement underlay is to be $\frac{1}{2}$-in. thick.

2. Pattern 40, 41 and 42 tiles are now obsolete and existing stocks held in store will be reserved for patching in existing ships only.

J. Simple spar gratings of wood or aluminium.

K. Chequered steel plating is to be to MOD (Navy) specification DGS 8233.

L. Rubber/resin/quartz compound to be laid as specified in Appendix 4.

M. New construction ships to be fitted with aluminium alloy positive grip pattern tread plates—Specification ADSPEC 1098A.

N. Deck areas to be cleaned by grit blasting, then zinc sprayed in accordance with the requirements of ABR 19. The thickness of the zinc spraying is to be 5 ± 1 Mil.

APPENDIX 1

Carpets

The policy regarding supply, etc., of carpets and rugs to HMA ships is as follows, and the allowances are shown in the tabulation below—

General—Fitted carpets will be allowed for the offices and sleeping quarters of Flag Officers and Commanding Officers only, on all types of vessels and where desired, for the chancel, aisle and sanctuary of permanent chapels in ships. In other cases, made up carpets (carpet squares) or rugs will be supplied. Made up carpets should allow for an uncovered surround of reasonable width. Normally 18-in. is regarded as reasonable, but this may be varied at local discretion to meet the dimension and shape of particular compartments. In making up, however, the width of the carpet is to be a multiple of 27-in.

APPENDIX 1—*continued*

2. **Right of Selection**

(*a*) Flag Officers and Commanding Officers only will be permitted the right of selection from trade sources, with the price limits shown in the tabulation below if the service stock carpet is considered unsuitable. This arrangement will also be applicable when carpet is required for chapels. Where the right of selection from trade sources is exercised, preference should be given to Australian manufactured carpet. However, where Australian carpet is not suitable, choice of imported carpet will be permitted providing the price limits shown in the tabulation below are not exceeded.

(*b*) When exercising the right of selection, officers should ensure that the quality of carpet chosen is consistent with the cost and that the colour chosen could reasonably be expected to be acceptable to their successors. Designs and colours of an extreme character, also light or pastel shades are excluded from the range of selection.

(*c*) When a selection from trade sources is being made, the (Superintending) Naval Store Officer should be consulted. If desired, the recommendations of the RAN Habitability Committee can also be made available. When seeking the recommendations of the Committee, particulars of dimensions, existing colour scheme, trunking, etc., passing through the compartment, and of any other special features, should be forwarded to Navy Office.

3. **Supply and Replacements**

In the case of ships which have been fitted out to an approved colour scheme, supply is restricted to the particular carpeting which is the carpet component of that scheme. In the normal course, whether they are components of approved schemes or otherwise, carpets, rugs, mats, etc., supplied on commissioning will not be replaced during the term of a commission if they are capable of further use after cleaning, dyeing, resewing, rebinding, etc. Carpets, rugs, etc., found to be unfit for further service are to be surveyed and an appropriate certificate furnished by the surveying officers.

From time to time revised allowances of carpets, rugs, etc., are promulgated. Where these revised allowances relate to changes in size, pattern or material, supply of new items will not be effected until existing items become unfit for further service.

4. **Ships Commissioning for Short Service**

Ships commissioning for short service should demand only the minimum of carpets considered essential for the short term and the new carpets are not to be supplied if suitable used carpets are available for supply.

Stock Carpets

The following range of Wilton body carpets is available from stock—

Local Stock No.		*Description*
		Wilton Carpet
L70261	..	Teal blue ground with white and primrose top motif in a simple contemporary style.
L70257	..	Charcoal grey ground with white and primrose top motif in a simple contemporary style.
L70253	..	Burgundy ground self colour leaf design.
L70255	..	Pearl grey self colour fine leaf design.
L70259	..	Mid green self colour fern leaf design.

APPENDIX 1—*continued*

Instructions regarding the care and maintenance of carpets, etc., are contained in ABR 4, Naval Storekeeping Manual, Article 1721.

Siliconising treatment of carpets every 6 months is to be carried out to maintain the appearance and stain repellant qualities of the carpets.

Allowances of Carpets and Rugs to HMA Ships

Compartment	*Type of Quality*	*Allowance*	*Maximum Price Limit Per Yard*
Flag Officers .. / Captains in Command	Wilton 1st quality or Axminster A0 quality	1AB	$10
Other Commanding Officers	Wilton or Axminster A1 quality carpet squares	1AB	$6
Other suites including Senior officers	Wilton carpet square from service stock	1C	..
Wardroom ante rooms ..	Wilton carpet square from service stock	1C	..
Wardroom (including dining portion) where there is no separate ante room	Wilton carpet square from service stock	1C	..
Classes 2, 3 and 4 cabins ..	Wilton rug from service stock	1	..
Chapels (permanently fitted as such)	Wilton or Axminster (A1) carpet	1AB	$6
Chief Petty Officers Messes	Wilton squares from service stock	1C	..
Petty Officers messes ..	Wilton squares from service stock	1C	..
Chief and Petty Officers recreation spaces	Wilton squares from service stock	1C	..

Notes—A = *See* Paragraph 1 and

B = Fitted carpets may be supplied if required (*see* Paragraphs 1 and 2).

C = Fitted carpets are not allowed (*see* Paragraph 1 above).

APPENDIX 2

Abrasive Tread Strips

Abrasive tread strips are approved for fitting to the weatherdecks of HMA ships including gun sponsons and platforms, open bridges, signal decks, 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 tread strips, if laid and maintained properly, will give up to 12 months' service, but cannot resist the abrasion caused by dragging heavy items of equipment or stores across them. This must be avoided by the use of planks, shot mats, etc. Damaged or worn tread strips are to be replaced with new tread strips, tread strips once fitted should not be relaid.

APPENDIX 2—*continued*

2. The approved material for tread strips is wet-or-dry "Safety Walk". This material is self adhesive, but a coating of "Evostik" all purpose contact adhesive 1486, a one part synthetic rubber (neoprene) resin solution, coated onto the deck with a serrated spreader, is to be used as an additional adhesive.

Wet-or-dry Safety Walk is available from Naval Stores on demand under Class 0415 as follows—

Pattern	*Description*	*Denomination*
0415/L77099	"Safety Walk" deck covering Type B. Self adhesive in rolls 60-ft. x 2-ft. wide	Rolls
0415/9061	"Safety Walk" deck covering in cleats 24-in. x 6-in. (Medium Type B. Self adhesive)	No.

3. "Safety Walk" is to be laid in convenient lengths not longer than 4-ft., with a 2-in. spacing between adjacent butts and edges. Where mechanical damage is likely, e.g., over plate laps, rivet heads, scuttles, at the base of ladders, outside doorways, etc., small lengths, as required, are to be used.

4. In the case of decks which are corroded sufficiently to prejudice the adhesion of abrasive tread strips, the pits are to be filled with "Plastic Mastic" epoxy filler. Plastic Mastic epoxy system is supplied in two containers, a base and a hardener and is described as 100 per cent. solids. The system is non-inflammable and does not contain volatile solvents. Plastic Mastic does not shrink or crack and resists attack by insects and micro-organisms.

5. Plastic Mastic is to be applied in accordance with the following instructions—

(*a*) *Surface Preparation*—

(i) Surfaces should be clean and free of loose dirt, dust or rust. Painted surfaces and galvanised steel should be wire brushed, rubbed with emery paper or otherwise treated to remove the coating and expose the underlying surface to ensure maximum adhesion.

(ii) Oil or grease should be removed by wiping clean with a degreasant such as mineral turps, lacquer thinners or similar and then wiping with a clean rag while still wet. Handling of surfaces should be avoided after cleaning.

(*b*) *Mixing*—

The mixing instructions are shown on each can. Mix thoroughly to a uniform grey colour using a putty knife, spatular or similar tool, mix only sufficient for the job in hand. If insufficient is mixed, the job may be completed with fresh material at any stage.

(*c*) *Application*—

The mixture has a working life of ½ hour to 1 hour at normal temperature (60°–70° F.). The working life is shorter at higher temperatures. Apply the mixture to the clean dry surface with a putty knife, spatular, filling to the desired level.

(*d*) *Hardening*—

The hardening occurs through a chemical reaction which commences as soon as the base and hardener are mixed together. At normal temperature (60°–70° F.) Plastic Mastic will harden sufficiently to be walked on in 8 hours and faster at higher temperatures.

APPENDIX 2—*continued*

(*e*) *Handling and Storage*—

Containers should be kept tightly closed to prevent entry of foreign matter. The separate ingredients will last indefinitely without skinning and hardening in the cans. Avoid inter-changing of lids or contamination of base with hardener. Contact with skin should be avoided and care taken to wash hands with soap and water immediately after use. Tools and equipment should be cleaned promptly after use, preferably with a disposable rag or paper.

6. "Safety Walk" is to be fixed in position—

(*a*) After application of two coats of zinc chromate primer PR 5 on metal sprayed surfaces and coating of "Evostik" all purpose contact adhesive 1486.

(*b*) After the second coat of coal tar epoxy paint (where heavy duty coating has been used IAW 647/65) and a coating of "Evostik" all purpose contact adhesive 1486.

7. Apply the tread strips evenly, where required, and iron out any bubbles.

8. Repairs to "Safety Walk" may be carried out by ships staff using Pattern 0415/9061 "Safety Walk" deck covering, in cleats 24-in. x 6-in. (Medium Type B self adhesive). Contact adhesive 1486 will be supplied on demand.

9. 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.

10. For alternative treatment of walkways (Epoxy/Carborundum) *see* ABR 19.

APPENDIX 3

PVC Sheet, PVC or Asbestos Vinyl Tiles

Tiles currently stocked come in the following colours—

Pattern No.	*Description*	*Denomination*
L70483	Tiles green 9-in. x 9-in. x $\frac{1}{8}$	Sq. yard
L70484	Tiles grey 9-in. x 9-in. x $\frac{1}{8}$	Sq. yard
L70485	Tiles blue 9-in. x 9-in. x $\frac{1}{8}$	Sq. yard
L70486	Tiles red 9-in. x 9-in. x $\frac{1}{8}$	Sq. yard
L70487	Tiles black 9-in. x 9-in. x $\frac{1}{8}$	Sq. yard
L70488	Tiles white 9-in. x 9-in. x $\frac{1}{8}$	Sq. yard

A colour chart (Pattern No. L70489) is also available showing the range of colours.

Adhesives used are as follows—

Pattern 0474/L55018		Latex emulsion for PVC and vinyl asbestos tiles in 1 gal. tins. (This adhesive is used in mess spaces, offices, passageways, etc.)
Pattern 0474/L55017		"Hornex No. 6" in 1 gal. units (used in internal wet spaces, e.g., bathrooms).
Pattern 0441/L58791	1 pint tins	Rubber/resin cement "ADFAST" (used in weather-deck spaces particularly those swept by salt water. Not to be used in internal spaces since it is inflammable).
Pattern 0441/4958	1 gal. tins	

APPENDIX 3—*continued*

2. All compartments on HMA ships where PVC sheet, or PVC and/or asbestos vinyl tiles are specified, shall have their decks prepared as follows—

(*a*) *Steel decks* in ablutions, heads, etc. (where hot water is used) are to be cleaned to a bare metal by grit blasting. After thoroughly cleaning, the decks are to be metal sprayed.

1st Coat—Zinc is applied to give a metal thickness of 2 ± 1 mil.

2nd Coat—Aluminium is applied to give an overall metal sprayed thickness of 5 ± 1 mil.

Painting of metal sprayed surface is to be in accordance with ABR 19. Then a latex underlay to Navy Office Specification No. SP 814 (GID Spec. No. 79) is to be applied.

(*b*) *Steel decks* in areas other than in (*a*) above are to be cleaned to bare metal, then a Latex underlay applied to Navy Office Specification No. SP 814 (GID Specification No. 79).

(*c*) *Aluminium decks* are to be treated to provide keying surface if it is very smooth, and deck covering shall be applied directly. Wire brushing is considered sufficient to provide keying surface.

(*d*) *GRP decks* are to be treated as (*c*) above.

(*e*) *Timber decks* are to be prepared as recommended by the manufacturer when laying tiles on timber floors.

3. All compartments on HMA ships where PVC or asbestos vinyl skirting board is specified shall have bulkheads and side of ship cleaned to bare metal, to the height of 10-in. and treated as for associated deck.

4. Appendix 3 applies to vessels under construction or under a major refit. Where possible, however, this order applies to all ships undergoing minor repairs. Decks requiring cleaning to bare metal (before titles are replaced by ships company) are to be cleaned by means available onboard ship.

5. For storage purposes, synthetic types of deck coverings should not be placed in extremely hot or cold positions.

6. When applying underlay extreme care shall be taken to cover deck evenly with minimum of air bubbles. Underlay shall be tightly packed into joints of deck and bulkheads. It should also provide coving for the skirting boards.

7. Tiles and sheeting shall be laid as recommended by manufacturer.

8. To protect tile decks during refit, masonite covering is to be used.

9. **Polishing**

Vinyl floors are to be polished with resin emulsion polish Pattern L59664. The polish is applied to a thoroughly dry, clean floor in three even coats, using a lambswool applicator or mop.

Each coat should take approximately 5 minutes to dry, but should be examined for evenness of drying before the next coat is applied. It should not be necessary to burnish the floor after application of the polish.

10. **Daily Maintenance**

Floors should be swept free of dust and grit daily or as required using a hair broom, or a floor sweep mop dampened with detergent solution using Pattern 0474/862 detergent (one part detergent to 20 parts water).

APPENDIX 3—*continued*

When sweeping large areas (e.g., in shore establishments) it is advantageous to use sawdust sprinkled with detergent solution (one part detergent to 8 parts water). Sweep the treated sawdust over the floor pushing the sawdust in front of the broom. This has the effect of gathering the dust and prevents it from rising and settling back on the floor which serves to clean the floor and give a polish appearance.

When the floor is dry, burnish with a polishing machine.

11. **Removal of Accumulated Polish**

Resin emulsion polish Pattern L59664 has a high " solids " content and if applied in a three coat system and given daily maintenance should provide a satisfactory coating for vinyl floors for a period of several days to several weeks depending on traffic.

When re-application of polish is necessary, all old polish must be removed by the use of stripping solution Pattern L59848. Using the manufacturers recommended concentration, spread the stripping solution over the floor with a mop and allow to stand for approximately five minutes then mop off. Any areas where polish or soil is not removed scrub with a stiff brush moistened with stripping solution. The floor is then wiped over with a mop dampened with clean warm water and allowed to dry.

Three coats of resin emulsion polish are then applied as described under " Polishing ".

Stripping solutions, polishes and detergent solutions should be applied sparingly to avoid penetration to the underside of the tiles. Do not use paste polish waxes or other solvent based waxes.

APPENDIX 4

Rubber/Resin/Quartz Compound

Colours—Green and Blue

All compartments in HMA ships where rubber/resin/quartz compound is specified, shall have their decks prepared as follows—

(*a*) *Steel decks* are to be cleaned to bare metal by grit blasting, and then metal sprayed (zinc sprayed 2 ± 1 mil. then aluminium sprayed to final thickness of 5 ± 1 mil.). Surrounding bulkheads (and side of ship as applicable) are to be cleaned to bare metal to at least 10-in. above the deck and metal sprayed as above.

After metal spraying the rubber/resin/quartz compound shall be applied. Wherever bulkheads are insulated, the compound is to be " coved " up to suit the height and thickness of the insulation.

(*b*) *Non-ferrous decks* shall be cleaned to bare metal and wire brushed before the application of rubber/resin/quartz compound. Bulkhead treatment shall be as in (*a*) above.

(*c*) *Timber decks* shall be sanded clean and free from oil or grease stain. Bulkhead treatment shall be as in (*a*) above.

(*d*) The minimum thickness of rubber/resin/quartz compound shall be ¼-in. Laying and finishing, etc., is to be in accordance with manufacturers specification.

(PNA 1211/51/178)

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

REGISTRAR.

ANO 693/66

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
29th December, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

693—Naval Technical Services—Aircraft Engineering Division

As a result of a review of the activities of the present Directorate of Aircraft Maintenance and Repair, it has been decided to revise those parts of the Naval Technical Services organisational responsibilities applicable to the technical support of naval aircraft and associated equipment. A major provision of the review is the formation of a fifth division of the NTS Branch to be known as the Aircraft Engineering Division, administered by an Assistant Chief of Naval Technical Services (short title ACAE).

2. The Assistant Chief (Aircraft Engineering) will be responsible to the Chief of Naval Technical Services for the material readiness of naval aircraft, engines, airborne equipments (including the aircraft weapons systems and certain airborne missiles), ground handling and support equipments, and their development, maintenance, modification and repair. This responsibility encompasses the following broad areas—

(*a*) Evaluation of the technical and maintenance aspects of new aircraft and associated equipments, airborne and ground.

(*b*) Determination of technical standards in the Fleet Air Arm and in civilian repair organisations.

(*c*) Allotment of aircraft and engines to meet the requirements of the Naval Staff.

(*d*) Planning, progressing and implementing programmes for the repair, overhaul and modification of aircraft, engines and certain associated equipments.

(*e*) Provision of technical advice on aircraft and air equipment to the Naval Staff and Logistic Directorates.

(*f*) Advice to Logistic Directorates on the range and depth of spares, stores, test and ground equipments and materials to support naval aircraft.

(*g*) Advice to Personnel Directorates on the technical training of officers and sailors of the Air Engineering, Air Electrical, Weapon and Safety Equipment Branches.

3. To meet these requirements ACAE will have three naval assistants—

(*a*) The Assistant for Aircraft Engineering Planning (short title AAP), responsible for that part of the divisional task which requires project work, primary and intermediate planning, development of the aircraft as a weapons system, and liaison with the A/CNTS (Technical Planning) and Director of Project Co-ordination. This responsibility encompasses the following—

(i) Evaluating the technical aspects of new aircraft and associated equipments, both airborne and ground support.

(ii) Planning and progressing the introduction of new aircraft and equipments into service, and acting as the Chairman of the RAN Ground Equipment Committee.

(iii) Planning the requirements for special jigs and tooling necessary to establish overhaul and repair facilities for new equipments.

(iv) Providing data for the costing and financial planning of new aircraft and equipments.

(v) Through ACTP, co-ordinating the technical requirements for new aircraft and equipments with other Directorates.

(vi) Advising the Department of Supply of the facilities necessary to meet the requirements of the Naval Air Technical Plan.

(vii) Acting as the Air Engineering Division Project Officer, liaising with Director of Project Co-ordination.

(*b*) The Assistant for Aircraft Engineering Methods (short title AAM), responsible for that part of the divisional task which requires method study, assessment of individual equipments, determination of maintenance standards, determination of maintainer competence and assessment of advances in technology. This responsibility encompasses the following—

(i) Stating the requirements and advising on syllabuses and training aids in respect of the technical training of air technical officers and sailors.

(ii) Controlling the technical competence of aircraft maintainers through the RAN Aircraft Maintenance Examination Board, and acting as President of that body.

(iii) Advising on Fleet Air Arm Technical Branch complements.

(iv) Evaluating the maintenance aspects of new aircraft and associated equipments, both airborne and ground support and, where necessary, modifying the methods of maintenance currently in use.

(v) Through the Assistant for Operational Research (on the staff of ACTP), rendering assistance to the Navy EDP team in development of the Naval Technical Services statement of requirements in relation to aircraft.

(vi) Stating the technical requirements and instructions for maintenance test flying and advising on the training of maintenance test pilots and test crews.

(vii) Determining maintenance standards and evolving co-operative inspection policy with the Director of Quality Control, RAAF.

(viii) Evaluating advances in aircraft engineering technology and techniques, their subsequent adoption and necessary training requirements.

(*c*) The Superintendent of Aircraft Maintenance and Repair (short title SAMR), responsible for that part of the divisional task which requires control of the field activities of aircraft maintenance, implementation of Standards and Practices, movement of equipments, programming and progressing of repair, overhaul and modification, technical and analytical investigation of defects and trial and developmental field work. Provision of Logistics advice. This responsibility encompasses the following—

(i) Administration of funds provided for the repair and overhaul of RAN Aircraft including preparation of annual estimates and reviews thereof.

(ii) Planning, implementing and progressing programmes for overhaul, repair, modification, re-work of aircraft and certain associated equipments, allotting and accounting for all aircraft, engines, transit cases and stands.

(iii) Arranging for overseeing, progressing and inspection at civilian contractors and supervising the RAN air workshops.

(iv) Compiling, arranging reproduction and promulgating orders and instructions for the maintenance of aircraft and associated equipments, including certain pilot-less target aircraft. (Amendments affecting policy to be submitted to ACAE for approval.)

(v) Controlling trial installations and field trials, including the direction of the RAN Aircraft Maintenance Development Unit, evaluating current aircraft maintenance procedures and reporting on their effectiveness.

(vi) Investigating defects, including determination of remedial action, design and development of modifications, defect analysis and statistical data on defect trends, researching possible future engineering problems.

(vii) Providing technical control of all aircraft stores materials and processes, co-ordinating aircraft standards and specification activities and liaising with research laboratories as necessary.

(viii) Advising on the technical aspects of aircraft accidents, liaising when required with the RAAF and Aeronautical Research Laboratory Accident Investigation Units.

(ix) Assessing overseas modifications and technical bulletins, providing a modifications recording, progressing and editing body. In this regard he acts as Chairman of the Aircraft Modifications Committee (ANAMC).

(x) Responsible for technical content and for all editorial activities connected with Air Publications, Aircraft Books of Reference, Technical Bulletins and Maintenance Manuals.

4. The above organisation will become effective as of Monday, 16th January, 1967. On this date ACAE with his Planning and Methods Staffs will be established in Navy Office, Canberra, while the Superintendent of Aircraft Maintenance and Repair will move from Victoria Barracks, Melbourne, to the third floor, Northgate House, Kent Street, Sydney (postal address—Garden Island, NSW; Signal address—SAMR; Telephone 35-0444).

5. Signals and correspondence relating to aircraft technical policy and planning should continue to be addressed to ACNB but repeated SAMR for information. All communications referring to aircraft maintenance or repair requirements of a routine nature (including all Air Equipment Authority transactions) are to be addressed direct to the Superintendent of Aircraft Maintenance and Repair. In cases when the originator may foresee an eventual policy decision arising from such communications, ACNB is to be included as an information addressee.

6. To enable SAMR to operate as an autonomous authority on all routine aircraft maintenance and repair matters, he is empowered to correspond direct with ships and establishments, overseas authorities and civilian manufacturers and contractors. The duties for which he is functionally responsible to ACAE are set out in Paragraph 3 (*c*). For discipline and local domestic matters, such as works, accommodation, transport and employment of civilian staff, SAMR is to be administered by the Flag Officer-in-Charge, East Australia Area.

7. Navy Order 100 of 1965—Organisation under the Third Naval Member and Chief of Naval Technical Services—will be amended in due course. In the interim, Paragraph 7 (*a*) of Navy Order 100 of 1965 is to be deleted by reference to this order.

(DAMR 2/4/150)

(*Navy Order 100 of 1965*)

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

ANO's 694-703/66

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
30th December, 1966.

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

By direction of the Naval Board,

P. Landau.

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

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CONTENTS

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

694—HMAS CERBERUS—Divisions/Sections—Change of Titles

In order that the titles of Divisions/Sections at HMAS CERBERUS may be brief and in conformity with the commonly used title, the following amendments to nomenclature have been introduced—

Old Titles	*New Titles*
(*a*) Communication Training Division ..	Communications School
(*b*) Marine Engineering Training Division ..	Marine Engineering School
(*c*) Recruit Training Section	Recruit School
(*d*) Weapons and Electrical Engineering Training Division	Electrical Engineering School
(*e*) Weapons Operations Training Division..	Gunnery School
(*f*) Seamanship Training Section	Seamanship School
(*g*) NBCD Section	NBCD School
(*h*) S. and S. Training Division	Supply School
(*i*) Physical Training Section	Physical Training School
(*j*) Band Training Division	School of Music
(*k*) WRANS Training Division	WRANS Training School
(*l*) Academic Training Division	Academic Training School
(*m*) Dental Training Section	Dental Training School
(*n*) Medical Training Section	Medical Training School
(*o*) Officers Training Division	Officers Training School

2. ABR 27, Volume 2, Article 0203, will be amended.

(DMT 400/201/240)

UNCLASSIFIED

695—Photographs, Plans, Etc., Reproduced for Repayment Services

Charges to be levied for photographic reproduction and plan printing work for repayment services have been revised and are set out in the appendix to this order.

2. The general conditions relating to sale of stores as promulgated in Article 21 of Navy Accounts Manual (ABR 5018) are applicable to any issues of photographic reproduction and plan printing work. Application for a standing sales authority should be made by Administrative Authorities where regular requests for such issues are received; applications are to include full details as to the nature of the issues and normal source of supply.

3. No charge is to be made for photographic or plan printing work carried out on behalf of another Service Department, and subject to Ministerial approval photographs as under may also be supplied free of charge—

(*a*) graves of deceased naval personnel; and

(*b*) to publishers for illustrations in certain books. The normal charge, however, for publication rights is $6.30 per photograph.

4. Subject to Naval Board approval, photographs of HMA ships may be issued without charge where such issues can be justified on recruiting grounds. In such cases, care is to be taken that costs and size of prints are reasonable.

5. The above charges will be incorporated in ABR 5018 in due course.

APPENDIX

PHOTOGRAPHS, PLANS, ETC., REPRODUCED FOR REPAYMENT SERVICES

Item	COST PRICE ~~Departments in the Defence Group (Defence, Army, Air and Supply)~~	~~Other~~ Commonwealth Departments ~~and~~ Members of the RAN (Plus 15 per cent.)	State Governments and Other Administrations (including Foreign Governments) (~~Plus 20 per cent.~~)	Commercial and Private Interests (~~Plus 25 per cent.~~)
	$	$	$	$
(1) *Enlargements—½ Tone (Bromide Prints)*				
8½-in. x 6½-in.	0.46 each	0.53 each	0.55 each	0.58 each
10-in. x 8-in.	0.67 each	0.77 each	0.80 each	0.84 each
15-in. x 12-in.	1.50 each	1.73 each	1.80 each	1.88 each
20-in. x 16-in.	2.67 each	3.07 each	3.20 each	3.34 each
(2) *Enlargements—Line Work (Kodagraph Prints from ½ Plate Negatives)*				
8½-in. x 13½-in.	1.40 each	1.61 each	1.68 each	1.75 each
16-in. x 20-in.	1.52 each	1.75 each	1.82 each	1.90 each
30-in. x 20-in.	1.70 each	1.96 each	1.84 each	2.13 each
40-in. x 30-in.	1.95 each	2.24 each	2.34 each	2.44 each
Over 40-in. x 30-in.	0.15 add'l. per sq. ft.	0.17 add'l. per sq. ft.	0.18 add'l. per sq. ft.	0.19 add'l. per sq. ft.
(3) *Photostats*				
24-in. x 18-in. (Full Sheet)	1.50 each	1.73 each	1.80 each	1.88 each
12-in. x 18-in. (Half Sheet)	0.75 each	0.86 each	0.90 each	0.94 each
(4) *Film*				
Half Plate Negative	1.30 each	1.50 each	1.56 each	1.63 each
Full Plate Negative	1.40 each	1.61 each	1.68 each	1.75 each
(5) *Plan Printing*				
30-in. Dyeline—				
Up to 4-ft. long	0.30 p. ft.	0.35 p. ft.	0.36 p. ft.	0.38 p. ft.
Over 4-ft. up to 8-ft. long	0.28 p. ft.	0.32 p. ft.	0.34 p. ft.	0.35 p. ft.
Over 8-ft. up to 20-ft. long	0.25 p. ft.	0.29 p. ft.	0.30 p. ft.	0.31 p. ft.
Over 20-ft. up to 40-ft. long	0.23 p. ft.	0.26 p. ft.	0.28 p. ft.	0.29 p. ft.
Over 40-ft. up to 120-ft. long	0.20 p. ft.	0.23 p. ft.	0.24 p. ft.	0.25 p. ft.
Over 120-ft. long	0.15 p. ft.	0.17 p. ft.	0.18 p. ft.	0.19 p. ft.
40-in. Dyeline—				
Up to 3-ft. long	0.40 p. ft.	0.46 p. ft.	0.48 p. ft.	0.50 p. ft.
Over 3-ft. up to 6-ft. long	0.37 p. ft.	0.43 p. ft.	0.44 p. ft.	0.46 p. ft.
Over 6-ft. up to 15-ft. long	0.34 p. ft.	0.39 p. ft.	0.41 p. ft.	0.43 p. ft.
Over 15-ft. up to 30-ft. long	0.30 p. ft.	0.35 p. ft.	0.36 p. ft.	0.38 p. ft.
Over 30-ft. up to 90-ft. long	0.27 p. ft.	0.31 p. ft.	0.32 p. ft.	0.34 p. ft.
Over 90-ft. long	0.20 p. ft.	0.23 p. ft.	0.24 p. ft.	0.25 p. ft.
30-in. Dyeline Linen (OPAQUE)—				
Up to 4-ft. long	0.70 p. ft.	0.81 p. ft.	0.84 p. ft.	0.88 p. ft.
Over 4-ft. up to 8-ft. long	0.68 p. ft.	0.78 p. ft.	0.82 p. ft.	0.85 p. ft.
Over 8-ft. up to 20-ft. long	0.65 p. ft.	0.75 p. ft.	0.78 p. ft.	0.81 p. ft.
Over 20-ft. up to 40-ft. long	0.63 p. ft.	0.72 p. ft.	0.76 p. ft.	0.79 p. ft.
40-in. Dyeline Linen (OPAQUE)—				
Up to 3-ft. long	0.94 p. ft.	1.08 p. ft.	1.13 p. ft.	1.18 p. ft.
Over 3-ft. up to 6-ft. long	0.90 p. ft.	1.04 p. ft.	1.08 p. ft.	1.13 p. ft.
Over 6-ft. up to 15-ft. long	0.87 p. ft.	1.00 p. ft.	1.04 p. ft.	1.09 p. ft.
Over 15-ft. up to 30-ft. long	0.84 p. ft.	0.97 p. ft.	1.01 p. ft.	1.05 p. ft.
Process Tracings—				
30-in.—Any length	0.80 p. ft.	0.92 p. ft.	0.96 p. ft.	1.00 p. ft.
40-in.—Any length	1.07 p. ft.	1.23 p. ft.	1.28 p. ft.	1.34 p. ft.

Item	Departments in the Defence Group (Defence, Army, Air and Supply)	Other Commonwealth Departments and Members of the RAN (Plus 15 per cent.)	State Governments and Other Administrations (including Foreign Governments) (Plus 20 per cent.)	Commercial and Private Interests (Plus 25 per cent.)
	$	$	$	$
30-in. Autopositive Paper Print—				
Up to 1-ft. 7¼-in. long (4 sq. ft.)	1.05 p. ft.	1.21 p. ft.	1.26 p. ft.	1.31 p. ft.
Over 1-ft. 7¼-in. up to 4-ft. long	0.95 p. ft.	1.09 p. ft.	1.14 p. ft.	1.19 p. ft.
Over 4-ft. up to 12-ft. long	0.88 p. ft.	1.01 p. ft.	1.06 p. ft.	1.10 p. ft.
Over 12-ft. up to 20-ft. long	0.80 p. ft.	0.92 p. ft.	0.96 p. ft.	1.00 p. ft.
Over 20-ft. up to 40-ft. long	0.75 p. ft.	0.86 p. ft.	0.90 p. ft.	0.94 p. ft.
40-in. Autopositive Paper—				
Prints—Up to 1-ft. 2½-in. long	1.40 p. ft.	1.61 p. ft.	1.68 p. ft.	1.75 p. ft.
Over 1-ft. 2½-in. up to 3-ft. long	1.27 p. ft.	1.46 p. ft.	1.52 p. ft.	1.59 p. ft.
Over 3-ft. up to 9-ft. long	1.17 p. ft.	1.35 p. ft.	1.40 p. ft.	1.46 p. ft.
Over 9-ft. up to 15-ft. long	1.07 p. ft.	1.23 p. ft.	1.28 p. ft.	1.34 p. ft.
Over 15-ft. up to 30-ft. long	1.00 p. ft.	1.15 p. ft.	1.20 p. ft.	1.25 p. ft.

(DNA 201/58/15)

Section 2

PERSONNEL

UNCLASSIFIED

696—Complements—May be any Branch Billets

The following information outlines Naval Board policy concerning " any branch " billets for sailors.

2. There are many duties in shore establishments and in some ships which can be undertaken by sailors of any branch, e.g., Canteen Manager, Blocks PO, etc. Also certain duties require sailors of the seaman branch but can be undertaken by seaman of any category. To allow flexibility in posting and to offset shortages in some categories against surpluses in others, billets for these sailors are annotated in complements " May be any Branch " (MAB) or " May be any Seaman Category " (MASC).

3. All billets of this nature are allowed in complement to a specific category. The category selected gains the promotion and shore billet concerned thus assisting in providing—

(*a*) similar promotion prospects for all categories;

(*b*) an adequate sea/shore ratio.

As an example, if an establishment's complement is increased by, say, a POUW as Blocks Petty Officer who may be any seaman category, then should a POUW be available he would be posted. If no POUW were available, a Petty Officer of any other seaman category in which there may be a comparative surplus would be posted to fill the billet. At the next promotion list a LSUW would, if available, be promoted to bring the numbers of POUW up to the numbers increased by the addition of the POUW to complement.

4. It is not possible to indicate in posting notes which individual sailors will be borne in excess of complement to fill " May be any Branch Billets " particularly since the situation may well change between forecasts and actual posting due to such factors as promotions, DEE, hospitalisations, etc. However, when it is apparent that there will be a continuing surplus of sailors of a particular category the establishments concerned will be so informed.

(DMT 331/203/48)

UNCLASSIFIED

697—Royal Naval Personnel Serving in Australia—Instructions for Administering the Tax Concession Scheme for Motor Cars

The Australian Government has agreed to afford to British Servicemen stationed in Australia the privilege either of importing a motor car free of import duties, or of buying an Australian built car free of sales tax. This concession may, at the discretion of the nominated officer mentioned at Paragraph 5, be extended to two cars.

2. The exemption of tax will not apply to replacement parts or accessories fitted after the car has been imported or purchased duty or tax free.

Effects of the Concession

3. A British Serviceman can obtain tax free concessions in any one of the following ways—

(*a*) *Importing a Used Car*

(i) Provided he has owned and actually used a motor car for at least six months prior to his departure for Australia, he will be allowed to import that car free of duty. Evidence of ownership, such as registration papers, will be needed to support this.

(ii) He will be required to give an assurance that he will not dispose of the car in Australia within two years of importation. He may, however, within two years of importation with the prior approval of the nominated officer, transfer the car to another British Serviceman who is eligible for the concession and who has not previously availed himself of the concession. If the original owner disposes of the car more than two years after importation, he will not be liable for duty but he will not then be entitled to purchase an Australian built car free of sales tax to replace it.

(iii) Provided that he still owns and uses the imported car, he may be permitted to purchase an Australian built car, free of sales tax, at the discretion of the nominated officer.

(iv) Any car which is imported under this scheme and is damaged beyond repair as a result of an accident, may be liable for duty, but each case will be dealt with on its merits by the Collector of Customs.

(v) The procedure for importing a car under this scheme is explained at Paragraph 6.

(*b*) *Importing a New Car*

(i) He will be allowed to import a car temporarily free of duty, provided that the car is re-exported within three years of importation. In special cases approval may be given for this period to be extended.

(ii) With the prior approval of the Collector of Customs he may sell the car within three years of importation. However, he will be liable for duty at the full rate which would have applied when the car was new and not at any lower rate assessed on the market value when he wishes to sell it.

(iii) He may, however, within three years of importation, or an extended period as may be approved, and with the prior approval of the nominated officer, transfer the car to another British Serviceman who is eligible for the concession and who has not previously availed himself of the concession.

(iv) Provided he still owns and uses the imported car he may be permitted to purchase an Australian built car free of sales tax, at the discretion of the nominated officer.

(v) Any car which is imported under this scheme and is damaged beyond repair as a result of an accident, may be liable for duty, but each case will be dealt with on its merits by the Collector of Customs.

(vi) The procedure for importing a car under this scheme is explained at Paragraph 6.

(*c*) *Buying an Australian Built Car*

(i) He will be allowed by buy, free of sales tax, one Australian built car.

(ii) He may dispose of the car in Australia on the open market without tax liability if the car has either 25,000 miles of use or is at least two years old. If neither of these conditions are met when he wishes to sell the car, he will be liable for sales tax and must obtain prior approval from the Deputy Commissioner of Taxation through the nominated officer.

(iii) Provided he still owns and uses the car he bought tax free, he may be permitted to purchase another Australian built car, free of tax, at the discretion of the nominated officer.

(iv) Servicemen whose cars are bought under this scheme and are written off as the result of an accident will not be entitled to tax exemption in respect of replacement cars.

(v) The procedure for buying cars under this scheme is explained at Paragraph 7.

Eligibility for the Concession

4. All British Servicemen stationed in Australia, other than those afforded diplomatic status, will be eligible for the concession.

Administration

5. The concession is to be administered by nominated British officers. These officers are—

(*a*) *RAF Support Unit*—The Commanding Officer and one other officer appointed by him for—

(i) All British Service personnel on the posted strength of the RAF Support Unit.

(ii) All RAF Loan and Exchange personnel and all other RAF personnel, except BDLS, who are administered by the RAF Support Unit.

(*b*) *4th Submarine Division*—The Commanding Officer and one other officer appointed by him for all Royal Naval personnel on the posted strength of 4th Submarine Division.

(*c*) *British Defence Liaison Staff*—

(i) RAFLO and A/RAFLO for all RAF personnel on the posted strength of BDLS.

(ii) RNLO and A/RNLO for—

(A) All Royal Naval personnel on the posted strength of BDLS.

(B) All Royal Naval personnel serving in Australia other than those on the posted strength of 4th Submarine Division.

(iii) ALO and A/ALO for all British Army personnel serving in Australia, other than Army Personnel on the strength of the RAF Support Unit.

Procedures

6. *Importing a Car*—The Serviceman applying to import a car will be required to submit two forms, Customs Form 11 and Form 71. On completion of these forms he is to submit them to the appropriate nominated officer. The nominated officer is to complete and sign Customs Form C and E 2835, a specimen copy of which is attached at Annex A, and forward it together with the applicant's Forms 11 and 71 to the Collector of Customs at the port through which the vehicle is being imported.

7. **Buying an Australian Built Car**—The Serviceman applying to purchase an Australian built car will be required to submit a claim for tax exemption on the form shown at Annex B. On completion of the form he is to submit it to the appropriate nominated officer. The nominated officer is to complete and sign the authorisation certificate, a specimen of which is attached at Annex C, and then forward the two certificates to the Deputy Commissioner of Taxation in the State where the vehicle is to be purchased. On approval by the Deputy Commissioner of Taxation the applicant's certificate, duly endorsed, will be returned to him. He should then submit it to the car agent who will retain it as authority for supplying the car free of tax.

Specimen Signatures

8. Deputy Commissioners of Taxation and Collectors of Customs require specimen signatures of those officers authorised to sign the certificates shown at Annexes A and C. Therefore, those officers nominated in Paragraph 5 are to submit to BDLS fourteen specimen signatures on separate quarto sheets.

9. When an officer takes over one of the appointments shown in Paragraph 5 he is to forward specimen signatures in accordance with Paragraph 8.

Departments of Taxation and Customs

10. The Taxation Certificates and Customs Forms mentioned in Paragraphs 6 and 7 are to be forwarded, when complete, to the appropriate departments at the following address—

(*a*) *Deputy Commissioners of Taxation*—

(1) Adelaide	The "Advertiser" Building, King William Street, (PO Box 288A, GPO).
(2) Brisbane	320–330 Adelaide Street.
(3) Canberra	West Block, Queen Victoria Terrace, Parkes.
(4) Darwin	Moonta Building, Mitchell Street, (PO Box 227).
(5) Hobart	77 Collins Street, (PO Box 649–G, GPO).
(6) Melbourne	London Stores Building, 152 Elizabeth Street, (PO Box 769–G).
(7) Perth	96–102 Barrack Street, (Box A.15, GPO).
(8) Sydney	21 Elizabeth Street, (Box 4197, GPO).

(*b*) *Collectors of Customs*—

(1) New South Wales	Box 8, GPO Sydney.
(2) Victoria	400 Flinders Street, Melbourne.
(3) Queensland	Customs House, Brisbane.
(4) South Australia	Customs House, Adelaide.
(5) Western Australia	Customs House, Perth.
(6) Tasmania	Customs House, Hobart.
(7) Northern Territory ..	Administered by Queensland (*see* above).

Checks by Nominated Officers

11. Before signing the Taxation Certificates or Customs Forms, nominated officers are to ensure that—

(*a*) The applicant is eligible for the concession and is fully aware of the conditions to be observed.

(*b*) He has not previously imported a motor car, or if he has it is still owned by him, and his domestic circumstances are such that two cars are needed by him and his family.

(*c*) He has not previously bought an Australian built car free of tax, or if he has it is still owned by him and his domestic circumstances are such that two cars are needed by him and his family.

(*d*) He has a reasonable expectation of serving two years in Australia.

12. The nominated officer is also to ensure that—

(*a*) If a car is imported under the conditions of Paragraph 3 (*b*) it is exported within three years of importation, or such an extended period as may be approved.

(*b*) When cars are transferred from one British Serviceman to another the cars remain subject to the conditions of the concession.

(*c*) Any breaches of exemption conditions are reported to the appropriate Australian department.

Transfers from one British Serviceman to Another

13. Cars imported under the conditions of Paragraphs 3 (*a*) and 3 (*b*) may be transferred from one British Serviceman to another provided the latter is also eligible for the concession. Approval for such transfers is to be given by the appropriate nominated officer. A return of such transfers is to be submitted by the nominated officer to the Collector of Customs at the Port where the cars were imported in June and December of each year, giving the following information—

(*a*) Number, rank, name and address of the person transferring the car.

(*b*) Number, rank, name and address of the person receiving the car.

(*c*) The original date of purchase.

(*d*) The date of transfer.

(*e*) The make and registration number of the car.

Nil returns are not required.

14. Australian built cars purchased under the conditions of Paragraph 3 (*c*) may be transferred from one British Serviceman to another, provided the latter is also eligible for the concession, within two years of purchase or before the car has had 25,000 miles of use. In such cases application is to be made to the Deputy Commissioner of Taxation, through the nominated officer, who is to give the following information—

(*a*) Number, rank, name and address of the person transferring the car.

(*b*) Number, rank, name and address of the person receiving the car.

(*c*) The original date of purchase.

(*d*) The date of transfer.

(*e*) The make and registration number of the car.

Forms and Certificates

15. Appendix A shows Customs Forms C and E 2835. Appendix B shows Claim Form for Sales Tax Exemption. Appendix C shows Authorisation Certificate. Stocks may be produced locally but the format is not to be changed.

16. Customs Forms 11 can be obtained from any local stationery office, and Forms 71 obtained from the office of the Collector of Customs at the port where the car is being imported.

APPENDIX A

The Collector of Customs,

.....

Sir,

I am aware that.....

.....

an officer/non-commissioned officer/enlisted man* under my jurisdiction has been accorded concession in respect of.....

.....†

and that he has given a personal security to the Commonwealth of Australia that the vehicle will remain in his use, ownership and possession, or, with your permission, of another member of the United Kingdom Armed Forces during the period of two years immediately after the date of its importation.

Signature.....

Rank.....

Establishment.....

* Strike out inappropriate words.

† Short description of vehicle.

(C & E No. 2835, 4.66)

APPENDIX B

SALES TAX EXEMPTION

Form of Certificate to be Supplied by a Member of the United Kingdom Forces in Australia Claiming Sales Tax Exemption for an Australian Made Motor Vehicle

Notes—(1) This certificate only applies to the purchase of a motor vehicle manufactured in Australia and must not be accepted by a motor vehicle vendor unless approved by the Taxation Department and stamped to that effect.

(2) Exemption is not applicable to parts or accessories for motor vehicles.

To the Commissioner of Taxation and
the Commonwealth of Australia

I hereby declare that—

(1) I am a member of the United Kingdom Forces stationed in Australia.

(2) I have/I have not* previously imported a motor vehicle free of sales tax under item 114 in the First Schedule to the Sales Tax (Exemptions and Classifications) Act.

(3) I have/I have not* previously purchased an Australian made motor vehicle free of sales tax.

I hereby certify that the Australian made motor vehicle, namely a.....(make of vehicle and type), to be purchased by me from.....(name of vendor), on.....(date) is for my personal use and that it will not be sold or otherwise disposed of by me until after two years or 25,000 miles of use, whichever occurs first, without the approval of the Commissioner of Taxation.

On the foregoing grounds I hereby claim exemption from sales tax in respect of the vehicle.

Signature.....

Date.....

Full name.....

Rank.....

Service No......

Branch of Service.....

Command or Unit.....

* *Delete* words which are inappropriate.

APPENDIX C

Certificate to be Supplied to the Taxation Department by an Officer Authorised to Sign Certificates in Connection with the Purchase of Australian Made Motor Vehicles Free of Sales Tax by a Member of the United Kingdom Forces Stationed in Australia

To the Deputy Commissioner of Taxation

(Capital City of State)

This is to certify that.....(name of member), of.....(Command Address), residing at.....(Domestic Address), whose specimen signature appears below is a member of the United Kingdom Forces stationed in Australia and that—

(*a*) He has not previously imported a motor vehicle under arrangements applicable to members of the United Kingdom Forces stationed in Australia or, if a motor vehicle has previously been so imported, it is still owned by him and his domestic circumstances are such that two motor vehicles are at the one time reasonably needed by him and his family.

(*b*) He has not previously purchased an Australian made motor vehicle free of sales tax under arrangements applicable to members of the United Kingdom Forces stationed in Australia or, if a motor vehicle has previously been so purchased, it is still owned by him and his domestic circumstances are such that two motor vehicles are at the one time reasonably needed by him and his family.

(*c*) It is expected that he will remained in Australia for a period of..... months after the purchase of the motor vehicle referred to in the attached certificate signed by him.

Signature.....
(Officer authorized to sign)

Rank and Service No......

Date.....

Specimen Signature

(HPB 271/52/27)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

698—Damage to Steel Plate Surfaces by the Use of Chipping Hammers, Etc.

Steel plate surfaces on ships' structures have been badly damaged by the use of chipping hammers for the removal of rust and old paint, etc., the surface being covered with deep cuts. In the majority of these cases it is considered that the damage was the result of using the wrong tool for the work. The correct tools to use are—

(*a*) for the removal of rust and paint—pneumatic valveless, or hand, scaling hammers;

(*b*) for heavy accumulations of old paint—pneumatic, or hand, scrapers.

2. The use of pneumatic chipping hammers (such as used by caulkers) for the removal of rust and old paint, etc., from steel surfaces is prohibited.

3. Scalers, valveless type (e.g., Pattern No. 0278/12644), can also cut into the surface of a plate to a serious extent if not used intelligently, especially when new or freshly sharpened. This danger is less when scrapers are used, but, again, it is possible to damage the surface if the tool is not held at a fairly flat angle to the plate.

4. With modern pneumatic scaling hammers the danger of cutting into the surface of plates is lessed by the use of tungsten carbide inserts, the cutting edge of which has been specially designed for the purpose of scaling off rust and old paint, etc. These tungsten carbide inserts must be dressed after three weeks continuous use, using a " Greenstone ", to an inclusive angle of 120° for the sharpened edge.

5. On no account should any scaling tool be sharpened to an inclusive angle of less than 120°, and the extremities of the cutting edges should always be " relieved " (rounded off).

6. **Nomenclature**—Some confusion exists with the names given to these tools under review. Tools normally used by caulkers for chipping (cutting) and caulking of plates should be referred to as " Chipping Hammers ", whereas those tools used for the removal of rust and old paint, etc., should be referred to as " Scaling Hammers ". This is the nomenclature given in the Rate Book of Naval Stores.

(PNA 1211/51/146)

UNCLASSIFIED

699—Fuels—Burning of Dieso and Avcat Under Naval Boilers

(*DCI (RN) 1321/1966*)

Dieso

When burning the lighter distillate fuels under naval boilers, the commonly used criterion of funnel smoke density, brown haze, cannot be taken as being indicative of the attainment of good combustion, as is the case with FFO burning.

2. The lighter fuels, being of a more volatile nature than FFO, are more rapidly vaporised in the combustion zone and the onset of visible brown haze or black smoke from the funnel occurs at lower air fuel ratios. When a brown haze is produced there already exists a shortage of combustion air for complete combustion to take place within the confines of the boiler furnace. The condition which results due to this air deficiency is generally known as " afterburning ".

3. Afterburning is mainly the combustion of carbon monoxide, with leakage air, in the space below the economisers and through the banks of generator tubes. This delayed combustion is accompanied by a violet/orange glow below the economiser which can be clearly seen where a smoke observation port is fitted below the economiser when its light is switched off. In severe cases of afterburning the glow can be seen with the light still on. Afterburning is always accompanied by a sharp rise in uptake temperature. With a CO percentage much above 0.2 per cent. in the uptakes afterburning can be expected to occur.

4. Afterburning is not confined to full boiler power and can be induced at any power by starving the registers of combustion air.

5. Since the funnel condition can no longer be used as an indication of good combustion it is essential the following be observed—

(*a*) Ensure that there is no violet/orange glow before the economiser.

(*b*) Check that the uptake temperatures are normal for the ship or class of ship. When the air/fuel ratio has been optimised, a decrease, or an increase, in the combustion air will result in an increase in the uptake temperature.

6. It is to be expected that higher superheat temperatures will result if the damper settings are retained in the positions required for the burning of FFO. Therefore, particular attention must be given to the steam temperature and damper positions and blower speeds adjusted accordingly.

Avcat

7. When burning Avcat the following features, in addition to those in Paragraphs 1 to 6 inclusive, are relevant.

8. Due to the higher superheat temperatures expected and a possible redistribution of the heat transfer through the boiler, it may be necessary to reduce the maximum allowed firing rate when Avcat alone is burned. MOD (Navy) state that this is the subject of current investigations and that the findings will be promulgated separately.

9. When changing from FFO to draw a suction on Avcat, the FFO heater outlet temperature is to be reduced to 140° F. until Avcat fills the heater. All steam to the heater is then to be shut off.

10. Avcat is a solvent for FFO and will clear deposits due to FFO in the fuel system, so that after changing to Avcat, filters and atomisers should be regularly checked for possible choking. In addition the system should be carefully inspected for leaks as they can present a considerable fire risk.

(DMED 1224/251/486)

UNCLASSIFIED

700—Naval Stores—Identification and Reclassification—Motor Velodyne, Class/Group 0551 Catalogue No. 11084—Supersession by Motor Tachometer Generator Class/Group 0564 Catalogue No. 972-6636

When Motor Velodyne, Class/Group 0551 Catalogue No. 11084, is used in FPS Marks 2 and 3 systems, it has been found necessary, to ensure interchangeability, to incorporate the following modifications—

(*a*) Modified to Ferranti Drawing No. 91/11796 by increasing the size of the 4 No. fixing holes in base from 0.196 in. diam. to 0.295 diam. (drill letter " M ").

(*b*) Modified to Ferranti Drawing No. 91/17462 by reducing the spindle at the tachogenerator end so as to be flush with the casing.

2. When the modifications at (*a*) and (*b*) above have been incorporated the motor should be identified as follows—

Class/Group	*Catalogue No.*	*Description*
0564	972-6636	Motor, Tachometer Generator

3. However, due to the limited life of the parent equipment handbooks and drawings will not be amended.

4. Existing stocks of Class/Group 0551 Catalogue No. 11084 should be examined and, if modified, transferred to the new Class/Group and Catalogue No.

(ADSA (M) 400/2/351)

UNCLASSIFIED

701—Revised Method for Igniting Mark 13—" O " Distress Signals

Reports have been received on the malfunction of the present method for igniting the abovementioned flares. The instructions as detailed on the body of the signal causes the ring to be twisted off, thereby rendering the flare useless.

2. A revised method of operation has been introduced.

3. Step-by-step procedures for using the Mark 13 Signal are as follows—

(i) Choose the end suitable for the signal required, i.e., smoke for day, flame for night.

(ii) Remove the cover from the end to be used.

(iii) Position the pull ring over the rim of the signal case as shown in Figure 1 above.

(iv) Press down the overhanging ring with your thumb (Figure 2) until the seal breaks. If the seal refuses to break, continue pressing on the ring so that it bends over the rim and against the signal body as shown in Figure 3.

(v) Reverse the bent ring back to the top of the signal and press down, Figure 4, using the bend in the ring as a fulcrum.

(vi) After the seal breaks, point the signal away from the face and give a sharp tug on the ring. This will ignite the composition.

(DWE 728/51/63)

UNCLASSIFIED

702—Stabilisers—Use of Fin Stabilisers when Ship is Damaged

(DCI (RN) 1346/1966)

Fin type stabilisers of both retractable and permanently extended types are fitted to modern warships to minimise ship roll and allow more precise operation of weapon equipment.

2. Following damage to the ship, providing sufficient speed can still be maintained to make the stabilisers effective, they may be used to minimise roll, so effectively augmenting the inherent ship stability remaining after damage control and heel correction action has been taken.

3. Their use to offset any heel resulting from the damage may prove dangerous for the following reasons—

(*a*) Modern ships fitted with fin type stabilisers have been designed so that list in the damaged condition is slight, if any. If large angles of heel exist after damage, the ship will almost certainly be in a lolling condition. Any attempt to correct loll by applying heeling moments using the stabilisers could result in the ship lolling to a greater and possibly dangerous angle on the side remote from the original loll.

(*b*) Conventional methods of heel correction after damage restore to the ship a capacity to withstand further damage which does not depend upon continued maintenance of ship speed. Should initial heel correction be obtained by the use of stabilisers and further damage cause serious loss of mobility, the resulting heeling moments and/or loss of stability arising from both incidents would be cumulative with possible serious consequences.

4. The use of fin type stabilisers for heel correction following damage is therefore not advised.

5. MOD (Navy) has advised that BR 2170 will be amended.

(DMED 1211/51/556)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

703—Amendment to Forms AX 101 and AX 102

Forms AX 101 and AX 102 are to be amended as follows—

In each form *delete Item* 1.9.3.

Insert new Item 1.9.3.

Examine and check Safety Firing gear in accordance with Planned Maintenance Schedule 4.5, TI Q 5.

Note 1—Refer to Australian Amendment AN 8 to BR 2014B, Chapter 17, Paragraph 8 (S), for method of checking.

Note 2—Cams should be cut in accordance with BR 292, Chapter 11, Paragraphs 37–49.

(DWE 464/251/52)

With reference to Navy Order 794 of 1965, Navy Orders 826 to 836 of 1964 are now over two years old and may be disposed of.

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